



375th Air Mobility Wing Heritage Pamphlet

375 AW
History Office
Current as of Oct 2009



375th Troop Carrier Wing
Approved 12 Feb 1952

Motto: Nolle Secundis—None but the Best



1405th Aeromedical Transport Wing, Scott AFB
Approved: 3 Mar 1964

Motto: Desuper Adiuementum—Help from Above
NOTE: 1405th discontinued 12 Jan 1966



1405th Air Base Wing, Scott AFB
Approved: 9 Sept 1958

Motto: Support and Service



375th Military Airlift Wing, Scott AFB
Approved: 1 Feb 1990

Motto: Desuper Adiuementum—Help from Above



375th Aeromedical Airlift Wing, Scott AFB
Approved: 31 Jan 1966

Motto: Desuper Adiuementum—Help from Above



375th Airlift Wing, Scott AFB
Approved: 10 Jan 1992

Motto: Desuper Adiuementum—Help from Above

Mission:

The mission of the 375th Air Mobility Wing is enabling combat power.

Vision:

The Vision of the 375th Air Mobility Wing is providing precise combat capability to the warfighter...always.

**Emblem Description**

Gules, a pile reversed throughout Celeste overall an eagle displayed with wings inverted Or, grasping in both talons a globe of the second gridlined bendwise Argent, all within a diminished bordure of the third.

Emblem Significance

Significance (1992): The emblem is symbolic of the wing and its mission. The background of red represents the unit's valor and the light blue depicts the sky being the primary theater of Air Force operation. The sky forming a wedge through the red field symbolizes the wing's mission to operate and maintain a domestic aeromedical evacuation system in peacetime with worldwide support in wartime; to provide operational support airlift in support of the Department of Defense and fly wartime missions as directed; to conduct transition training for MAC and other aircrews in the C-9A, C-12F, and C-21A aircraft; to operate, administer and maintain Scott Air Force Base and support Headquarters Military Airlift Command. The golden eagle, holding the globe from the Military Airlift Command emblem, refers to the wing's worldwide contingency capabilities supporting its major command requirements. The emblem bears the Air Force colors; golden yellow and ultra-marine blue and the national colors, red, white, and blue.

Motto: Desuper Adiumentum - Help from above.

INTRODUCTION

This pamphlet examines the history of the 375th Air Mobility Wing (375 AMW) through its 60-year history. Starting as a Troop Carrier Wing in the Air Force Reserves, the 375th has transitioned through periods of inactivation, redesignations, and mission changes—finally becoming what it is today—Air Mobility Command’s showcase wing...enabling combat power.

In addition to the wing’s history, short histories are included of the 375th Troop Carrier Group, (Medium)—the 375th Operations Group predecessor—and Scott Air Force Base. An effort has been made to cover as many of the important historical events as possible with a high degree of accuracy and clarity, while attempting to keep this pamphlet short. Questions about its content should be directed to the 375th Air Mobility Wing History Office, Scott AFB, Illinois.

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PART I 375TH AIR MOBILITY WING

Established as the 375th Troop Carrier Wing (TCW), Medium, on 10 May 1949, the wing was officially activated in the Air Force Reserves on 27 June 1949—about 14 months after the Air Force Reserves were first established (14 April 1948). Based at the Greater Pittsburgh Airport, Pennsylvania, the 375th performed reserve flight training using T-6, T-7, and T-11 aircraft.



T-6 Texan



T-7



T-11



C-82 Packet

With the United States' entry in the Korean Conflict, the 375th was ordered to active service on 15 October 1950, at a new location at Greenville (later, Donaldson) Air Force Base, South Carolina. Serving under the Tactical Air Command and then under the Eighteenth Air Force, the 375th Troop Carrier Wing participated in stateside troop carrier/airlift operations and paratroop drop exercises flying C-82 *Packets*. This training included airdrop exercises with the 505th Airborne Infantry of the 82nd Airborne Division.

The 375 TCW became the host wing for Donaldson AFB, on 12 July 1951. But the wing returned to reserve status on 14 July 1952, and went back to Greater Pittsburgh Airport, Pennsylvania, as a training unit. In conjunction with its return to reserve status, the wing exchanged its C-82 Packets for the C-46 Commandos, though it gained some C-119 Flying Boxcars a couple of years later. On 16 November 1957, the 375th inactivated.



C-119 Flying Boxcar

Scott AFB went through a transition in 1957, as it was realigned from Air Training Command (ATC) to Military Air Transport Service (MATS). As a consequence of the realignment, Scott's host wing, the 3310th Technical Training Wing (ATC) was redesignated on 1 October 1957, as the 1405th Air Base Wing (MATS).

In the years following the transition, Scott's central location and extensive medical facilities led to it becoming an aeromedical evacuation hub. On 1 June 1964, the 1405th was redesignated as the 1405th Aeromedical Transport Wing in conjunction with its assuming responsibility for all aeromedical evacuation operations within the continental United States. However, the 1405th would only fill this role for about 18 months due to a major airlift reorganization.

As part of an Air Force consolidation of strategic, tactical, and logistics airlift under one command, MATS was redesignated as Military Airlift Command (MAC) on 1 January 1966. In support of the reorganization, the 375th Troop Carrier Wing was redesignated in December 1965, as the 375th Aeromedical Airlift Wing (AAW), and was subsequently activated and organized (manpower was assigned) on Scott AFB on 12 January 1966. In accordance with the activation order, the 375th assumed the all the resources and manpower of the 1405th as that wing was discontinued (its history stopped).



C-131 Samaritan

Gaining all the resources and manpower from the 1405th, the 375th was able to seamlessly take over the 1405 ATW's missions. The 375th performed/managed and trained others for aeromedical airlift—an airlift mission flown primarily with C-131A Samaritans, supported by C-118 Liftmasters. The wing maintained/scheduled air shuttle and courier services to the east and west coasts.

And the 375th became Scott AFB's new host wing; supporting many tenant units, and two Air Force Major Commands—MAC and the Air Force Communications Service (AFCS).

In 1968, MAC activated a new 1400th Air Base Wing to take over host wing responsibility for Scott AB. This allowed the 375th to focus more on its aeromedical airlift mission—a mission that was expanding through the addition of new medical transport aircraft, C-9A Nightingales.



1400th Air Base Wing



C-9 Nightingale

The new C-9A Nightingale was equipped with an assortment of important medical capabilities, but one of its most significant new capabilities was its increased speed and range over existing medical transports. With a cruising speed of 500 MPH, and a range of 2,000 miles, a C-9A could complete a Travis AFB, California, to Kelly AFB, Texas,

flight in just under three hours—a flight that took five hours in a C-118, or six hours in a C-131A. In conjunction with the Air Force-wide C-118/C-131A phase out, the 375 AAW replaced all of its Liftmasters and Samaritans in 1969. Over the next few years, the C-9A came to represent aeromedical evacuation, a reputation that would be shared with a long-range cargo aircraft that by chance adapted into an aeromedical evacuation role—the Lockheed C-141 Starlifter.



C-141 Starlifter

C-141 Starlifters brought troops and supplies from the U.S. to Southeast Asia. Increased fighting in Vietnam in the mid-1960s led to overcrowding in Pacific Theater hospitals, so to alleviate the problem, wounded were transferred onto re-supply C-141s for non-stop long-distance medical evacuation flights back to the United States. Initially, all such flights went to Travis AFB, California, but a switch to a modified polar route in 1966, shortened the trip by two hours and enabled other air base destinations to be added—to include Scott AFB. From 1967 to 1970, a total of 75,000 battlefield casualties were brought to the United States. During that same period, the 375 AAW's domestic aeromedical evacuation system moved an average of 60,600 patients a year.

The high volume of aeromedical evacuations led to some Air National Guard and Air Force Reserve units being used to augment the 375th. The 1969 reorganization of Scott's 932nd into an Aeromedical Airlift Group (Reserve Associate) proved particularly helpful. The Paris Peace Accords were signed in 1973. That same year, (12 Feb – 4 Apr) the 375 AAW's Patient Airlift Center coordinated 61 aeromedical missions (119 sorties) to bring 367 former POWs back to the U.S. in Operation HOMECOMING. (NOTE: a total of 591 POWs were returned during this operation).

The 375 AAW's mission continued to grow into the mid-1970s. On 31 May 1973, the 1400th Air Base Wing inactivated, passing Scott host wing responsibilities back to the 375th. In October 1973, the wing established a centralized aeromedical evacuation center on Scott, assuming functions of three smaller centers. By the time the War in Vietnam concluded in 1975, Air Force plans were in progress to improve aeromedical evacuation by further consolidating command and control, equipment and resources under the 375th.



2nd Aeromedical
Evacuation Sq.



9th Aeromedical
Evacuation Sq.



1st Aeromedical
Evacuation Sq.

On 1 April 1975, the 375 AAW gained the 2nd Aeromedical Evacuation Group, based at Rhein-Main Air Base, Germany, and the 9th Aeromedical Evacuation Group, based at Clark Air Base, Republic of the Philippines, (On 1 July 1975, both groups were inactivated and replaced by like numbered squadrons). With these additions, the 375th Aeromedical Airlift Wing became the single-point manager for worldwide DoD aeromedical evacuations services. On 1 July 1975, the wing's aeromedical capability was further expanded with the addition of the 1st Aeromedical Evacuation Squadron based at Pope AFB, North Carolina.



CT-39 Sabreliner

As MAC had consolidated its aeromedical airlift mission under the 375 AAW, it also took steps in 1975, to consolidate its operational support airlift (OSA) mission—the time sensitive transport of government officials, military leaders, and/or important cargo. On 1 April 1975, MAC consolidated its newly acquired fleet of 106 Rockwell T-39A Sabreliners under an Administrative Airlift Division; activating three OSA squadrons; the 1400th Military Airlift Squadron (MAS) at Norton AFB, California, the 1401st Military Airlift Squadron, at Scott AFB, Illinois, and the 1402nd Military Airlift Squadron at Andrews AFB, Maryland.



1400th Military



1401st Military



1402nd Military

Operational support airlift missions were also considered pilot training missions, until after the Air Force OSA mission reevaluation in 1977; after that, pilot training became only a by-product. In reflection of that change, the T-39As were redesignated as CT-39A—the ‘C’ being for cargo.

On 15 March 1978, MAC realigned the three squadrons (1400, 1401, 1402) and twelve detachments, dispersed across 15 locations, to the 375th Aeromedical Airlift Wing and gave the Wing management and operational control responsibilities for the OSA mission within the continental United States. This was a significant addition to the Wing’s mission. In 1978 alone, the Wing’s newly acquired fleet of 104 Sabreliners flew 92,000 hours in support OSA missions.



1375th Flying Training Squadron

By July 1980, the 375th's Operations Training Division had established a CT-39 Central Training Facility on Scott to provide initial qualification training in support of the OSA mission. On 14 May 1984, the 375 AAW's newly activated 1375th Flying Training Squadron (FTS) assumed the flight training mission. In addition to providing C-9A flight



C-12F

training, the new unit was primarily activated to train crews on the CT-39A's replacement aircraft; the Gates Learjet C-21A and Beech C-12F. In September 1984, the 1375 FTS flew the last CT-39A 'training mission,' ending 22 years of Sabreliner service at Scott. Redesignated the 375 FTS in 1991, the unit was training about 340 pilots per year. The Air Force's "Year of Training" initiative consolidating formal training under Air Education and Training Command and resulted in the inactivation of the 375 FTS on 20 May 1994.



C-21A



1866th Facility Checking Sq.



C-140 JetStar

After seven years at Richards-Gebaur AFB, Missouri, the Air Force Communications Service, Headquarters, returned to Scott AFB. With its 1977 return, came the 1866th Facility Checking Squadron, just as it transi-

tioned to C-140 JetStar aircraft. The 1866th provided worldwide flight inspection for DoD (and/or host nation as required) air navigational aids/air traffic control radars along with flight inspection of air traffic control and landing systems. This AFSC mission transferred to MAC in 1987, and on 1 October 1987, the 1467th Facility Checking Squadron, its Detachment 1, at Yokota AB, Japan, and its Detachment 2, at Rhein-Main AB, Germany, were aligned under the 375 AAW.



1467 Facility Checking Sq.

On 24 April 1990, the first of six C-29As arrived to replace the aging C-140s, with the last C-140 departing by 20 August. The 375th continued supporting this mission until 1 October 1991, when the 1467th inactivated and its mission and aircraft were transferred to the Federal Aviation Administration (FAA).



C-29A

ORGANIZATIONAL CHANGES



22nd Air Force

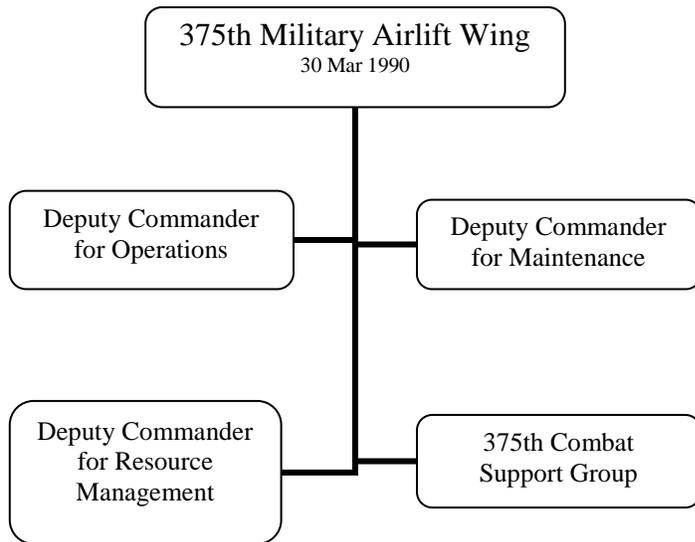


23rd Air Force

When the 375th Aeromedical Airlift Wing activated on Scott in 1966, it was aligned directly under Military Airlift Command. In 1983, the Air Force activated a Twenty-Third Air Force on Scott (headquartered in building P-4); with the intent of increasing combat capabilities by centralizing Tactical Air Command's special operations

forces and Military Airlift Command's rescue and recover forces. Aligned under MAC, the Twenty-Third Air Force's mission grew as more organizations realigned to it; Aerospace Rescue and Recovery Service (1983), the 375th Aeromedical Airlift Wing (1984), and the USAF Medical Center Scott (1985). But in 1987, the Twenty-Third left Scott for Hurlbert Field, Florida, to be closer to its special operations forces. Three years later, it was elevated to major command status, and redesignated as Air Force Special Operations Command. In preparation for the Twenty-Third becoming Air Force Special Operations Command, many of its MAC organizations (to include the 375th) realigned on 1 February 1990, to the Twenty-Second Air Force at Travis AFB, California. Many more organizational changes would follow.

The 375th had started out in 1966, as an aeromedical airlift wing with host wing responsibilities for Scott. Host wing responsibilities were handed off in 1968 and regained in 1973. In 1978, the 375th gained an operational support airlift mission, and added an in-house flight training mission in 1980. And a DoD navigational aids/radar inspection mission was added in 1987. To better reflect this very multifaceted mission, on 30 March 1990, the 375th Aeromedical Airlift Wing was redesignated as the 375th Military Airlift Wing.



With the collapse of the Soviet Union and the end of the Cold War in 1989, a smaller U.S. Air Force had to reorganize to improve combat capability and increase peacetime effectiveness. One way to accomplish this was the implementation of a new “objective wing” structure, thereby enabling multiple types of aircraft to operate from a single wing. On 1 October 1990, Military Airlift Command realigned all

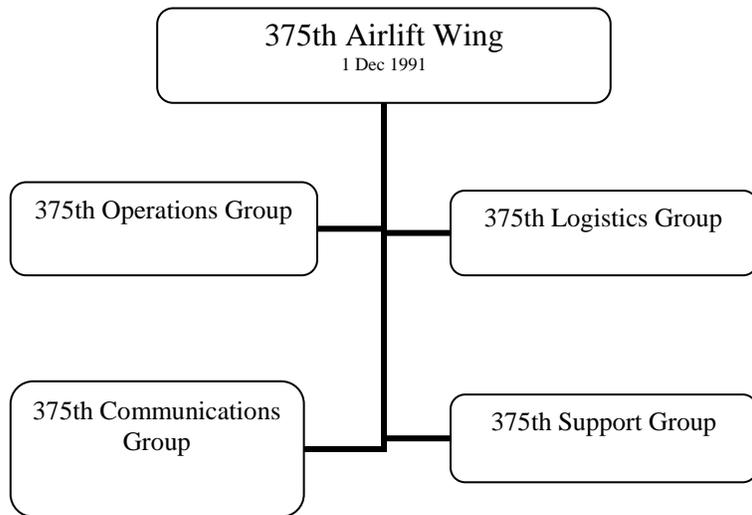
aeromedical airlift squadrons under their respective host wings; removing the 375th Military Airlift Wing from the chain of command from all but the Scott based aeromedical evacuation units. This focused local mission responsibility at the installation commander level, as envisioned in the objective wing ‘one base, one wing, one boss’ concept.



1974th Communication Group

The 375th continued to evolve as the reorganizations continued into the early 1990s. The Air Force Communication Command’s 1974th Communications Group had been managing Scott’s telecommunications, air traffic control and radar approach control since 1976. In October 1990, this group realigned to the 375th, and in April 1991, it was redesignated as the 375th Communications Group (though inactivated in 2001, it reactivated in in 2007). On 1 October 1991, the wing’s 1467th Facility Checking Squadron inactivated as its mission was transferred to the Federal Aviation Administration.

Shortly thereafter, on 1 December 1991, the 375th Military Airlift Wing completed its reorganization into the new objective wing structure; and was redesignated as the 375th Airlift Wing (AW). The 375 AW consisted of four groups; 375th Operations Group, 375th Logistics Group, 375th Support Group, and the 375th Communications Group.



Nearly a year later, on 1 October

1992, the USAF Medical Center, Scott, (which would be redesignated as the 375th Medical Group in 1993) realigned from the Twenty-Second Air Force to the 375th Airlift Wing—furthering the “one base, one wing, one boss” concept.

To further simplify the Air Force’s organizational structure, the Air Force Chief of Staff directed an Air Force-wide renaming of support units to take on the numerical designation of their respective parent organization. The 57th Aeromedical Evacuation Squadron’s long history prevented it from being redesignated, so it was inactivated on 1 July 1994, and replaced by the 375th Aeromedical Evacuation Squadron. The 375 AES assumed the mission, personnel, and equipment of the 57th, but not its lineage and honors.

MAC inactivated in 1992, and Twenty-Second Air Force realigned to Air Mobility Command (AMC). The next year, the Twenty-Second inactivated, the Fifteenth Air Force (a former Strategic Air Command organization) moved to Travis AFB, and the former Twenty-Second’s units (to include the 375th) realigned to the Fifteenth. This alignment lasted for about ten years, until the next major reorganization.

In the 1990s, the 375th Airlift Wing continued operating its fleet of ten C-9A Nightingales, covering an area of responsibility stretching from North America, to Central American and the Caribbean. During this time, the 375th supported relief efforts for the Great Flood of 1993, Operation ALLIED FORCE in 1999, and recovery after the 2001 terrorist attacks.

Into the 2000's, AMC went through a major reorganization to establish its warfighting headquarters. AMC's Fifteenth and Twenty-First Air Forces became Expeditionary Mobility Task Forces in 2003. They, along with all AMC's wings and independent groups realigned to a newly activated Eighteenth Air Force on Scott AFB. The new ready mobility operations capability would speed support for contingencies and humanitarian missions.

In 2003, aeromedical airlift operations also went through a considerable transformation, as a result of the Air Force's decision to retire all the C-9A Nightingales. In addition to noise and maintenance issues with the aging C-9A, the Air Force's decision was based on decreasing need for aeromedical airlift since 1990s introduction of TRICARE. The change inactivated the 375 AW's Maintenance Group and associated squadrons, along with the 11th Airlift Squadron. The 375th Airlift Wing still continued to support aeromedical airlift after 2003, though now with other airframes.

The C-21A operational support airlift (OSA) units dispersed in 1993 as part of the objective wing reorganization. But they were reconsolidated under the 375th Airlift Wing again in 1997. Some fleet reductions occurred over the years, but in 2007, a particularly significant recapitalization initiative reduced the wing's remaining 50 C-21As down to just 20 aircraft. Though some capability was lost, some capability was also gained through the activation of the 54th Airlift Squadron under the 375th, as an active associate unit to support flying the C-40C aircraft of the 932nd Airlift Wing (AFRC). On 1 Oct 2009, additional capability was added with the arrival of the 906th Air Refueling Squadron, as a 375th active associate unit to support flying KC-135R aircraft of the 126th Air Refueling Wing, Illinois Air National Guard. Subsequently, the 375th Airlift Wing was redesignated as the 375th Air Mobility Wing.

Today the 375th uses a mix of assigned and non-assigned aircraft to support aeromedical airlift, operational support airlift, and air refueling. And as the host wing, the 375th continues to maintain Scott AFB and support the 50+ assigned tenant organizations.

375TH AIR MOBILITY WING CHRONOLOGY

- 10 May 1949 The 375th Troop Carrier Wing (Medium) was first established. Though no equipment or manpower had been assigned at this point, the establishment date is generally recognized as the organization's birthday.
- 27 Jun 1949 The 375th Troop Carrier Wing (Medium) was activated in the Air Force Reserves at the Greater Pittsburgh Airport, Pennsylvania. The wing's mission was to perform reserve flight training with T-6, T-7, and T-11 aircraft.
- 15 Oct 1950 The 375th Troop Carrier Wing (Medium) was ordered to active service and relocated to Greenville (later Donaldson) AFB, South Carolina. Serving under Tactical Air Command and then the Eighteenth Air Force, the 375th participated in stateside troop carrier/airlift operations, paratroop drops, and exercises. The wing remained on active service until 14 Jul 1952.
- 1952 The World War II honors of the 375th Troop Carrier Group (predecessor to the current 375th Operations Group) were officially bestowed on the 375th Troop Carrier Wing. The Air Force chose to bestow Army Air Force Group honors on like numbered Air Force Wings in order to continue honoring the WWII accomplishments, at a time when the Air Force Groups were being inactivated and their squadrons were being realigned directly to the wings.
- 14 Jul 1952 The 375th Troop Carrier Wing (Medium) was activated in the Air Force Reserves, back at the Greater Pittsburgh Airport, Pennsyl-

vania, as a training wing. The wing was inactivated on 16 Nov 1957.

27 Dec 1965

The 375th Troop Carrier Wing (Medium) was activated and redesignated as the 375th Aeromedical Airlift Wing.

1 Jan 1966

Military Air Transport Service (MATS), headquartered at Scott AFB, was redesignated as the Military Airlift Command.

12 Jan 1966

The 1405th Aeromedical Airlift Wing was discontinued and its mission and resources were absorbed by the newly activated 375th Aeromedical Airlift Wing. On 11 Jan 1967, both wings would be awarded an Air Force Outstanding Unit Award.

10 Aug 1968

Gen Howell M. Estes, Commander in Chief, MAC, flew the first C-9A to Scott from McDonnell Douglas plant at Long Beach, California. The C-9A was then turned over to Col. Harry Waesche, 375 AAW Commander.



C-9A Nightingale Rollout Ceremony

8 Sep 1968

The 1400th Air Base Wing activated on Scott and assumed responsibility for operating Scott AFB from the 375th. The 375th Air Base Group inactivated. This was in accordance with a USAF plan—approved 8 Mar 1968—to replace Air Base Groups

(equivalent to current Mission Support Groups) with separate Wings.

17-18 Aug 1969

After Hurricane Camille, the 375th Aeromedical Airlift Wing flew missions airlifting hundreds of patients from hurricane damaged hospitals at Gulfport and Biloxi Mississippi. The 375th would later receive an Air Force Outstanding Unit Award for this operation.

16 Sept 1971

A C-9A on a training mission crashed near Scott AFB. Three lives were lost.

12 Feb-14 Apr 1973



In support of Operation HOMECOMING, the 375th Aeromedical Airlift Wing's Patient Airlift Center coordinated 61 aeromedical missions, 119 sorties, 210 flying hours, to return 357 ex-POWs



to the United States. While the overall operation ran until April 1973, the Wing participated on 18, 22, and 25 March 1973.

1 Jun 1973

The 375th Air Base Group activated returning host wing responsibility to the 375 AAW. The 375 ABG assumed all the manpower, facilities, and equipment of the 1400th Air Base Wing—which had inactivated on 31 May 1973. (NOTE: The 375 ABG is the predecessor to today's 375th Mission Support Group).

10 Feb 1974 Aircrews and medical personnel from the 11th Aeromedical Airlift Squadron and the 57th Aeromedical Evacuation Squadron airlifted the astronauts of the last NASA Skylab mission from San Diego, California to NASA Headquarters, Houston Texas.

1 Apr 1975 The 375th Aeromedical Airlift Wing assumed responsibility for MAC's worldwide aeromedical evacuation system.

30 Jun 1975 As part of an Air Force-wide action, the 375th WAF (Women in the Air Force) Squadron Section inactivated fully integrating 375 AAW servicewomen into the wing. (NOTE: The first Women's Army Auxiliary Corps (WAAC) arrived at Scott Field in March 1943).

27-30 Mar 1977 After two Boeing 747s collided on the ground at Tenerife, Canary Islands; the 375 AAW provided aeromedical evacuation for 112 survivors.

15 Mar 1978 The 375 AAW assumed responsibility for all continental U.S. operational support airlift missions and all U.S. based CT-39 Sabreliner aircraft.



CT-39 Sabreliner

19 Nov 1978 After the ambush of U.S. Representative Leo Ryan's entourage at the Jonestown airstrip, the 375th assisted with aeromedical evacuation of nine survivors from Georgetown,

Guyana, to the U.S.

19 - 20 Oct 1979

After a typhoon ruptured a fuel tank igniting a Marine barracks near Mt. Fuji Japan, the 375 AAW coordinated the largest burn aeromedical evacuation in history, evacuating 38 of 44 injured to the Brooks Army Medical Center, Fort Sam Huston, Texas.



9 AES members transporting a Marine burn victim.

20 Jan 1981



Sign for returning 52 American hostages

Using Rhein-Main AB, Germany, based 2nd Aeromedical Airlift Squadron (2 AES) aircrew, and C-9A, the 375 AAW coordinated the airlift of 52 American hostages from Algiers, Algeria, after their release from Iran, following 444 days of captivity. The 2 AES had already assisted with the airlift of 14 Americans released by Iranian students on 19 November 1980, and the airlift of five service members injured during the 25 April 1980 aborted rescue mission.



American hostages landing at Rhein-Main AB, Germany

28 Feb 1983

The Twenty-Third Air Force activated on Scott AFB—commanded by Maj Gen William J. Mall, Jr.

23 Oct - 9 Dec 1983

After a terrorist drove a truck loaded with explosives into the U.S. Marine barracks in Beirut, Lebanon, killing 241 Marines; medical aircrews of the 2 AES supported seven aeromedical evacuation missions into Beirut rescuing 78 survivors.

25 Oct - 19 Nov 1983

Operation URGENT FURY. After the U.S. invaded Granada to repel a leftist take-over; the 375th Aeromedical Airlift Wing flew 29 missions and completed 232 patient movements. The 375th Security Police Squadron provided airfield security support. And operational support airlift personnel flew 49 sorties airlifting 66 passengers and 4,120 pounds of cargo.



1 AES member treats wounded serviceman during Operation URGENT FURY

1 Jan 1984

The 375th Aeromedical Airlift Wing realigned from MAC to the Twenty-Third Air Force.

6 Apr 1984

In a special flight line ceremony, the 375th received its first three C-21A Gates Learjets (84-0063, 84-0064, 84-0065).



C-21A

14 May 1984

The 375 AAW's 1375th Flying Training Squadron received their first Beech C-12F aircraft.

- Aug 1981 - Aug 1984 Medical aircrews of the 57 AES and 1 AES airlifted over 500 Vietnam veterans to Walter Reed Army Medical Center to participate in a special head injury study; whose results were to have long range impact on future medical and rehabilitative care.
- 20 Sep 1984 After the U.S. Embassy annex bombing in Beirut, Lebanon; medical aircrews from the 2 AES brought eight of the 20 survivors to Ramstein AB, West Germany. Of the nine killed in this attack, two were Americans.
- 26 Sep 1984 The 375 AAW's 1375th Flying Training Squadron flew the last CT-39 (#61-0670) training mission, ending 22 years of Sabreliner service at Scott.
- 4 Jan 1985 The 1401st Military Airlift Squadron became the first operational support airlift squadron to complete the transition from the CT-39A to the C-21A and C-12F. (Note: on 1 Dec 1991, the 1401st was redesignated as the 458th Airlift Squadron.)
- 15 Apr 1986 Scott AFB was placed on alert status following the U.S. attack on Libya.
- 1 Aug 1987 The Twenty-Third Air Force relocated to Eglin Air Field, Florida.
- 22 Aug 1987 A Trans World Airline Boeing 767 crash landed at Scott AFB, after its starboard main landing gear failed to extend. Only 10 minor injuries were reported among the 181 people on board. The aircraft was repaired and departed on 1 Sep 1987.



TWA crash at Scott

11 Dec 1987

A Norfolk Southern Corporation 99-car train derailed on Scott AFB near the base trailer park causing more than 150 people from the park to be temporarily evacuated. No deaths or injuries occurred



30 Jun 1989

The 375th Mission Support Squadron activated on Scott AFB.

22 Dec 1989

Operation JUST CAUSE. After the U.S. invasion to remove dictator Manuel Noriega from power in Panama; the 375 AAW began flying special daily C-9A aeromedical missions from San Antonio, Texas to 16 destinations across the United States. In all, 257 military patients were transported to their home units for convalescent leave or for further medical treatment.



Crew and patients in a C-9A

1 Feb 1990

The 375th Aeromedical Airlift Wing and USAF Medical Center Scott realigned to the Twenty-Second Air Force, Travis AFB, California.

10 - 17 Feb 1990

The 375th deployed three C-9As to Howard AFB, Panama to support President George H. W. Bush's attendance at the Drug Summit in Cartagena, Colombia, hosted by Colombian President Barco Vargas. This summit led to common strategy agreements in the ongoing war on drugs (illegal drug use).

30 Mar 1990

The 375th Aeromedical Airlift Wing was redesignated as the 375th Military Airlift Wing (375 MAW).

1 Apr 1990

Throughout Military Airlift Command, all Air Base Groups became Combat Support Groups. Consequently, the 375th Air Base Group was redesignated as the 375th Combat Support Group.

21 June 1990

A C-9A from the 375th transported burn victims from a USS Midway fire from Yokota AB, Japan, to the burn center at Brook Army Medical Center, Texas.

2 August 1990

Iraq invaded Kuwait.

September 1990

In support of Operation DESERT SHIELD, 375th Military Airlift Wing personnel began deploying—deploying primarily to the 1630th Tactical Airlift Wing, Provisional, often referred to as the 1st Desert Airlift Wing. Wing personnel provided food, transportation, security, and admin support.



Members of the 375 MAW deploying for Operation DESERT SHIELD

While, the wing's C-9As did not deploy,

its C-12F and C-21A did support short rotations to provided operational support airlift for the U.S. Central Command, Commander in Chief and his staff. And the wing's 1467th Facility Checking Squadron deployed its C-29s.

1 Oct 1990 All of MAC's aeromedical airlift squadrons realigned under their host wings, thereby removing the 375th from their chain of command.

16 Jan 1991 Operation DESERT STORM began.

24 Feb 1991 In preparation for large numbers of wounded, the wing's 57th Aeromedical Evacuation Squadron deployed to Myrtle Beach AFB, South Carolina with a 240-person team of pilots, nurses, medical technicians, aircraft mechanics and support personnel, in five C-9A Nightingales.

28 Feb 1991 Operation DESERT STORM ended with a ceasefire. The 57th AES continued to support medical transport to various regional military hospitals, veterans administration centers, and civilian hospitals throughout the redeployment (Mar - May 1991).



Parade down Main Street, Belleville, Illinois celebrating the return of the troops deployed from Scott AFB to support Operation DESERT SHIELD/STORM

30 Apr 1991 The 1974th Communications Group redesignated to become the 375th Communications Group.

1 Dec 1991 The 375th Military Airlift Wing was redesignated as the 375th Airlift Wing.

1 Jun 1992 Military Airlift Command (MAC) inactivated and Air Mobility Command (AMC) activated on Scott AFB. AMC uses emblem approved for Military Air Transport Service (MATS) in 1948.

1 Oct 1992 As part of the ‘one base, one wing, one boss’ concept, the USAF Medical Center Scott, was realigned to the 375th Airlift Wing.

1 Jul 1993 USAF Medical Center Scott was redesignated as the 375th Medical Group.

Jul 1993 The 375 AW and Scott AFB assisted with flood relief during the “Great Flood of 1993.” This was the largest Mid-West flood since 1927. It impacted an area 745 miles long by 435 miles wide and caused an estimated \$15 billion in damages.

Dec 1992—Mar 1993 Operation RESTORE HOPE—the U.S. led operation to carry out UN Security Council Resolution 794; to create a protected environment for conducting humanitarian operations in the southern half of the Republic of Somalia.

16 October 1993 The C-9A “City of Belleville” flew to Andrews AFB, Maryland, to transport Chief Warrant Officer (CWO) Michael Durant back to his home base at Ft Campbell, Kentucky. CWO Durant had been held in captivity for 11 days after he was shot down by Somali rebels during the Battle of Mogadishu in Somalia.



17 Nov 03, CWO Durant at maintenance training facility renaming ceremony at the U.S. Army Aviation Logistics School, Ft Eustis, Virginia. Maintenance Crew Chiefs SSgt William D. Cleveland Jr., and Sgt Thomas J. Field, were both killed when CWO Durant’s Black Hawk Super 64 was shot down.

21 October 1993

To help the National Aeronautics & Space Administration study the effects of space flight on four shuttle astronauts, the Wing provided a C-9A to transport the astronauts from Edwards AFB, California, to Ellington Field, Houston, Texas. The C-9A was needed because NASA needed the astronauts to be transported lying prone.

23 March 1994

At Pope AFB, North Carolina, an F-16D collided with a C-130 as both were attempting to land. The C-130 landed safely, however, the F-16D crew had to eject out of the aircraft. The F-16D then crashed into a parked C-141 loaded with US Army paratroopers. The resulting fuel/oxygen explosion and fire killed 23 paratroopers and injured 83 others. In response, the 375 AW redirected one C-9A and dispatched a second C-9A from Scott to Fayetteville, North Carolina—both crewed by 57 AES personnel.

22 July 1994

375 AW members deployed to various locations in Africa in support of Operation SUPPORT HOPE—the humanitarian mission to help refugees fleeing the fighting in Rwanda between the Hutu and Tutsis.



Secretary of Defense William Perry and his party arrive at Kigali Airport during Operation SUPPORT HOPE.

July 1994

375th Security Police Squadron members deployed in support of Operation UPHOLD DEMOCRACY—the U.S. organized multinational effort to support UN Resolution 940, to restore constitutional rule and Jean-Bertrand Aristide's presidency in Haiti. On 11 December, the first team was replaced by a second 375 SPS team.



3 Oct 94

The 375th Communications Squadron and the 375th Computer Support Squadron activated under the 375th Communications Group.

Port au Prince International Airport during Operation UPHOLD DEMOCRACY, primary deployment location for the 375 Security Police Squadron.

1 Jun 95

After inactivating on 30 Jun 1994, the 375th Comptroller Squadron activated again.

14 Jul 1995

An 11th Airlift Squadron C-9A, supported by 375 AES crewmembers transported the Space Shuttle Atlantis crew from the Kennedy Space Center, Florida, to Ellington Field, Houston, Texas. This Space Shuttle mission (STS-71) was the shuttle's first docking with the Russian Mir Space Station, it was the first shuttle mission to trans-



Space Shuttle Atlantis just after undocking with the Russian Mir Space Station.

port Russian Cosmonauts back to earth (Vladimir Dezhurov and Gennady Strekalov), and—because of the added two Cosmonauts—it was the largest crew to fly on a shuttle mission.

25 Jun 96

Terrorists attacked the Khobar Towers housing complex in Dhahran, Saudi Arabia, by exploding a fuel truck near building 131. On 3 Oct 1996, at a ceremony on Scott's parade ground three Scott members were awarded Purple Hearts for injuries received during the attack.

Sept 1996



Thirty members of the 375th Civil Engineer Squadron deployed to Taszar Air Base, Hungary, in support of Operation JOINT ENDEAVOR—an effort to support the Bosnian peace process. The 375 CES members expanded the tent city, installed electrical wiring, and kept the runway clear during snowstorms.



Taszar AB, Hungary, Tent city after work completed by the 375 CES

22 Oct 1996

Picking up a medical team at Kelly AFB, Texas, the 375th deployed a C-9A to Manta, Ecuador, in response to a cargo aircraft crash in the area that killed 20 and injured 60. Working with the Ecuadorian Air Force, the team treated victims near Manta, Portoviejo, and Guayaquil.

24 Feb 1997

The 375th Airlift Wing command section moved back to building P-3 from building 1911. Building P-3 had been closed for renovation since 1994.

Apr 1997

Major flooding in North Dakota followed a severe snowstorm that knocked out power lines and closed roads. Members from the 375th Civil Engineer Squadron, 375th Medical Group, and 375th Aeromedical Evacuation Squadron, deployed to Grand Forks, North Dakota, to provide medical support and repair damage.

1 Jul 1997

As part of an Air Force-wide change, the 375th Security Police Squadron was redesignated as the 375th Security Forces Squadron.

15 Dec 1997

In honor of the 50th Anniversary of the USAF, the 375 AW sealed a time capsule and placed it in the wing headquarters, building P-3. It is to be opened in 2047.

7 Aug 1998

Terrorists bombed the U.S. Embassy in Nairobi, Kenya.



1998 Bombing of U.S. Embassy in Nairobi, Kenya.

13 Aug 1998

A Scott C-9A arrived at Dover AFB, Delaware, to support the return of the remains from the embassy bombing.

26 Aug 1998



A C-9A and crew from Scott AFB evacuated patients from Langley AFB, Virginia, to Andrews AFB, Maryland, before Hurricane Bonnie hit the east coast.



Hurricane Bonnie

26 Sept 1998 Scott C-9As supported moving medical patients to safety—out of the path of Hurricane George.

24 Mar 1999 NATO's Operation ALLIED FORCE began, to respond to Serbian President Slobodan Milosevic's persecution of ethnic Albanians in the Kosovo province. Serbian infrastructure was bombed while humanitarian aid was provided to the Kosovo refugees.

20 Apr—29 Jul 1999 A C-9A crew composed of personnel from the 375th Airlift Wing and 932nd Airlift Wing, Reserve, returned to Scott AFB after nearly four months at Ramstein Air Base, Germany in support of Operation ALLIED FORCE.



1 Jan 2000 The Air Force's Air Expeditionary Force (AEF) concept was implemented. AEF was a new method to predictably fill an ever increasing number of worldwide deployment taskings. Under this system, Airmen were either deployed, or on-call for a 90-day deployment, every 15 months—excluding major surge operations. The 90-day deployments were extended to 120-day deployments on 15 September 2004.

Humanitarian relief supplies for refugees in Albania and Macedonia brought in by NATO Operation ALLIED FORCE units in conjunction with civilian relief agencies

13 Jan 2001

Air Force Chief of Staff, Michael E. Ryan, directed the removal of the red cross markings from all C-9A aircraft by January 2003. Under Geneva Convention restrictions, having a red cross marking on the aircraft strictly limited its use to only transporting medical supplies, medical personnel, and patients.

23 Jul 2001

The 375th Communications Group and 375th Computer Systems Squadrons inactivated. Most of the functions transferred to Air Mobility Command's 868th Communication Squadron.

11 Sept 2001

Al Qaeda terrorists hijacked four commercial U.S. airliners en route from the east coast to the west. One was flown into each of the World Trade Center's 110-story towers, causing both to collapse. The third aircraft was flown into the Pentagon. As passengers attempted to retake control of the fourth, the terrorists crashed it into a field in Pennsylvania. Subsequently, all aircraft within the continental U.S. were grounded, and all aircraft en route to the U.S., were turned away.



World Trade Center after the second aircraft hit the towers.

11 Sept 2001

Scott AFB was placed in Force Protection Condition Delta—basically locking down base entry and exit.

12-15 Sept 2001

To provide medical support following the 11 Sept attacks, the 375th deployed medical support to Andrews AFB, Virginia. That support consisted of; 12 flight crews, assigned to six C-9As, along with a 25-person medical team of physicians, intensive care nurses, and cardiopulmonary medical technicians.

14 September 2001

Operation NOBLE EAGLE began as a North American Aerospace Defense Command (NORAD) initiative to defend the skies over North America.

20 Sept 2001

In a televised address, President George W. Bush launched his “war on terror,” later referred to as the “global war on terror” or GWOT.

7 Oct 2001

Operation ENDURING FREEDOM (OEF) began. Originally called Operation INFINITE JUSTICE—the aims of OEF were to capture Osama bin Laden and other high-ranking Al Qaeda members, destroy the Al Qaeda network, and remove



Tri-wall aerial delivery containers filled with humanitarian daily rations being transferred onto a C-17A for mission to Afghanistan as part of Operation ENDURING FREEDOM

the Al Qaeda supporting Taliban regime from Afghanistan. The U.S. also airlifted tons of humanitarian aid to Afghan refugees displaced by the conflict. 375 AES members deployed to Ramstein AB, Germany, to provide aeromedical transport for OEF casualties.

12 Sept 2002

The 375th Airlift Wing reorganized into the combat wing organizational structure. The 375th Logistics Group inactivated. The 375th Support Group redesignated to become the 375th Mission Support Group. The 375th Transportation Squadron redesignated into the 375th Logistics Readiness Squadron. 375th Contracting Squadron moved under the 375th Mission Support Group. The 375th Logistics Support Squadron redesignated to become the 375th Maintenance Operations Squadron. 375th Airlift Wing Logistics Plans moved and became apart of the 375th Logistics Readiness Squadron.

6 Oct 2002

At the request of Louisiana Governor Mike Foster, the 375th sent two C-9As and crews to evacuate 41 elderly critical care patients from the path of Hurricane Lili.

10 Jan 2003

Members of the 375th Civil Engineer Squadron deployed in support of what would become Operation IRAQI FREEDOM.

19 Mar 2003



B-52H Stratofortress returning to a forward base after completing a mission during first days of Operation Iraqi Freedom.

Operation IRAQI FREEDOM, also known as the second Persian Gulf War, began with the invasion of Iraq by a multinational force led by, and mostly comprised of, U.S. forces. Since the first Persian Gulf War in 1991, Saddam Hussein's government had circumvented UN Resolutions, appeared to be aiding Al Qaeda, and appeared to be developing biological and chemical weapons of mass destruction. The initial goal of OIF was to remove the Saddam Hussein government to enable the Iraqi people to form a new democratic government.



C-17A Globemaster IIIs staged in Europe to airdrop the 173rd Airborne Brigade into Northern Iraq

7 Aug 2003

As part of the integrated continental United States Medical Operations Plan (ICMOP), the 375th began receiving injured patients from OIF and OEF to be sent on to other destinations.



Wounded soldier being aeromedical evacuated from a Medical Airlift Staging Facility near the combat environment.

11 Aug 2003

Scott's last operational C-9A Nightingale aeromedical flight departed.

30 Sept 2003



Wing's last C-9A taking off after 2003 retirement.

In a special ceremony, the C-9A Nightingale aircraft was officially retired; and the 375 AW's 11th Airlift Squadron, aircraft maintenance group, and associated maintenance squadrons all inactivated.



After completing preflight checks this aircraft will be the last of the 375 AW's C-9A to takeoff from Scott AFB

(Note: Though retired from aeromedical airlift, a few C-9As continued to provide operational support airlift.) The 375 AES and the 775th Expeditionary Aeromedical Evacuation Squadron (775th became a flight in 2008) continued performing Scott's medical evacuation mission though with other airframes.

1 Oct 2003

The Eighteenth Air Force activated on Scott AFB, aligned under AMC. The 375 AW realigned from the 15 AF to the 18 AF.

5 Feb 2004

The U.S. led multinational Operation SECURE TOMORROW began as an effort to re-store order in Haiti.



3 Mar 2004

Members of the 375 AES left on a short notice deployment to Haiti to operate an Air Evacuation Liaison Team (AELT) in support of Operation SECURE TOMORROW.

Medical personnel stabilize a civilian reporter with a neck wound inside their medical tent facility at the Port-au-Prince International Airport, Port-au-Prince, Haiti.

1 May 2004

The 375 AW's C-21 fleet consolidation project began. By the time the project was completed on 31 July 2005, the wing's eight C-21 locations were reduced to just four; Scott AFB, Wright-Patterson AFB, Ohio, Peterson AFB, Colorado, and Andrews AFB, Virginia.



C-21A over St Louis, Mo.

28 Nov 2004

Members of the 3rd Battalion, 123rd Field Artillery, Illinois National Guard, who had been augmenting the 375th Security Forces Squadron on Scott AFB, returned to their home station.

11-16 Mar 2005

375th Airlift Wing C-21A aircraft participated in Air Mobility Command's testing of C-21A susceptibility to man-portable air-defense systems (MANPADS).

13 May 2005

Combined with an Air Force-wide initiative to downsize military hospitals, the 2005 Base Realignment and Closure (BRAC) recommended Scott's hospital be converted into a clinic. In the fall of 2006, Scott's Emergency Room closed and all inpatient surgery was moved to area civilian hospitals. An Ambulatory Care Clinic was established as a transition step, but that closed in September 2007. To improve available clinic services, a massive 2-year, \$35 million, facility renovation project began in late 2007.

15 Jun 2005

The 311th Airlift Flight was redesignated as the 311th Airlift Squadron; in conjunction with its relocation from Offutt AFB, Nebraska, to Peterson AFB, Colorado. The 84th Airlift Flight at Peterson AFB, inactivated.

29 Aug 2005

Hurricane Katrina, made landfall near New Orleans, Louisiana as a strong category three hurricane.



30 Aug 2005

A team from the 375 AES deployed to Kessler AFB, Mississippi, to being airlifting victims from the devastated areas.

6 Sept 2005



375 CES member helping with Hurricane Katrina cleanup.

Approximately 200 Wing members, primarily from the 375th Medical Group and 375th Civil Engineer Squadron began deploying in support of Joint Task Force-Katrina. Medical Group personnel setup a medical evacuation center at the Louis Armstrong International Airport, New Orleans. Civil Engineer members helped with cleanup, restoration of utilities,

29 Aug 05, Hurricane Katrina before making landfall

and establishment of a tent city for the 82nd Airborne Division. Additionally, Wing C-21s flew 54 missions, airlifting 200 people into and out of the affected area.



30 Nov 2006

A major ice storm hit Scott AFB and the surrounding area, resulting in nearly 500,000 homes losing electricity. The 375 AW expended \$621,200 in man-hours to help recovery efforts.

375 AES members evacuating victims of Hurricane Katrina out of the Louis Armstrong International Airport, New Orleans

31 Dec 2006

The 375 AW's 54th Airlift Squadron—a C-21A flying unit at Wright-Patterson AFB, Ohio—inactivated.

26 Feb 2007

C-40C aircraft welcoming ceremony held in Hangar 1. Scott AFB was one of three bases given the Global Cabinet Transportation mission.

19 Mar 2007

The 54th Airlift Squadron activated on Scott AFB as an active associate unit. The new 54 AS was to fly C-40C aircraft assigned to the 932nd Airlift Wing.



C-40C Aircraft

15 May 2007

The 375th Communications Group (inactive since 23 Jul 01) was reactivated.

- 24 May 2007 A ribbon cutting ceremony was held for the opening of Scott's first privatized home, in Patriot's Landing Housing, 4932 Knox Court.
- 10 Sep 2008 The 775 EAES was redesignated as a flight and was realigned under the 375th Aeromedical Evacuation Squadron
- 1 Oct 2009 The 906th Air Refueling Squadron moved (without personnel and equipment) from the 319th Operations Group, Grand Forks AFB, North Dakota, to the 375th Operations Group, Scott AFB. The 906th became an active associate unit flying the KC-135R Stratotanker aircraft of the 126th Air Refueling Wing, Illinois Air National Guard.
- 1 Oct 2009 In conjunction with the 906th's realignment, the 375th Airlift Wing was redesignated as the 375th Air Mobility Wing.



375TH AIR MOBILITY WING LINEAGE

Established as the 375th Troop Carrier Wing, Medium.....	10 May 1949
(Note: the “establishment date” is the organization’s Official Birthday.)	
Activated in the Air Force Reserves.....	27 Jun 1949
Ordered to Active Service.....	15 Oct 1950
Inactivated.....	14 Jul 1952
Activated in the Air Force Reserves.....	14 Jul 1952
Inactivated.....	16 Nov 1957
Redesignated 375th Aeromedical Airlift Wing.....	27 Dec 1965
Activated.....	27 Dec 1965
Organized (manpower and equipment assigned).....	12 Jan 1966
Redesignated 375th Military Airlift Wing.....	30 Mar 1990
Redesignated 375th Airlift Wing.....	01 Dec 1991
Redesignated 375th Air Mobility Wing.....	01 Oct 2009

375TH AIR MOBILITY WING HONORS

Armed Forces Expeditionary Streamer: Grenada.....	1983
Air Force Outstanding Unit Award.....	[12] – 31 Jan 1966 (SOGB-13 1967)
Air Force Outstanding Unit Award.....	19 – 20 Aug 1969
Air Force Outstanding Unit Award.....	20 Aug 1969 – 30 Jun 1971
Air Force Outstanding Unit Award.....	24 Jul 1975 – 23 Jul 1977
Air Force Outstanding Unit Award.....	1 Jul 1981 – 30 Jun 1983
Air Force Outstanding Unit Award.....	1 Jul 1986 – 31 Jul 1988
Air Force Outstanding Unit Award.....	1 Jun 1998 – 31 May 2000
Air Force Outstanding Unit Award.....	1 Jun 2003 – 31 May 2005
Air Force Outstanding Unit Award.....	1 Jun 2006 – 31 May 2008

World War II Campaign Streamers

New Guinea.....	24 Jan 1943 - 31 Dec 1944
Northern Solomons.....	22 Feb 1943 - 21 Nov 1944
Bismarck Archipelago.....	15 Dec 1943 - 27 Nov 1944
Western Pacific.....	17 Apr 1944 - 2 Sept 1945
Leyte.....	17 Oct 1944 - 1 Jul 1945
Luzon.....	15 Dec 1944 - 4 Jul 1945
Southern Philippines.....	27 Feb 1945 - 4 Jul 1945
Ryukyus.....	26 Mar 1945 - 2 Jul 1945

Decorations. Philippine Presidential Unit Citation (WWII).

NOTE: The 375th Air Mobility Wing is authorized to display bestowed honors of 375th Troop Carrier Group earned prior to 27 Jun 1949. (See history of the 375th Troop Carrier Group).

375TH AIR MOBILITY WING ASSIGNMENTS

Ninth Air Force.....	27 Jun 1949
First Air Force.....	1 Aug 1950
Tactical Air Command.....	16 Oct 1950
Eighteenth Air Force.....	1 Jun 1951–14 Jul 1952
1 Air Reserve District.....	14 Jul 1952
First Air Force.....	14 Jan 1954–16 Nov 1957
Military Air Transport Service (later, Military Airlift Command)....	27 Dec 1965
Twenty-Third Air Force.....	1 Jan 1984
Twenty-Second Air Force.....	1 Feb 1990
Fifteenth Air Force.....	1 Jul 1993
Eighteenth Air Force.....	1 Oct 2003 – Present

375TH AIR MOBILITY WING STATIONS

Greater Pittsburgh Airport, Pennsylvania.....	27 Jun 1949
Greenville (later, Donaldson) AFB, South Carolina.....	16 Oct 1950–14 Jul 1952
Greater Pittsburgh Airport, Pennsylvania.....	14 Jul 1952–16 Nov 1957
Scott AFB, IL.....	12 Jan 1966 – Present

375TH AIR MOBILITY WING COMMANDERS

Brig Gen Emil H. Molthan.....	27 Jun 1949
Col William S. Johnston.....	14 Sep 1949
Lt Col Stanley V. Fowler.....	circa. Aug 1950
Col Lance Call.....	Sep 1950
Col Glynne M. Jones.....	3 Mar 1952
Brig Gen Franklin Rose.....	22 May–14 Jul 1952
Col Arthur R. Anderson.....	14 Jul 1952
Col Jack R. Adams.....	Mar 1953
Col Albert B. Starr.....	1 Sep 1955–16 Nov 1957
None (not manned).....	27 Dec 1965–11 Jan 1966
Col William E. Nix.....	12 Jan 1966
Col Felix G. Brenner.....	3 Aug 1966
Col Harry L. Waesche.....	6 Sep 1966
Col Robert L. Moeller.....	1 Oct 1968
Col John W. Self.....	1 Nov 1969
Col Muller L. Jones.....	13 May 1971
Col Frank W. Contestable.....	24 May 1971
Col Charles C. Irions.....	31 May 1974
Col Paul A. Bergerot.....	30 Jun 1975
Col Hubert S. Diamond.....	29 Jan 1976
Col John A. Doglione.....	9 Jun 1978
Col Bruce M. Purvine.....	22 May 1981
Col John E. Massingale.....	10 Jun 1982
Col Louis V. Pelini.....	25 May 1984
Col Richard B. Fowler II.....	22 Oct 1986
Col Bobbie L. Mitchell.....	31 May 1988
Col Walter S. Hogle, Jr.....	11 Oct 1989
Col Robert J. Boots.....	8 Jun 1990
Brig Gen Dwight M. Kealoha.....	30 Oct 1991
Brig Gen Charles H. Coolidge.....	16 Jun 1993

375TH AIR MOBILITY WING COMMANDERS (continued)

Brig Gen John D. Hopper Jr.,.....	30 Dec 1993
Brig Gen David R. Love.....	2 Nov 1994
Col Michael W. Wooley.....	21 Nov 1995
Col Thomas P. Kane.....	20 May 1997
Col Bradley S. Baker.....	11 Aug 1998
Col Thomas E. Stickford.....	29 Jun 2000
Col Darren W. McDew.....	31 Jan 2002
Col Barbara J. Faulkenberry.....	14 Jul 2003
Col Raymond J. Rottman.....	7 Jan 2005
Col Alan L. Hunt, Jr.....	22 May 2006
Col Gary P. Goldstone.....	18 Aug 2008-

375TH AIR MOBILITY WING AIRCRAFT

T-6 Texan.....	1949-1950
T-7 Navigator.....	1949-1951
T-11 Kansan.....	1949-1951
C-46 Commando.....	1949-1950, 1952-1955
C-82 Packet.....	1950-1952
C-45 Expeditor.....	1951
C-119 Flying Boxcar.....	1954-1957
C-118 Liftmaster.....	1966-1969
C-131 Samaritan.....	1966-1969
C-121 Constellation.....	1968
C-9A Nightingale.....	1968-2003
CT-39A Sabreliner.....	1978-1985
C-12 Huron.....	1984-1994
C-21A Learjet.....	1984-
C-140A JetStar.....	1987-1990
C-29A Hawker.....	1990-1991
C-40C Clipper (flown by 375th, but not assigned).....	2007-
KC-135R Stratotanker (flown by 375th but not assigned).....	2009-

375TH AIR MOBILITY WING ORGANIZATIONAL STRUCTURE (Oct 2009)

375th Air Mobility Wing 27 Jun 1949-14 Jul 1952; 14 Jul 1952-16 Nov 1957; 12 Jan 1966-

Designation

Date Assigned to 375 AMW

375th Comptroller Squadron 1 Apr 1987-1 Jul 1994; 1 Jun 1995-

375th Operations Group 27 Jun 1949-14 Jul 1952; 14 Jul 1952-16 Nov 1957; 1 Dec 1991-

375th Operations Support Squadron 1 Dec 1991-

375th Aeromedical Evacuation Squadron 1 Jul 1994-

775th Expeditionary Aeromedical Evacuation Flight 7 Apr 2003-

458th Airlift Squadron 12 Oct 1966-1 Mar 1972; 1 Apr 1975-

54th Airlift Squadron (Wright-Patterson AFB) 20 Sep 2004-

311th Airlift Squadron (Peterson AFB) 1 Apr 1997-

457th Airlift Squadron (Andrews AFB) 15 Mar 1978-

906th Air Refueling Squadron 1 Oct 2009

375th Medical Group 1 Oct 1992-

375th Medical Operations Squadron 1 Sep 1994-

375th Medical Support Squadron 1 Sep 1994-

375th Aerospace Medicine Squadron 1 Sept 1994-

375th Dental Squadron 1 Sep 1994-

375th Communications Group 30 Apr 1991-23 Jul 2001; 15 May 2007-

375th Communications Squadron 1 Oct 1994-

375th Communications Support Squadron 1 Oct 1994-23 Jul 2001; 15 May 2007-

375th Mission Support Group 16 Jan 1966-8 Sep 1968; 1 Jun 1973-

375th Civil Engineer Squadron 12 Jan 1966-8 Sep 1968; 1 Jul 1973-

375th Force Support Squadron 8 May 1989-

375th Security Forces Squadron 1 Jun 1973-

375th Contracting Squadron 1 Dec 1991-

PART II
375TH TROOP CARRIER GROUP
(Predecessor to 375th Operations Group)



375 TCG Emblem
Motto:
None but the Best

On 18 November 1942, the 375th Troop Carrier Group (375 TCG) activated at Bowman Field, Kentucky with four troop carrier squadrons; the 55th Troop Carrier Squadron (55 TCS), 56th Troop Carrier Squadron (56 TCS), 57th Troop Carrier Squadron (57 TCS), and 58th Troop Carrier Squadron (58 TCS). In preparation for their



C-47 Skytrain

upcoming overseas duty in the Pacific Theater, the group began training with the C-47 Skytrain.

Their training included transporting cargo and personnel, airborne drops, cargo drops, and pulling troop gliders.

A few months later, on 23 January 1943, the group moved to Sedalia Army Air Field, Missouri, (better known today as Whiteman AFB) to continue training. On 5 May 1943, the group moved from Sedalia to Laurinburg-Maxton Army Air Base, North Carolina, for advanced training. While at Laurinburg-Maxton, the group picked up some experienced combat crews. Their experience would be invaluable to the new unit.

On 2 June 1943, the 375 TCG moved to Baer Field, Indiana, where their equipment shortages were filled before heading out to the Pacific Theater. By 27 June the ground echelon of the group was aboard the S.S. Lurline passing under the Golden Gate bridge on-route to Brisbane, Australia and then onto Port Moresby, New Guinea. The aircrews ferried the C-47s across the Pacific with the first aircraft landing on New Guinea on Independence day 1943. Those traveling by boat were inducted into “Neptune’s Royal Order of the Deep” as they crossed the equator.



New Guinea and surrounding islands

By 31 July 1943, the entire group was organized at Port Moresby (south end of New Guinea) and was ready to begin wartime operations under the Fifth Air Force. In addition to Port Moresby, the 375th also took up operations out of a secondary base on the island of Biak—just north of New Guinea. The 375 TCG's four squadrons primarily flew C-47s to transport men, supplies, and equipment to forward bases on New Guinea, New Britain, the Solomon Islands, and the Admiralty Islands.

Some of the group's first combat missions were supply runs to Dobodura. Located near Buna, and Northeast New Guinea, this was a forward area holding out against the Japanese in the Pacific. Most of these missions required the groups C-47s to cross the Owen Stanley Mountains—mountains with some peaks as high as 14,000 feet. In August 1943, the 375 TCG began airdrop mission to supply the American and Australian troops fighting for Roosevelt Ridge and Wau-Bulolo valley near Japanese-held Salamau, New Guinea. (Salamau is located along the coast on the map on the next page.) For some of the more hazardous missions that required landing on fields under attack, the group flew armed B-17 Flying Fortresses.



Allied Operations on New Guinea 1943

From July 1943 to February 1945, the 375 TCG was primarily stationed at Port Moresby, New Guinea and Biak Island, but it also operated from numerous other locations throughout the Southwest Pacific to include: Dobodura, and Nadzab, New Guinea; and San Jose, Mindoro. While operating from these locations, the 375 TCG took part in Gen Douglas MacArthur's drive to retake the Philippines.

As part of this drive, the 375 TCG took part in the first airborne operation in the Southwest Pacific. On 5 September 1943, the group dropped the 503rd Parachute Regiment onto Nadzab to capture its small airfield and to cut overland supply lines to the port city of Lae, New Guinea. Later that afternoon, the capture of the airfield at Nadzab allowed the Allies to fly in the 7th Australian Division which helped result in the capture of Lae.



503rd Parachute Regiment landing in the Markham valley near the town of Nadzab

Shortly before the final phase of retaking the Philippines—the invasion of Luzon, 9 January and 16 February 1945—the 375 TCG began converting to C-46 Commandos. During this last campaign, many of the group’s missions involved resupplying the U.S. Army forces fighting to takeover the island. However, the group did fly some of the airborne operations.



C-46 Commando



Allied Operations on Luzon 1945

On 3 February 1945, the 511th Parachute Regiment dropped on Tagaytay, a suspected enemy stronghold south of Manila. Shortly thereafter, the 511th was able to link up with its parent unit, the 11th Airborne Division. On 28 February 1945, the 503rd Parachute Regiment took part in a combined air and sea attack to take Corregidor—defended by more than 5,000 Japanese.

In support of ground units during the Philippine Campaign—in March alone—the 375 TCG flew 2,741,771 ton miles; delivering 2,398,000 pounds of personnel and 18,112,838 pounds of cargo. In recognition of this support, the 375 TCG would later be awarded the Philippine Presidential Unit Citation.

With Luzon secured, the 375 TCG relocated to Po-rac, Luzon on 20 May 1945. From its new station, the group flew supplies to combat units around the Southwestern Pacific. Between June and July, the 375 TCG transported equipment and personnel to support Allied forces fighting the last Japanese forces holding out on the southern part of Okinawa.



Allied Operations on Okinawa 1945

On 15 August 1945, all offensive actions against Japan ended. Just before this the 375 TCG broke into ground and air echelons and moved to Okinawa. Shortly after the Japanese surrender, aircraft from all the group's squadrons—led by the 375 TCG Commander, Lt Col John L. Ames Jr.—flew to the airport in Atsugi, Japan, participating in the initial occupation.

From its base in Okinawa, the group transported troops from Luzon, to Okinawa, to Japan and they brought liberated Allied POWs from Okinawa to Luzon on their way back home.

In addition, the 55th Troop Carrier Squadron traded its C-46 Commandos for C-47 Skytrains to commence regular flight service throughout the Japanese islands to ferry Japanese officials conducting the rapid disintegration of the Imperial Army, Navy, and Air Force.

The 375 TCG relocated to Tachikawa, Japan, in September 1945, where it remained until its 25 March 1946 inactivation. On 3 August 1947, the 375 TCG activated as a Reserve organization, based at the Greater Pittsburgh Airport, Pennsylvania. Redesignated as the 375th Troop Carrier Group (Medium) on 10 May 1949, over a month later, on 27 June 1949, it was aligned for the first time under the 375th Troop Carrier Wing (Medium). The 375 TCG was ordered to active service with the wing on 15 October 1950; returned to reserve service with the wing on 14 July 1952; and inactivated with the wing on 16 Nov 1957. The 375 TCG was redesignated as the 375th Aeromedical Airlift Group on 31 July 1985, but it was not activated. The group was finally reactivated on 1 December 1991, under its new designation as the 375th Operations Group.

PART III SCOTT AFB HISTORY

During World War I, Secretary of War Newton Baker advocated an expanded role for aviation. Business and political leaders on both sides of the Mississippi River wanted the Midwest to be chosen as a site for one of the new “flying fields.” Aerial expert Albert Bond Lambert joined the St. Louis Chamber of Commerce and directors of the Greater Belleville Board of Trade to negotiate a lease agreement for nearly 624 acres of land. After inspecting several sites, the U.S. War Department agreed to the lease on June 14, 1917. In a prophetic statement, Albert Bond Lambert remarked, “The establishment of this field adds greatly to the prestige of the St. Louis district and will undoubtedly play an important part in the development of aeronautics from a commercial standpoint after the war.”

It was going to take a tremendous amount of time, money and manpower to build the aviation field—one of the first aviation stations built for the nation’s World War I effort. Congress appropriated \$10 million for its construction, and 2,000 laborers and carpenters were immediately put to work. The government gave the Unit Construction Company 60 days to erect approximately 60 buildings, lay a mile-long railroad spur to connect the field with the main line of the Southern Railroad, and to level off an airfield with a 1,600 foot landing circle. Construction was well underway when the government announced it would name the new field after Corporal Frank Scott, the first enlisted person to be killed in an aviation crash.



Corporal Frank S.
Scott

Frank Scott enlisted in the Field Artillery at Fort Slocum, N.Y., at the age of 24. A lengthy illness in July 1911 led to his reassignment to the Signal Corps Aviation School at College Park Flying Field, Md., where he later served as a mechanic for one of the Wright Type-B biplanes. Interested in flying, Corporal Scott asked Lieutenant Lewis Rockwell to take him along on a flight. The unfortunate opportunity came Sept. 28, 1912.

First, Lieutenant Rockwell made a solo run over College Park at the remarkable speed of 40 miles-per-hour with a crowd of 300 watching be-

low. Confident everything was in good order; he landed and brought Corporal Scott on board. After reaching 150 feet, the pilot leveled off and soared for about 10 minutes. But as he brought the plane in for a landing, the craft developed engine trouble and crashed to the ground in pile of splintered wood and torn canvas. Corporal Scott was killed instantly, and Lieutenant Rockwell died later that evening. Both men were buried in Arlington National Cemetery on Oct. 1, 1912. The decision to name the aviation site at Belleville after Corporal Scott is a lasting tribute to those who lost their lives during the early years of military aviation.

Construction was completed by the end of August, and the first flight from Scott Field occurred on Sept. 2, 1917, in a Standard biplane. Ultimately, Curtiss JN-4D “Jennies” would become the primary trainer because the eight-cylinder, 90-horsepower craft could be operated from either the front or rear seat position. Flying instruction began on Sept. 11, 1917,



Scott Field 1917

and just seventeen days later, pilot cadet trainee Cadet Merrit O. White made the first solo flight. Everything moved fast in a wartime environment, including the dangerous act of learning to fly airplanes. A judgment error or weather shift could produce severe accidents in the fragile aircraft of the day, so it soon became apparent that Scott Field needed a medical air evacuation capability.



Determined to improve the recovery of downed Scott pilots, Captains Charles Bayless (post surgeon), Earl Hoag (officer-in-charge of flying) and A. J. Etheridge (post engineer), along with Second Lieutenant Seth Thomas, designed two air ambulances, or hospital ships, by modifying Jenny aircraft to carry patients. On Aug. 24, 1918, Scott’s air ambulance transported its first patient after an

aviator broke his leg. Despite the many jokes made about the “red coffin,” its presence was undoubtedly reassuring to all.

Also reassuring, was the support Scott Field members enjoyed from the local community. Plenty of curious sightseers came just to watch the construction or catch a glimpse of airplane activity, but many from the local community also gave morale support to their “Sammies” (Uncle Sam’s boys). They hosted dances and receptions, established a library branch on the field, and invited soldiers into their homes for Thanksgiving dinners. Likewise, Scott Field hosted sporting events with their community neighbors and, on Aug. 17, 1918, they invited the public to attend a Field Meet and Flight Exhibition—Scott’s first Air Show.



17 Aug 1917 Field Meet and Flight Exhibition

Scott Field’s future became uncertain after the Nov. 11, 1918, signing of the armistice ending World War I. Large scale demobilization closed many air fields. Scott’s remaining units were organized into a Flying School Detachment, and the field itself was designated as a storage site for demobilized equipment. Welcome news came early in 1919, with the War Department’s announcement of its decision to purchase Scott Field—a decision influenced by Scott’s central location and exceptional purchase price of just \$119,285.84. This gave Scott a promise of a future, but it still lacked a mission.

The new mission came in 1921, when Scott Field was selected to become a lighter-than-air (LTA) station—the first inland airship port in the nation. Many new facilities had to be built to accommodate its new balloon/airship mission. The most notable addition was the



Mid-1920s Scott Open House.

three-block long, one-block wide, 15-story high airship hangar. It was second in size only to the naval station hangar in Lakehurst, New Jersey. Many dirigible speed records and balloon altitude records were set at Scott during this time, however this era came to an abrupt end in 1937, when the Chief of the Army Air Corps decided to stop all lighter than air activities.



Building P-3 identified as GHQ AF

The following year, Scott was chosen to become the new home to the General Headquarters Air Force (GHQAF). To prepare for the new headquarters mission, the old wooden buildings, airship mooring mast, and even the airship hangar had to be taken down. (Today, only building P-7, a 1923 electric substation remains.) The old LTA station more than doubled in size as the Works Progress Administration and numerous contractors constructed nearly 100 colonial style buildings—including Hangar 1, P-2 main gate, P-3 headquarters—and four one-mile long concrete runways.

With the outbreak of World War II, the headquarters move was cancelled and Scott reverted back into a training installation. Its communications training era began in Sept 1940 with the opening of the Radio School. To accommodate the new training mission, Scott Field went through another period of expansion and construction. Area 1, adjacent to the new



1940 Scott Field

colonial structures, was built to accommodate 2,205 students; Area 2, on the south end of the airfield, was built to accommodate another 5,670 students. And still more support facilities were built on the east side of the airfield in Area 3, and south end in Area 4. Completed in the 1940s, many of these structures are still in use today.



Radio School Entrance

During World War II, Scott's Radio School set out to produce, as its slogan professed, "the best damned radio operators in the world!" Often referred to the "eyes and ears of the Army Air



TSgt Vosler
visiting Scott
in 1951

Forces," Scott's 77,370 graduates flew in aircraft and operated command and control communications in every Theater of the War. While all had been important to the nation's victory, two of the schools more well known graduates were Medal of Honor recipient Technical Sergeant Forrest Lee Vosler, and the future first Chief Master Sergeant of the Air Force, Paul Airey.



P W Airey 1942
Radio School
Graduation Photo

The U.S. Air Force became a separate service on Sept. 17, 1947, and a few months later on Jan 13, 1948, Scott Field was redesignated as Scott Air Force Base. Throughout the USAF transition, and into the Korean War, Scott's primary mission remained technical training; however Scott's aeromedical evacuation mission continued to grow. By the end of 1950, Douglas C-54 Skymasters were bringing 200 patients a week to Scott.

In Oct. 1957, Scott realigned from Air Training Command to the Military Air Transport Service; starting its transition to air mobility—primarily aeromedical evacuation. Scott's last remaining training classes closed in Feb. 1959, ending Scott's technical training era. The aeromedical evacuation mission continued to grow and in 1964, Scott's host wing was redesignated as the 1405th Aeromedical Transport Wing to reflect its new role as the lead for all continental U.S. aeromedical evacuation operations.



1 Oct 1957 MATS Flag Unfurled

Increasing importance placed on airlift led to the Military Air Transport Service being redesignated as Military Airlift Command in 1966. Associated with this reorganization, the 1405th was discontinued and its mission and resources (even its emblem and motto) were absorbed by

the newly activated 375th Aeromedical Airlift Wing. The addition of a fleet of C-9A Nightingales in 1968 expanded the 375th's aeromedical mission further, leading to the activation of a 1400th Air Base Wing to manage Scott AFB.

The Paris Peace Accords were signed in 1973; the same year Scott's Patient Airlift Center coordinated 61 aeromedical missions to bring 357 former Prisoners of War back to the U.S. in Operation HOMECOMING. In June 1973, the 1400th Air Base Wing inactivated returning host wing responsibilities to the 375th Aeromedical Airlift Wing.

By 1975, the 375th had gained responsibility for the worldwide aeromedical evacuation system. As a result, the 375th played a role in a myriad of aeromedical evacuation missions ranging from the movement of Jonestown, Guyana, airstrip ambush survivors in 1978, to evacuation of freed American hostages from Iran in 1981, to evacuation of Marines from Beirut barracks bombing in 1983.



The 375th gained another big mission in 1978; the continental U.S. operational support airlift (OSA). This mission had grown dramatically over the years. Scott received its first T-39A (later CT-39A) Sabreliner in 1962, for training and some OSA missions. After 1978, the 375th was managing a dispersed continental fleet of 104 Sabreliners flying a combined 92,000 hours a year. The CT-39As began to be phased out in 1984, the same year the first three Gates C-21A Learjets arrived at Scott.

As the Cold War drew to a close, the Air Force began implementing a new “objective wing”

structure that enabled wings to operate multiple types of aircraft. Under this ‘one base, one wing, one boss’ concept, the various aeromedical units realigned to their respective host wings. As the 375th reorganized, it transitioned to a Military Airlift Wing in 1990 and to an Airlift Wing in 1991.



1990s AMC Headquarters Building

In 1992, Military Airlift Command inactivated—as did many Cold War-era major commands—and its personnel and assets were recombined



with others to form a new Air Mobility Command (AMC). With its activation, AMC took up residence

in MAC’s headquarters building and replaced it as the Air Force component of U.S. Transportation Command—a DoD Unified Command headquartered on Scott since its 1987 activation.



Later in the 1990s, two new partners joined Scott’s team, the Mid-America Airport and the 126th Air Refueling Wing (Illinois Air National Guard). A 1987 Federal Aviation Administration authorization, followed by a 1991 joint use



Scott AFB-MidAmerica Tower

agreement, and considerable construction, produced the 1998 opening of the new MidAmerica Airport. Similarly, the 1992 realignment of refueling units to AMC, plus the planned MidAmerica construction, led to a 1995 Base Realignment and Closure committee recommendation to relocate the 126th Air Refueling Wing (ANG) from O’Hare International Airport to Scott AFB—a relocation that was completed in Oct. 1999. The result was a win-win situation enabling all to share in Scott’s new modernized and expanded capabilities.

Into the next decade, AMC went through a major reorganization to establish its warfighting

headquarters. AMC's Fifteenth and Twenty-First Air Forces became Expeditionary Mobility Task Forces in 2003. They, along with all AMC's wings and independent groups realigned to a newly activated Eighteenth Air Force—on inactive status since 1958. The new ready mobility operations capability would speed support for contingencies and humanitarian missions.

The 375th also underwent a major transition in 2003, as age, noise, maintenance, and lack of demand, led to the Air Force's retiring the C-9A Nightingale fleet. In the years that followed, the C-21A operational support airlift fleet was reorganized and reduced, and two active associate squadrons became part of the 375th. Together these events caused a flying mission restructuring that today has Scott's three wings using a diverse mix of assigned and non-assigned aircraft to support aeromedical airlift, operational support airlift, and air refueling missions.

Scott AFB has gone through many changes over the years; in size, infrastructure, organizations, and missions. Today, more than 50 different organizations make up Team Scott—one team accomplishing many missions to enable combat power. Together, they will contribute toward making Scott's next 90 years even more successful than the last!

SCOTT AFB CHRONOLOGY

14 Jun 1917

On behalf of the Greater Belleville Board of Trade, Secretary Edward A. Daley negotiated the \$7,400 lease of 623.992 acres—owned by seven landowners—with Capt Clinton G. Edgar, representing the U.S. War Department. This land would become Scott Field.

Jun 1917

Construction began on Scott Field. The Signal Corps required the United Construction



Scott Field Construction Jul-Sep 1917

Company of St Louis, MO., to complete about 59 buildings, lay a

mile-long railroad connected to the Southern Railroad main line, and level off an airfield, with a 1,600-ft landing circle—all within 60 days.

4 Jul 1917 Company M, Illinois National Guard, from Springfield, Illinois, became the field's first military unit.

20 Jul 1917 The new airfield east of Belleville, Illinois, was officially designated as Scott Field. It was named for Corporal Frank S. Scott who was killed in a plane crash on 28 September 1912, at College Park Flying Field, Maryland. He and the pilot, Lt Lewis Rockwell, were both buried in Arlington National Cemetery on 1 October 1912.

12 Aug 1917 11th and 21st Aero Squadrons of the American Expeditionary Forces Air Service arrived at Scott Field from Kelly Field, Texas, for pilot training.

1 Sept 1917 All construction was completed and the government officially accepted Scott Field.

2 Sept 1917 William Couch, a civilian flying instructor, and Scott Field Commander, Major George E. A. Reinburg, made the first flight from Scott Field in a Standard two-seater biplane. This aircraft had been transferred or borrowed from Ran-



2 Sep 1917 First flight
Maj Reinburg front seat,
Mr. Couch rear seat

toul Field, Illinois. The Standards would be later replaced by Curtiss JN-4D.

11 Sept 1917

Flying instruction officially began. Seventeen days later Cadet Merrit O. White became the first pilot trainee to make a solo flight from Scott Field.

2 Oct 1917

Lt Col James E. Fechet became the third commander of Scott Field, behind Maj Jack Heard and Maj George E. A. Reinburg, respectively. NOTE: later, Maj Gen James E. Fechet was Chief of the Army Air Corps from 1927-1931.

Feb 1918

The first Fire Department opened on Scott Field.



Summer 1918

The Scott Field's engineering department completed the rear cockpit modifications needed to convert two Jennies into air ambulances, or hospital ships. The design for the modifications was made by Captains Charles Bayless (post surgeon), Early Hoag (officer-in-charge of flying) and A.J. Etheridge (post engineer), along with Second Lieutenant Seth Thomas. They used a configuration likely modeled after one in use at Gerstner Field, Louisiana.



Scott's modified JN-4D (Jenny) Air Ambulance

- 17 Aug 1918 Scott held a Field Meet and Flight Exhibition—its first air show.
- 24 Aug 1918 Scott air transported its first patient—an aviator with a broken leg.
- 11 Nov 1918 The armistice was signed ending World War I. Aviation training at Scott Field ended.
- 20 Nov 1918 Scott’s squadrons were demobilized and those remaining were organized into a Flying School Detachment. Scott Field would be designated as a storage site for demobilized equipment from other fields.
- 19 Mar 1919 The War Department purchased Scott Field for \$119,285.84.
- 22 Mar 1919 Due to decreased manning on Scott, base paper, the “Aerofoil” published its last edition.
- 28 Jun 1921 Through Belleville Board of Trade, Secretary Edward A. Daley’s persistence, the Secretary of War, John W. Weeks approved Scott Field to become a lighter-than-air (LTA) station. The Air Service received initial funding of \$1,250,000 for a new hangar at Scott Field.
- 28-29 Sep 1921 The 12th Balloon Company and 9th Airship Company transferred to Scott Field from Fort Omaha, Nebraska.



Apr 1922 Maj Gen Mason M. Patrick, Chief of the Air Service, announced that Scott Field would become the new home of the Air Service Balloon and Airship School.

Jul 1922 Scott Field was designated an Air Intermediate Depot. As a result, all the lighter-than-air supplies from Fort Omaha, Nebraska, and Langley Field, Virginia, were transferred to Scott Field.

22 Oct 1922 Formal lighter-than-air aircraft courses began. At this time, Scott Field had balloons and two small non-rigid airships.

31 Jan 1923 Scott Field Commander, Col Chalmers G. Hall, accepted the new airship hangar. The new \$1,198,950 hangar was 810 ft long, 206.5 ft wide, and 178 ft high. Second in size only to the 1920's Scott's Airship Hangar hangar at Lakehurst New Jersey. One report commented that 100,000 men—nearly the entire U.S. Army in 1923—could have stood in formation inside it.



1920's Scott's Airship Hangar

15 Mar 1923 Lt Col John A. Paegelow became Commander of Scott Field. He led Scott longer than any other commander before or since—15 Mar 1923-3 Aug 1933.



22 Jun 1927, Lt Col Paegelow (Right) with Charles Lindberg during a visit to Scott.

9 Apr 1923 The Air Service's newest and largest non-ridged dirigible, the TC-1 arrived at Scott. The TC-1 cost \$80,000 to build.

May 1923

Most of Scott's LTA facilities were completed. At a cost of \$1,400,000, these facilities included a boiler house, a steam heating system expanded utilities, and a hydrogen



10 Sept 1925 TC-7 links with a Sperry Messenger biplane over Scott Field

production facility. (NOTE: Of these facilities, only P-7, an electric substation remains on Scott today).

6 Jun 1923

A lightning storm destroyed TC-1 during a training mission to Wilbur Wright Field, Ohio.

Oct 1923

The ZR-1 "Shenandoah" dirigible visited Scott Field.

1924

Lt James T. Neely and Dr. C. Leroy Meisinger—both lost their lives in a weather balloon flight on Scott. To honor their sacrifice, in 1971, the Air Weather Service placed a plaque inside Hangar 1.

Jan 1925

Parts for the first and only American-built semi-rigid airship for the military arrived as Scott for assembly. Once assembled—8 Jan 1926—it received the designation of RS-1.



1927

Scott Field's 176 foot airship mooring mast was completed.

Mooring mast with Airship Hangar in background.

9 Mar 1927

In an attempt to break the free balloon altitude record of 35,433 feet, and the airplane altitude record of 40,809 feet, Capt Hawthorne C. Gray launched in a free balloon from Scott Field. Though he only achieved an altitude of 28,510 feet, he did break the American free balloon record of 15,997 feet.



Capt Gray's First Attempt

4 May 1927

Capt Hawthorne Gray launched in a free balloon from Scott Field and achieved an altitude of 42,470 feet. This broke the world free balloon altitude record and the altitude record for all aircraft. However, because he had to parachute to safety, the Federation Aeronautique Internationale would not certify his record because he did not land with his aircraft.

4 Nov 1927

Again, Capt Hawthorne Gray launched his free balloon from Scott Field in a third attempt to set new altitude records. He again reached an altitude of 42,470 feet, but died of oxygen starvation on decent, which nullified the record.



Capt Gray, right, with Scott Field Commander, Lt Col John Paegelow

10 May 1928

Scott Field graduate Lieutenant Uzai G. Ent performed the first landing of an airship on a moving commercial steamship.

15 Jun 1928

The C-52 airship from Scott Field landed momentarily on the top of the Memphis Mail and Express train and transferred a sack of mail.

30 Oct 1928

During a water rescue exercise, the C-52 airship from Scott Field performed one of the first water landings of an airship.



1929

Scott Field hosted the 1929 National Balloon Elimination Race. 1920s TC-7 over Belleville, IL.

June 1930

Scott Field became both a LTA and a heavier than air station with the arrival of the 15th Observation Squadron and the 5th Photo Section, both from Selfridge Field, Michigan.



30 Mar 1931

Scott Field personnel and airships took part in a test of the possibility of completing mail service by using airships flying nonstop across the continent.

20 Jul 1933 TA-5 in Scott's Airship Hangar.

Sep 1932

Thousands came to Scott Field to observe month-long exercise maneuvers. Scott's 15th Observation Squadron acted as aggressors attempting to evade searchlights and sound ranging equip-

ment of the 61st Coastal Antiaircraft Artillery Regiment. The 61st temporarily relocated to Scott for the exercise from Fort Sheridan, Illinois.

17 Sep 1935

TC-14, the largest non-rigid airship ever constructed in the U.S. (235 ft long by 54 ft in diameter) was assembled at Scott and flew on its maiden voyage. This new airship cost \$200,000.

11 Nov 1935

After an unsuccessful flight on 12 July 1935, *Explorer II* made the second ascension of the joint National Geographic Society–U.S. Army Air Corps stratosphere expeditions—this time taking off from Scott Field. This attempt broke all previous records by attaining an altitude of 72,395 feet—a record that would stand for



ten years—but more importantly, it advanced knowledge of cosmic rays, the sun's spectrum, the upper atmosphere, the earth's curvature, and the effects of high altitude. It also resulted in the first pictures of the earth taken from that height.

14 May 1937

Maj Gen Oscar Westover, Chief of the Army Air Corps, recommended the end of lighter than air (LTA) activity due to lack of funds.

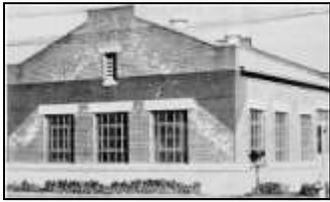
Jun 1937

Scott Field's LTA-era came to an abrupt end as the airship and balloon units demobilized or transferred to other U.S. facilities.

1 Jun 1938

The Headquarters and Headquarters Squadron, Air Corps Technical School (ACTS) arrived on Scott Field.

2 Jun 1938



2 May 1923 Building P-7

Scott Field was selected to become the new General Headquarters Air Force (GHQAF). To prepare for the planned expansion, old wooden barracks, administration buildings, airship mooring mast, and even airship hangar had to be torn down. (Today, P-7, a 1923 electric substation, remains as Scott's oldest building.)

Oct 1938

President Roosevelt approved a request by Maj Gen Henry H. Arnold, Chief of the Air Corps, for more aircraft and an expansion of the Air Corps.

Jan 1938

The American Wrecking Company of Chicago completed removal of the airship hangar, mooring mast, and support systems at a cost of \$20,051.



1939

At a cost of \$193,800, Scott Field expanded from 628.572 acres to 1,882.382 acres.



1 Jul 1939

With the outbreak of WWII, Gen George C.

Marshall, Army Chief of Staff, decided not to move the General Headquarters Air Force, so Scott Field reverted back to the mission of training.

1 Jul 1939

The basic department of the Basic School of the Air Corps Technical School transferred to Scott Field from Chanute Field, Illinois.

Sep 1939

First students for the new basic department of the Basic School of the Air Corps Technical School arrived at Scott Field.

1940

The initial \$7,500,000 building expansion project, originally planned for the GHQAF, was completed at Scott.

Mar 1940

Workers completed Scott's Hangar 1 (402 ft long, by 285 ft wide, by 90 ft high).

19 Sept 1940

The basic department of the Basic School of the Air Corps Technical School transferred back to Chanute Field, Illinois, when Chanute Field's the Radio School moved to Scott Field.



Mar 1941 Radio School code training initially taught in Hangar 1

14 Oct 1940

Radio School started at Scott Field.

15 Nov 1940

Construction on Scott Field's 6,000-man mess hall began—building 700.



1943 6000-man Mess Hall

1 Dec 1940

The Radio School added a Squadron Communications Officer Course initially for aviation cadets eliminating from flying training. In the autumn 1941 the school began taking cadets directly from civilian life.

1941

Scott received another \$3M to expand its Radio School capacity by 5,800 students.



Apr 1941 Scott Field

11 Feb 1941

The first issue of the new base paper, the Broadcaster was printed; published by the D. L. Lee Publishing Company, Marissa, Illinois.

21 Jun 1941

Construction began on Scott's first concrete runway.

22 Oct 1941

The Scott Field Band activated. The band consisted of 48 enlisted men and one warrant officer.

Nov 1941

Scott Field completed a new base hospital of 51 framed buildings on 43.55 acres of newly acquired land. In 1942, eleven more buildings would be added to support Scott Field's population of 20,000.



25 Nov 1941 Scott Field
Wooden Hospital Area

3 Dec 1941

Scott Field Radio School began a three-shift schedule.

Apr 1942 Twenty Chinese soldiers completed Scott Field's radio course becoming the first foreign students to do so.

Summer 1942 The 46th Aviation Squadron and 934th Quartermaster Platoon (segregated black units) arrived at Scott Field.

Jun 1942 Sixteen Dutch students entered training at Scott's Radio School.

Aug - Sep 1942 Members of the 46th Aviation Squadron (a segregated black unit) underwent basic training at Scott Field.



15 Oct 1942 Members of the 934th Quartermaster Platoon (a segregated black unit) underwent basic training and motor vehicle instruction.

1943 46th Aviation Squadron members undergoing inspection

Nov 1942 Scott Field's four concrete mile-long runways were completed.

Jan 1943 330 members of the 46th Aviation Squadron (a segregated black unit) began training at Scott Field's Radio School.



46th Aviation Squadron in Radio School Training

Mar 1943 Forrest L. Vosler graduated from Radio School at Scott Field. Later, TSgt Vosler would earn the Medal of Honor.



TSgt Vosler visiting Scott in 1951

12 Mar 1943

58th Woman's Army Auxiliary Corps (WAAC) Post Headquarters Company became the first female unit stationed at Scott Field when it moved from Daytona Beach, Florida. The unit had 156 members. Under the command of Second Officer Nell L. Jackson, these women worked in Scott's hospital, Radio School, offices, motor pool, hangar and control tower.

6 Aug 1943

During a special retreat ceremony, the WAACs at Scott Field took the enlistment oath in the Woman's Army Corps (WAC)—a component of the U.S. Army. The women received regular Army ratings, grades, privileges, and benefits. Through



6 Aug 1943 58th Woman's Army Auxiliary Corps WAAC Retreat

reorganizations and transitions, their unit eventually became known as the Army Air Forces WAC Detachment and its members were generally referred to as Air WACs.

May 1944

An accidental tool-spark set fire to Hangar 1—Scott's only hangar. Repairs were not be completed until May 1945.



1 May 1944

Upon its activation, the 3505th Army Air Force Base Unit assumed all administrative responsibilities for Scott Field from the Post Headquarters.

8 May 1945 Scott Field invited the public to a large garrison parade commemorating Victory in Europe Day.

14 Sep 1945 President Harry S. Truman visited Scott Field.

17 Sep 1945 The Scott Field Separation Center opened. The center was established to help returning military personnel transition back to civilian life.

2 Jan 1946 The Radio School activated a foreign student branch to handle all foreign students coming to Scott Field.

30 Mar 1946 Headquarters Army Air Forces Technical Training Command relocated from St Louis, Missouri, to Scott Field.



1 Aug 1946 Scott Field held Army Air Forces Day.

1 Nov 1946 Army Air Forces Technical Training Command became the Technical Division, Air Training Command.

1947 Prefabricated housing sections constructed in Malden, Missouri, were assembled into 152 small houses adjacent to Scott's field hospital. Designated as Malden Place, the section was later renamed



1936 Capt Stevens in front of *Explorer II* preparing for flight

Stevens Place in honor of acclaimed balloonist and photographer Albert W. Stevens.

18 Sept 1947

U.S. Air Force became a separate and independent part of the new Department of Defense.

13 Jan 1948

Scott Field became Scott Air Force Base.

12 Jun 1948

Congress established the “Women in the Air Force,” (WAF) however, women did not start integrating into Scott Field operation until 5 January 1949, after several women entered control tower operations.



1940s Scott WAF formation

26 July 1948

President Truman issued Executive Order 9981, to end segregation in the armed forces. Enactment took place over time. One of the first steps on Scott AFB was the removal from official mail of the ‘asterisk’ placed next to names to identify black service members. More significant changes began to occur after members of Scott’s all black Services Squadron began to be reassigned to positions in other units on base.

26 Aug 1948

The 3310th Technical Training Wing (TTW) was established and took over management of Scott AFB from the 3505th Army Air Forces Base Unit. Under the 3310 TTW were four groups; 3310th Air Base Group, 3310th Techni-



cal Training Group, 3310th Maintenance and Supply Group, and 3310th Station Hospital.

2 Feb 1949

Women in the Air Force (WAF) members entered radio mechanic general course for the first time.



1949 WAF Control Tower Training

Aug 1949

The U.S. government purchased 20.5 acres on the west side of the old Highway 158 for an 80-unit housing project. Completed in late 1951, by the McCarthy Brothers Construction Company, the area was named Paegelow Housing in honor of former Scott Field Commander John A. Paegelow. (Housing was in vicinity of current Scott Club.)

Oct 1949

Headquarters Air Training Command completed its relocation from Barksdale AFB, Louisiana, to Scott AFB.

20 Oct 1949

Scott AFB became the “remain-over-night” station for aeromedical evacuees.

1950

As the casualties from the Korean Conflict began to arrive at Scott AFB, the Woman’s Club and NCO Wives Club organized a project known as “Operation Homebound.” Initially a simple gesture of small gifts of food and phone calls home, it soon be-



3 May 1953 Operation Homebound



4 Nov 1950

came a joint military-civilian undertaking involving local women's groups and VFWs.

President Harry S. Truman visited Scott AFB for a second time; while en route to a speaking engagement in St Louis, Missouri.



29 Nov 1950

The new Belle-Scott Committee held its first GI Pal Dinner for 150 airmen at the Belleville USO; in an effort to improve relations between the base and local community.

Late-1950

Aeromedical evacuation started to become a major activity at Scott AFB.

5 Jan 1951



5 Jan 1951 Wherry Housing Groundbreaking.

Construction began on the \$8.5M 1,000-unit Wherry Housing Project. Originally named Daly-Lewis Acres, the units were later renamed for the 1949 Wherry Housing Act—sponsored by Nebraska Senator Kenneth S. Wherry.



Apr 1951 Wherry Housing Construction on Scott.

1 May 1951

The 798th Aircraft Control and Warning Squadron activated at Belleville Air Station, Illinois (locally known as Turkey Hill). The unit provided early warning detection of hostile air intrusions to air defense units based in the local area—primarily at Scott AFB.

24 May 1951

The 113th Fighter Interceptor Squadron, Air Defense Command, arrived at Scott, with F-51 Mustangs to provide protection to the Scott AFB-St Louis area.



85 FIS' F-86 Sabrejets on Scott AFB

Feb 1952

The Beck-Utah-Hopkins Construction Company completed the Daly-Lewis Acres, later known as Wherry, housing units.



Late 1952

With USAF's conversion to ultra high frequency radio communications, Scott's Communications School began a special communications branch—established in Area 3 on Scott.

Nov 1952

The 113th Fighter-Interceptor Squadron inactivated, and its mission of protecting the Scott AFB-St Louis area was assumed by the newly activated 85th Fighter Interceptor Squadron—flying F-86 Sabrejets. The 85th moved into newly completed readiness and alert hangars on the east side Scott's flight line—today's aero club area.

C-54 Transporting patients at Scott

1 May 1953



Military Air Transport Service (MATS) brought the first POWs from the Korean War to Scot AFB aboard a C-54.



Mar 1954 An Air Training Command directive bared WAF's from entering the Radio Repairman Course.

1955 The Base Exchange moved from P-8 (today's Passenger Terminal) to building 150. And the Officers' Open-Mess moved into building 1500.

8 Jun 1957 The 73rd Troop Carrier Squadron, Air Force Reserves, activated on Scott to train for long range troop and cargo movements with C-119 Flying Boxcars.



Cargo loaded in a C-119

13 Jun 1957 Gen Thomas D. White, Air Force Vice Chief of Staff, directed Military Air Transport Service to relocate to Scott AFB.

1 Sep 1957 Headquarters Air Training Command moved from Scott AFB to Randolph AFB, Texas, while ATC technical schools relocated to other bases.

1 Oct 1957 Military Air Transport Service (MATS) officially assumed jurisdiction over Scott AFB. The 3310th Technical Training Wing (minus the school units) was



1 Oct 1957 MATS Flag unfurled at Scott AFB

redesignated as the 1405th Air Base Wing.

6 Jan 1958

Scott's first WAF (Women in the Air Force) Squadron was established. Excluding a few early Radio School instructors, women had been serving on Scott since March 1943, when 156 members of the 58th Women's Army Auxiliary Corps (WAAC) Post Headquarters Company arrived. Scott's last WAF unit the 375th WAF Squadron Section inactivated on 30 Jun 1975.

15 Jan 1958

Headquarters Military Air Transport Service, officially opened at Scott, completing its move from Andrews AFB, Maryland. It was joined by two subordinate headquarters, Airways and Air Communications Service, (AACS) and on 23 June 1958, by Air Weather Service (AWS).

8 Nov 1958

After 4 years of construction, Scott's new \$7.5M hospital opened.



1959

Officer club swimming pool opened.

24 Feb 1959

The last class of students graduated from Scott Communications Schools, ending the base's communications training era.

1 Jul 1959

The 85th Fighter-Interceptor Squadron inactivated. Their local air defense mission was assumed by the U.S. Army's 1st Missile Battalion commanding four Nike Ajax, Nike Hercules missile batteries that ringed the St Louis area. The Missile Battalion's command post was collocated at Belleville



1960 U.S. Army's NIKE Ajax in foreground and Hercules in background protecting St Louis area.

Air Station, (locally known as Turkey Hill) and was supported by the 798th Aircraft Control and Warning Squadron, [later the 798th Rader Squadron (SAGE)].

1960
Dormitories 1904, 1905, and 1910 opened along with an 800-man dining hall—building 1907 (Today’s Global Reach Planning Center).

Mar 1960
The 1405th Air Base Wing participated in a 15-day exercise “Big Slam/Puerto Pine.” During this exercise MATS airlifted approximately 20,000 troops and 11,000 tons of cargo to Puerto Rico and back.

1 July 1961
The Air Force Communications Service activated and replaced the Airways and Air Communications Service. This gave Scott AFB the distinction of hosting the headquarters of two major commands.

Jan 1962
The Office of Commercial Communications Management (OCCM)—predecessor to Defense Commercial Communications Office (DECCO), later (1994) Defense Information Technology Contracting Office (DITCO).

11 Feb 1962
Scott AFB received its first Rockwell T-39A Sabreliner.



13 Apr 1962

Astronauts Maj Donald K. Slayton and Capt Virgil I. Grissom visited Scott AFB to pickup a T-33 for delivery to National Aeronautics



and Space Administration's manned spacecraft center at Patrick AFB, Florida.

23 Jun 1962

Scott Lake opened. This man-made lake was first envisioned by Base Civil Engineer, Col George C. Schmucker.



23 Jun 1962 Dedication of Scott Lake

22 Oct - 28 Nov 1962

The Cuban Missile Crisis caused the 1405th Air Base Wing to activate the Wing Command Post. And the 73rd Troop Carrier Squadron was called to active duty. During this time, Scott AFB's readiness was elevated from Defense Readiness Condition 5 (DEFCON) to DEFCON 3 (a heightened state of readiness).

11 Feb 1963

The 932nd Troop Carrier Group (AFRES) stood up on Scott AFB, and the 73rd Troop Carrier Squadron (AFRES) was realigned to it.

30 Apr 1963

The Daly-Lewis Acres remodeling contract was complete—renovating Wherry Housing.

1964

Fire station (bldg 950), the recreation center (bldg 1930), and the base library (bldg 1940) were completed.

1 Jun 1964

The 1405th Air Base Wing became the 1405th Aeromedical Transport Wing and assumed responsibility for CONUS aeromedical transport. The new 1405th combined the mission and resources of the 1405th Air Base Wing and Scott's 1st Aeromedical Transport Group.



Building P-39, the 1405 ABW Headquarters

19 Jun 1964

Scott's new Service Club opened—building 1930.

17 Nov 1964

The USAF officially announced the relocation of the Air Rescue Service from Orlando AFB, Florida, to Scott AFB.

8 Feb 1965

The C-131A Flight Simulator School began operations at Scott. In January 1965, the flight simulators were moved from Brooks AFB, Texas, to Scott.

10 Feb 1965

C-118 Liftmaster aircraft brought the first aeromedical evacuation patients from Vietnam to Scott AFB. The evacuees stopped overnight at Scott, en route to other medical facilities.



C-118 at Scott AFB

15 Aug 1965

Aeromedical evacuation responsibilities for the 1405th Aeromedical Transport Wing expanded to include the North Atlantic and Caribbean offshore bases.

8 Oct 1965

The 7th Weather Wing activated at Scott AFB.

1966 The 932nd Troop Carrier Group (AFRES) took part in Operation COMBAT LEAVE to move military passengers stranded at air terminal due to the nation-wide airline strike.



1 Jan 1966 The Military Air Transport Service was redesignated as Military Airlift Command (MAC).

12 Jan 1966 The 375th Aeromedical Airlift Wing activated to take over the missions, equipment, and personnel of the 1405th Aeromedical Transport Wing as that wing inactivated.

Mar 1966 The 1st Missile Battalion became the 53rd Artillery Group (Air Defense).

17 Apr 1966 A 932nd Troop Carrier Group C-119 Flying Boxcar crashed at Scott AFB.

23 Nov 1966 Contract was awarded to link buildings P-38, P-39, and P-40, to become the new Headquarters Aerospace Rescue and Recovery Service (AARS).

31 Mar 1967 Air Force Chief of Chaplains, Maj Gen Edwin R. Chess, officiated at the dedication of Chapel Two—the first “Chapel-in-the-Round” in the Air Force.



1975 Chapel II interior

1 Apr 1967 The 932nd Troop Carrier Group (AFRES) was redesignated as the 932nd Military Airlift Group (AFRES).

31 Aug 1967 The Air Force awarded a contract to McDonald Douglas Aircraft Company for eight off-the-shelf C-9A medium-sized twin-engine jet aircraft for domestic aeromedical airlift.

1 Sep 1967 Scott's Equal Employment Opportunity Committee established.

1968 A 27-acre tract of land north of the base hospital was purchased for construction of 78 housing units. This area would become Galaxy Housing.

18 Mar 1968 Construction of Runway 13 began.

29 Mar 1968 The first issue of Scott's Command Post was published by Irwin Yare, Inc. of O'Fallon, Illinois. The previous base paper, the Broadcaster had been published since 11 Feb 1941, by D. L. Lee Publishing Company, Marissa, Illinois.



6 May 1968 Contracts were awarded for 150 housing units at Scott for what would become the Shiloh Housing Area.

23 May 1968 The USAF approved disposal of 100 substandard Fechet Plaza (also known as Scott Plaza) housing units. Originally built as civilian housing, they had been turned over to the government in 1946.

17 Jun 1968

C-9A rollout ceremony was held at Douglas Aircraft Division, Long Beach, California.



20 Jun 1968

Headquarters Aerospace Rescue and Recovery Service moved to Scott AFB from Orlando, Florida.



23 Jun 1968

After closing and securing all buildings, the last commander of the 798th Aircraft Control and Warning Squadron turned over responsibility for Belleville Air Station (locally known as Turkey Hill) to Scott AFB. The 798th officially inactivated on 1 Dec 1968.

10 Aug 1968

Gen Howell M. Estes, Jr., Commander in Chief, Military Airlift Command, flew the first C-9A to Scott AFB. It was turned over to



Col Harry L. Waesche, Commander, 375th Aeromedical Airlift Wing.

8 Sep 1968

The 1400th Air Base Wing activated and assumed responsibility for operating Scott AFB from the 375th. The 375th Air Base Group inactivated. This was in accordance with a USAF plan—approved 8 Mar 1968—to replace Air Base Groups



1400 ABW Emblem

(equivalent to current Mission Support Groups) with separate Wings.

2 Oct 1968 The first C-9A aeromedical evacuation mission was flown from Scott.

27 Jan 1969 Military Airlift Command directed the organization of a special 12-man Elite Guard within the Security Police Squadron to provide security for the MAC Command Post and provide color guard.

25 Jul 1969 The 932nd Military Airlift Group was redesignated as the 932nd Aeromedical Airlift Group.

9 Aug 1969 Scott's last C-131A Samaritan aeromedical evacuation mission was flown as C-131As were phased out of the aeromedical airlift force.



C-131A Samaritan at Scott

5 Mar 1970 Air Force Communications Service relocated to Richards-Gebaur AFB, Missouri.

1971 A tree was planted by building P-7 in honor of those missing or-held captive in Southeast Asia. A marker was added in 1993.

15 May 1971 The 1866th Facility Checking Squadron inactivated.

7 Jul 1971 The Equal Opportunity Office was established at Scott AFB.

16 Sep 1971

A 375 AAW assigned C-9A Nightingale aircraft crashed with the loss of three lives.



1 Oct 1971

Air Force-wide, the first Combined Federal Campaign Fund drive was launched.

1 Oct 1971

Scott's Social Actions Office was first established.

31 Jan 1972

A ceremony was held for the official opening of the new 16-lane base bowling center, building 1934. Ground breaking had been held on 6 Nov 1970.

20 Feb 1972

An HC-130 Hercules, piloted by Lt Col Edgar L. Allison Jr., arrived at Scott—as the conclusion of Operation LONG FLIGHT. In this operation, Lt Col Allison had flown nonstop from Chung Chuan Kand AB, Taiwan, to Scott AFB, setting a world distance record for a turbo-prop aircraft (8,732.09 miles in 21 hours and 12 minutes).

4 Mar 1972

A ceremony was held for the official opening of the new Base Exchange, building 1650. Ground breaking for the \$1,7M project took place 1 Oct 1971.



15 Apr 1972

A dedication ceremony was held for the new Military Airlift Headquarters—building 1600. Affectionately called the “brick

pile,” ground breaking for the \$7.5M project in 16 Jun 1969, had been officiated by Col Gilmer E. Walker, Jr., 1400th Air Base Wing Commander, and Gen Howell M. Estes, Jr., Commander in Chief, Military Airlift Command.



22 May 1972

The First National Bank of Belleville opened a base facility in building 1644.

14 Jun 1972

The new 500-seat base theater (building 1670), officially opened.

21 Aug 1971

The new grade school for Scott dependent children (building 859) officially opened.

11 Sep 1972

Though not yet complete, military families began moving into the new 400-unit housing area, Shiloh Valley.

10 Dec 1972

The new \$1.3M NCO Club (building 1948) opened for parties. It officially opened in early 1973. After the new club opened, building 1900 reverted back into a dinning hall.



18, 22, 25 March 1973

The 375th Aeromedical Airlift Wing participated in Operation HOMECOMING. The overall operation ran until April 1973. Scott's Pa-



tient Airlift Center, coordinated 61 aeromedical mission returning 357 ex-POWs to the U.S.

1973 Scott's \$310K Youth Center opened in building 386.

1973 Several base commissary facilities, including the main one in building 56, were consolidated and opened in a single base commissary in the newly renovated cold storage plant—building 1961.



1950s Commissary, building 56

1973 The \$10M Shiloh Valley Housing Area was completed. The 390 duplex and 10 single-family housing units were built on a 100-acre area purchased in 1969/1970.

1973 The DoD determined 1000 Wherry and 80 Paegelow housing units had become substandard and were declared no longer economical to upgrade.

14 Feb 1973 The first ex-POW returnees from Vietnam transit through Scott AFB.

18 May 1973 Gas rationing began at Scott. One service station closed; the other reduced hours of operation. Officials imposed a ten-gallon purchase limit per day.

1 Jun 1973 The 1400th Air Base Wing and its assigned squadrons inactivated. The 375th Air Base Group reactivated to take up the mis-

sion of the 1400th Air Base Wing. This realignment also moved the 528th Air Force Band from the Military Airlift Command to the 375th Aeromedical Airlift Wing.



Mar 1973 The 1400 ABW Staff

1 Oct 1973

The Aeromedical Evacuation Control Center at Scott AFB became the center for all continental U.S. patient reports.

1974

An Aerospace Rescue and Recovery Service park was dedicated near building P-4.

Jun 1974

The Aerospace Rescue and Recovery Service activated the Air Force Rescue Coordination Center at Scott AFB.

5 Oct 1974

Scott AFB transferred the former Belleville Air Station (locally known as Turkey Hill) to St Clair Associated Vocational Enterprises.



1 Apr 1975

The 375th Aeromedical Airlift Wing became responsible for the worldwide aeromedical evacuation system.

30 Jun 1975

As part of an Air Force-wide action, the 375th WAF Squadron Section inactivated. This fully integrating servicewomen into Scott AFB.

18 Oct 1975

New base gym officially opened (building 1987). a bronze plaque commemorating Illinois Congressman Melvin Price was placed inside. On 12 Feb 1979, the building was dedicated as the James Gym in memory of Gen Daniel (Chappie) James, Jr. Representative Charles M. Price (D-IL), Chairman of the House Armed Services Committee, gave the dedication address. Mrs. Dorothy James—Gen James’ widow—was the guest of honor.



1976

A new \$2.1M supply warehouse office complex opened (building 4001).

22 Mar 1976

The Air Force Communications Service activated the 1918th Communications Squadron to oversee Scott AFB communication needs. Shortly thereafter, the 1974th Communications Group activated to replace the 1918 CS.

20 July 1976



A granite memorial to Corporal Scott was dedicated in front of the 375th Headquarters (building P-3). The memorial was later moved to building P-4.



1979 375 AAW Headquarters

13 Aug 1976

The Illinois roadway bypass project was completed, allowing two gates (Shiloh and Belleville) to be placed on the base’s portion of old Highway 158—now renamed Corporal Scott Drive. This al-

lowed Scott AFB to become a “closed base.” On 10 Dec 1977, this section of old Highway 158 was designated a “Blue Star Memorial Highway.”



1969 Highway 158 divides Scott AFB

17 Feb 1977

The new Base Exchange Shopette (building 1635) opened near the Scott Medical Center.

8 Oct 1977

Chairman of the House Armed Services Committee, Rep Charles M Price, cut the ribbon during the dedication ceremony of the new Aeromedical Staging Facility (building 1529). This new \$2.5-million, 100-bed facility replaced the one that had been located in one of the temporary WWII hospital complex structures.

27 Oct 1977

MAC Commander, Gen William G, Moore, dedicated the Airlift Memorial as a tribute to all USAF airlifters.

1 Nov 1977

Air Force Communications Service began returning to Scott AFB from Richards-Gebaur AFB, Missouri. The move was delayed by a lawsuit, but was completed by Dec 1977.

5 Dec 1977

The 1866th Facility Checking Squadron came to Scott AFB to perform flight inspections worldwide for DoD navigational aids/radar facilities and nonassigned Federal Aviation Administration



C-140 Jet Star on Scott AFB

controllers. The unit brought with it four C-140A Jet Stars.

15 Mar 1978

The 375th Aeromedical Airlift Wing gained the responsibility for continental U.S. operational support airlift (OSA) missions.

9 Jun 1978



Gen William Moore, Jr.

Gen William G. Moore, Jr., Commander in Chief, MAC, unveiled a plaque to the 31 American aircrew members killed during the Berlin Airlift. On the same day, Scott’s Main Street became “Avenue of the Airlifters.” In 1992, it was rededicated as “Heritage Drive.”

28 Jun 1979

Gen William G. Moore, Jr., CINCMAC, presided over a ceremony in Hangar 1, to rename 11 streets after service members who had distinguished themselves performing rescue, weather, communications, airlift and audiovisual support missions. Scott’s First through Eleventh Streets were renamed respectively as; King, Pitsenbarger, Winters, McClelland, Watnee, Martin, Birchard, Goettler, Losey, Clay, and Bucher.

1 Oct 1979

Information Offices throughout the Air Force became Public Affairs Offices.

15 Nov 1979

The Air Force Communications Service became Air Force Communications Command.



1980

After the eruption of Mount St Helens, Washington, the Air Force Rescue Coordination Center at Scott AFB coordinated rescue operation.

1981

Scott’s new Precision Measurement Equipment Laboratory (building 352) opened.

4 Jan 1982

Gen James R. Allen, CINCMAC, dedicated Airlifters' Hall in the Airlift Operations School (building 1522).



14 Nov 1982

Scott AFB was designated a historical site by the St Clair County Historical Society.

Gen James Allen

2 Dec 1982

A tornado struck the town of New Baden, Illinois, killing two people and causing \$1M in damage. Among the two killed, was a Scott NCO.

1 Mar 1983

The Twenty-Third Air Force activated on Scott AFB. The new organization was commanded by Maj Gen William J. Mall, Jr.



14 Jul 1983

Scott's new \$6.1 Consolidated Computer Facility (building 1575) was completed.

19 Oct 1983

Scott's new \$3.5M, 19,700 sq ft Dental Clinic opened (building 1535).

1984

After completion of an expansion project that began in 1982, Scott's golf course was named Cardinal Creek.

1 Jan 1984

The 375th Aeromedical Airlift Wing was realigned from MAC to the Twenty-Third Air Force.

13 Mar 1984

The Rollout Ceremony was held for the C-21A at the Gates Lear-jet facility at Tucson, Arizona.

6 Apr 1984

The 375 AAW received its first C-21As (#84-0063, #84-0064, #84-0065) from Gates Learjet during flight line ceremonies at Scott.



11 Apr 1984

The Rollout ceremony for the C-12F was held at Wichita, Kansas.

1 May 1984

The 1375th Flying Training Squadron activated on Scott AFB to provide pilot training for the C-9A, CT-39A and later the C-21A and the C-12F. The activation ceremony was held on 14 May to correspond with the arrival of the first C-12F to Scott.



C-12F Arrival Ceremony

11 Jun 1984

The first C-9A with the new paint scheme arrived at Scott AFB from depot maintenance. The “U.S. Air Force” was replaced with “United States Air Force.”



1 Aug 1984

On Scott AFB, seatbelts became mandatory for all vehicle occupants.

26 Sept 1984 The 1375th Flying Training Squadron flew its last CT-39A training mission (#61-0670), ending 22 years of Sabreliner service at Scott.

5 Sep 1984 Groundbreaking was held for Chapel II's religious education Annex.

18 Nov 1984 A CT-39A Sabreliner (#60-3495) static display was set up in front of the Consolidated Computer Facility, building 1575. (It was later moved to the front of Hangar 1.)

1985 The new \$2.7-million vehicle maintenance facility (building 548) opened.

1 Jul 1985 The USAF Medical Center Scott was realigned from MAC to the Twenty-Third Air Force.



Medical Center Scott Emblem

6 Sep 1985 For the first time, medical personnel tested blood donations taken at the USAF Medical Center Scott for the Acquired Immune Deficiency Syndrome (AIDS) virus.

17 Oct 1985 Groundbreaking ceremony was held for the new \$11M commissary (building 1980).

1986 Wherry Housing, under renovation since 1984, was renamed Cardinal Creek Village. The renovation project was completed in 1988.



1984 Wherry Housing

18 Apr 1987 President Ronald Reagan approved the establishment of U.S. Transportation Command at Scott AFB.

1 May 1987 The 1375th Security Police Flight (MAC Elite Guard) inactivated and their mission taken over by the newly activated 1212th Security Police Flight (MAC Elite Guard).

26 May 1987 The Federal Aviation Administration gave approval for Scott AFB to become a joint military-civilian facility.

1 Jul 1987 U.S. Transportation Command activated on Scott AFB.

1 Aug 1987 The Twenty-Third Air Force relocated to Eglin Air Field, Florida.

1 Oct 1987 After MAC took control of all Facility Checking Squadrons, the 1866th Facility Checking Squadron inactivated, the 1867th Facility Checking Squadron redesignated into the 1467th Facility Checking Squadron and relocated to Scott AFB.



25 Oct 1988 Burger King opened on Scott.

1989 The 375th dedicated a flagpole on Scott's parade ground to the enlisted pilots of WWII. The monument was relocated to the P-3 flagpole in the mid-1990s.

1 Aug 1989 The Aerospace Rescue and Recovery Service redesignated to become the Air Rescue Service and relocated from Scott AFB to McClellan AFB, California. It was redesignated as the Air



Rescue Service (ARS) in 1989. After Air Combat Command assumed responsibility for peacetime and combat search and rescue in 1993, the Air Force Rescue Coordination Center moved from Scott AFB to Langley AFB, Virginia. That same year, the Air Rescue Service was redesignated and became the USAF Combat Rescue School at Nellis AFB, Nevada.

16 Oct 1989

A ceremony was held for Air Force Communications Command moving into its new \$19.4M Headquarters (building 1700).

1990

Work began on the demolition of the 80-unit Paegelow Housing Area—located in the vicinity of building 1400.

1 Feb 1990

The 375th Aeromedical Airlift Wing and the USAF Medical Center Scott were realigned to the Twenty-Second Air Force, Travis AFB, California.



30 Mar 1990

The 375th Aeromedical Airlift Wing was redesignated as the 375th Military Airlift Wing.

24 Apr 1990

The first of six C-29As arrived at Scott. They were to replace the C-140 Jet Stars.

20 Aug 1990

The 1467th Facility Checking Squadron's last C-140 *Jet Star* departed Scott AFB for Edwards AFB, California.



C-29 on Scott



21 Apr 1989 C-29
Beddown Hangar

1 Oct 1990 As part of a larger reorganization of AFCC units, the 1974th Communications Group at Scott AFB, realigned to the Military Airlift Command.

1 Oct 1990 All Military Airlift Command's aeromedical airlift squadrons realigned to their respective host wings. This removed the 375th Military Airlift Wing from their chain of command.

1991 The \$14M U.S. TRANSCOM Headquarters was completed (building 1900).

16 Jan 1991 Operation DESERT SHIELD ended; Operation DESERT STORM began.



Parade for returning troops from Desert Storm

21 April 1991 Family and friends of deployed Scott AFB members gathered in Hangar 1 to celebrate their return from Operation Desert Storm.

1 Oct 1991 The 1467th Facility Checking Squadron inactivated. All of its C-29 aircraft transferred to the Federal Aviation Administration's Mike Mulroney Aeronautical Center, Oklahoma City, Oklahoma.



1467 FCS Inactivation

18 Oct 1991

Scott AFB's Berlin Airlift Memorial dedicated. The memorial consisted of a Berlin Wall segment and the replica of Tempelhof's Luftbrücke memorial.



1 Dec 1991

The 375th Military Airlift Wing Airlift Tanker Walk of Fame redesignated as the 375th Airlift Wing.

15 Jan 1992

Headquarters Air Mobility Command activated at Scott AFB as a provisional unit.

5 Mar 1992

St Clair officials made the first Scott Joint Use Airport land purchase—3.2 acres.

1 Jun 1992

Headquarters Air Mobility Command lost its provisional status and activated as a new major command on Scott AFB.

1 Oct 1992

As part of the “one base, one wing, one boss” concept, responsibility for the USAF Medical Center on Scott AFB transferred to the 375 AW.

26 Oct 1992

Ground broke on the new Joint-Use Airport.

28 May 1993

Air Force Communications Command redesignated to become Air Force Command, Control, Communications, and Computer Agency.



Jun 1993

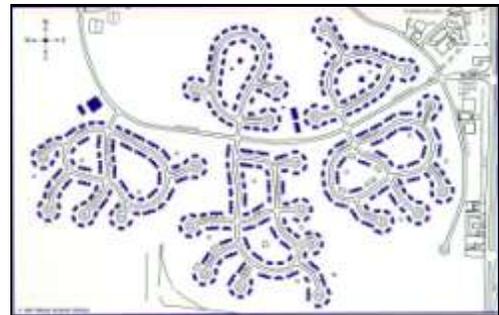
The 375 AW placed a C-45 Expeditor on display by Hangar 1.

Jul 1993 Scott AFB personnel helped with flood relief during the Great Flood of 1993.

1 Jul 1993 USAF Medical Center, Scott was redesignated to become the 375th Medical Group.

15 Sep 1993 The Air Force Rescue Coordination Center left Scott AFB for Langley AFB, Virginia.

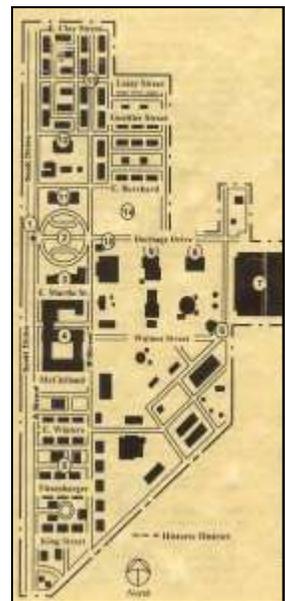
1994 Work began on the 300-acre, \$95-million, 818-unit, Patriot's Landing housing area. Located southwest of the Belleville Gate, Patriot's Landing was to replace the Cardinal Creek Village housing (formerly Wherry Housing, formerly Daly-Lewis Acres) which had to be removed for construction of the MidAmerica Airport and 126th Air Refueling Wing (ANG) facilities. The grand opening took place in 1998.



10 Mar 1994 Scott AFB Historic District (850 acres, 100 buildings, 7 structures) added to the National Register of Historic Places #94000060.

22 Jul 94 Scott AFB personnel deployed in support of Operation SUPPORT HOPE.

1996 Scott's Airman Leadership School (building 382) opened. On 1 Jul 1997, AMC Vice



Commander Lt Gen John B. Sams, Jr., granted approval of the 375 AW's request to rename the school for former Chief Master Sergeant of the Air Force Arthur "Bud" L. Andrews. The ceremony was held on 25 Sep 1997.

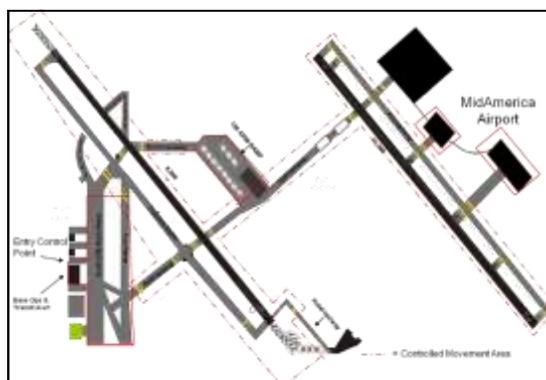
1997 The Air Force's first 1+1 dormitory (building 1830) for enlisted (private room with shared bathroom and kitchen) was completed on Scott AFB.

24 Feb 1997 The 375th Airlift Wing command section moved back to building P-3 from building 1911. Building P-3 had been closed for renovation since 1994.

6 Jun 1997 A new Air Refueling Memorial was dedicated in front of 375th Airlift Wing headquarters.

15 Aug 1997 Scott Club opened (building 1560).

8 Nov 1997 MidAmerica airport held its official dedication ceremony.



15 Dec 1997 As part of 50th Anniversary of the USAF events, Scott AFB sealed a time capsule in the 375th Airlift Wing headquarters to be opened in 2047.

12 Jun 1998



In recognition of Fiscal Year 1998's Air Force designation as the "Year of the Enlisted Force" (YOTEF); Col Thomas P. Kane, 375th Airlift Wing Commander, approved the renaming of three rooms in two facilities. Logistics Group Building 450, the Distance Learning Center, was named the McCallister Center for MSgt Kerry M. McCallister (AFRES). Dining room #1 in the Nightingale Dining Facility, building 1800, was renamed the "Southwest Asia Dining Room" in memory of those killed in Khobar Towers. Dining room #2 of the same facility was re-named the "POW/MIA Dining Room" displaying a list of MIAs

from Missouri and Illinois. A portrait of Corporal Scott with an inscription plate was hung in the newly constructed Scott Elementary School. (This school had been built to replace Old Scott North and Old Scott South schools near the Cardinal Creek Village Gate.) And a plaque displaying CMSAF Airey's assignment tenure at Scott, was placed on



Brick House #652 East King Street. CMSAF Paul W. Airey lived at this address while he was a Scott First Sergeant—a position he later called the 'second' best job he ever had in the Air Force.

The dedication ceremony was held in the Scott Club on 18 Sep 1998.

18 Jun 1998

In recognition of Fiscal Year 1998's Air Force designation as the "Year of the Enlisted Force" (YOTEF); Col Thomas P. Kane, 375th Airlift Wing Commander, approved the renaming of nine streets. Scott streets A, B, C, D, F, J, Inner Circle, West Drive, and Control Tower Road, were renamed respectively as; Symington Drive, POW/MIA Drive, Yonkie Drive, Rimkus Drive, Beech Street, Ward Drive, Chapman Circle, Enlisted Drive, and McCullough Road. An official dedication ceremony was held at the Scott AFB parade ground on 18 Sept 1998.

13 Aug 1998



S/Sgt Benjamin F. Warmer, III.

In recognition of Fiscal Year 1998's Air Force designation as the "Year of the Enlisted Force" (YOTEF); AMC Vice Commander, Lt Gen Walter S. Hogle, Jr., approved the 375 AW's request to rename several buildings. Building P-6 (Health and Wellness Center) was renamed "The Warner Fitness Center," in honor of S/Sgt Benjamin F. Warmer, III, our only enlisted waist gunner "Air Ace" of World War II. Building 1830 was renamed "The Medal of Honor Dorm." Building 1820 was renamed "The Air Force Cross Dorm." Building 1810 was renamed "The USAF 50th Anniversary Dorm." (NOTE: in 2007,



S/Sgt Ben Warmer III, (left) is presented the Distinguished Service cross by Lt Gen Carl Spaatz for shooting down seven Bf 109s on a single mission.

building 1830 was renamed Mascoutah Hall, building 1820 was renamed Belleville Hall, and building 1810 was renamed

O'Fallon Hall.) The Aeromedical Evacuation Squadron facility (building 505) was renamed "The Operation BABYLIFT Facility" in memory of the C-5A (#68-218) crash in Vietnam. The official dedications were held in the Scott Club on 18 Sep 1998.

Sep 1998

As part of Scott AFB's commemoration of YOTEF, a \$5,000 enlisted monument was dedicated by building P-3.

1998

The 48-room lodging facility, was completed (bldg 1906). The following year, it was dedicated to former MAC Commander, General Robert E. "Dutch" Huyser as the Huyser House Lodging Facility.



23 Oct 1999

Construction on the 126th Air Refueling Wing, Illinois Air National Guard facilities at Scott began on 4 Apr 1998. On 28 July 1999, the 126th held a farewell ceremony at O'Hare International Airport in Chicago. On 23 October, the 126th Air Refueling Wing officially raised the United States Flag, marking Scott AFB as its new home.



30 Jan 2001

Due to Geneva Convention restrictions, Air Force Chief of Staff, Gen Michael E. Ryan, announced that all C-9A aircraft had to have the Red Crosses removed, not later than January 2003.

11 Sep 2001

Terrorists crashed two airliners into the World Trade Center Towers in New York City, another airliner into the Pentagon in Washington D.C., and a fourth into Pennsylvania field.

13 Sep 2001

To help with the relief efforts after the terrorist attacks, 12 flight crews assigned to six C-9 Nightingales deployed to Andrews AFB, Virginia, along with a twenty-five person-team of physicians, intensive care nurses and cardiopulmonary medical technicians.



14 Sep 2001 Pentagon Crash Site

12 Sept 2002

The 375th Airlift Wing reorganized into the combat wing organizational structure.

10 Jan 2003

Members of the 375th Civil Engineering Squadron deployed to support What would become Operation IRAQI FREEDOM.

17 Jan 2003

As part of a larger DoD program to privatize military housing, Gen John Handy, Commander TRANSCOM/AMC, approved the privatization of all Scott AFB housing.

19 Mar 2003

Operation IRAQI FREEDOM began with the bombing of Baghdad.



7 Aug 2003

As part of the Integrated CONUS Medical Operations Plan (ICMOP), Scott AFB began receiving injured patients from Operation IRAQI FREEDOM and Operation



ENDURING FREEDOM. From Scott, they moved onto their respective units by C-130s.

11 Aug 2003

Scott's last operational C-9A aeromedical flight departed.

1 Oct 2003

The Eighteenth Air Force activated on Scott AFB under Air Mobility Command. The 375th realigned under the Eighteenth.



28 Nov 2004

Members of the 3rd Battalion, 123rd Field Artillery, Illinois National Guard, who had been augmenting the 375th Security Forces Squadron (SFS) on Scott AFB, returned to their home station.

1 Jan 2004

The U.S. Army's Military Traffic Management Command (MTMC) was redesignated as the Military Surface Deployment and Distribution Command (SDDC).



13 May 2005

The 2005 Base Realignment and Closure (BRAC) recommended realigning three Virginia Army facilities (Hoffman 2 in Alexandria; Transportation Engineering in Newport News; and Fort Eustis) by relocating the SDDC headquarters to Scott AFB—closer to AMC and USTRANSCOM.

13 May 2005

The 2005 Base Realignment and Closure (BRAC) recommended establishing a Mobility Air Forces Logistics Support Center (MAF-LSC) at Scott, using regional supply



squadron and logistics readiness squadron manning from various locations.

13 May 2005

The 2005 Base Realignment and Closure (BRAC) recommended realignment of KC-135R models from other ANG units to the 126 ARW to replace their aging KC-135E models. The first of eight ‘R’ models arrived on Scott AFB in March 2008.

13 May 2005

Combined with an Air Force-wide initiative to downsize military hospitals, the 2005 Base Realignment and Closure (BRAC) recommended Scott’s hospital be converted into a clinic. In the fall of 2006, Scott’s Emergency Room closed and all inpatient surgery was moved to area civilian hospitals. An Ambulatory Care Clinic was established as a transition step, but that closed in September 2007. To improve available clinic services, a massive 2-year, \$35 million, facility renovation project began in late 2007.

31 May 2005

The 375 AW National Security Personnel System (NSPS) Executive Steering Committee held its first meeting; the start of Scott’s civil service workforce conversion to NSPS.

14 Jun 2005

As part of an Air Force-wide sexual assault response program, the 375 AW established its first sexual assault response coordinator (SARC) position.

29 Aug 2005

Hurricane Katrina made landfall near Buras, Louisiana.



New Orleans in the aftermath of Hurricane Katrina, showing Interstate 10 at West End Boulevard

7 Sep 2005

The dual position of AMC Commander and US TRANSCOM Commander was split for the first time with the appointment of Gen Norton Schwartz as USTRANSCOM Commander.



2006

The realignment of Scott's 15th Operational Weather Squadron from the Tanker Airlift Control Center to the 1st Weather Group at Offutt AFB, expanded the 15 OWS' mission to covering weather forecasts for more than 100 flying units across a 22 State area.



2006

Scott's Enlisted Enhancement Center, encompassing the First Term Airman Center, Airman Enhancement Program, and NCO Professional Enhancement, opened.

1 Jan 2006

Scott's housing privatization process was completed as Scott Air Force Base Properties (SAFBP) took over management of Scott's base housing.

1 Oct 2009

In conjunction with the 906th Air Refueling Squadron's realignment to the 375th Operations Group, the 375th Airlift Wing was redesignated as the 375th Air Mobility Wing.

SCOTT COMMANDERS

Capt Jack W. Heard	14 Aug 1917 - 30 Aug 1917
Maj George E. A. Reinbrug	30 Aug 1917 - 2 Oct 1917
Lt Col James E. Fechet.....	2 Oct 1917 - 10 Jan 1918
Maj George W. DeArmond.....	28 Feb 1918 - 11 Apr 1918
Maj John B. Brooks.....	11 Apr 1918 - Jun 1918
Lt Col Augustine Warner Robins.....	Jun 1918 - 1 Oct 1918

SCOTT COMMANDERS (continued)

Maj Henry Abbey, Jr.	11 Oct 1918 - 11 Oct 1919
Capt Junius H. Houghton	11 Oct 1919 - 25 Sep 1921
Maj Frank M. Kennedy	25 Sep 1921 - 1 Feb 1922
Col Chalmers G. Hall	2 Feb 1922 - 15 Mar 1923
Lt Col John A. Paegelow	15 Mar 1923 - 1 Jun 1933
Maj Norman W. Peek(interim)	1 Jun 1933 - 3 Aug 1933
Lt Col Frank M. Kennedy	3 Aug 1933 - 1 Mar 1937
Col Arthur G. Fisher	1 Mar 1937 - 7 Jul 1940
Brig Gen Wolcott P. Hayes	8 Jul 1940 - 13 Feb 1944
Col John P. Temple	13 Feb 1944 - 14 Mar 1944
Brig Gen Sheplar W. FitzGerald	14 Mar 1944 - 12 Jul 1944
Col John M. Davies	12 Jul 1944 - 3 Aug 1944
Col Thomas W. Hastey	3 Aug 1944 - 12 Jan 1945
Col Joseph E. Barzynski (acting)	12 Jan 1945 - 22 Jan 1945
Col Neal Creighton	22 Jan 1945 - 3 Dec 1946
Brig Gen Donald F. Fritch	3 Dec 1946 - 1 Oct 1947
Brig Gen Emil C. Kiel	1 Oct 1947 - 18 Jul 1949
Brig Gen John F. McBlain	19 Jul 1949 - Oct 1950
Col Alban B. Ogden, Jr. (acting)	Oct 1950 - 28 Oct 1950
Col George W. Pardy	28 Oct 1950 - 25 Apr 1952
Col Robert F. Fulton (acting)	25 Apr 1952 - 2 May 1952
Col Kenneth A. Cavenah (interim)	2 May 1952 - 10 Aug 1952
Col Carlisle I. Ferris	11 Aug 1952 - 11 Jul 1955
Col William E. Davis, Jr. (interim)	11 Jul 1955 - 26 Jul 1955
Brig Gen Wentworth Goss	26 Jul 1955 - 31 Jul 1957
Col William D. Cairnes	1 Aug 1957 - 23 May 1958
Col William C. Armstrong	24 May 1958 - 25 Oct 1963
Col William E. Nix	26 Oct 1963 - 31 May 1964
Col James J. Hayes	1 Jun 1964 - 27 Apr 1965
Col Felix G. Brenner (interim)	28 Apr 1965 - 18 Jul 1965
Col Walter F. Derck	19 Jul 1965 - 7 Aug 1967
Col Gilmer E. Walker, Jr.	7 Aug 1967 - 1 Aug 1969

SCOTT COMMANDERS (continued)

Col Geoffrey R. Ford (interim)	1 Aug 1969 - 5 Aug 1969
Col Oliver W. Lewis	6 Aug 1969 - 31 Mar 1970
Col Kenneth B. Clark	1 Apr 1970 - 19 May 1971
Col Charles E. Shannon	20 May 1971 - 27 Apr 1973
Col Sharman R. Stevenson	28 Apr 1973 - 16 Feb 1975
Col David M. Hall	17 Feb 1975 - 4 Feb 1976
Col Maurice C. Padden	4 Feb 1976 - 1 Jun 1978
Col E. Wayne McLamb	1 Jun 1978 - 31 May 1979
Col Peter A. Land	31 May 1979 - 5 Jun 1981
Col Gary K. Spencer	5 Jun 1981 - 25 Jul 1983
Col Louis V. Pelini	25 Jul 1983 - 25 May 1984
Col George R. Dixon	25 May 1984 - 15 Nov 1985
Col Edward A. Glowatski	15 Nov 1985 - 31 Oct 1986
Col Reuben T. Dixon, Jr.	31 Oct 1986 - 22 Oct 1987
Col Thomas E. Diamond	22 Oct 1987 - 17 Mar 1989
Col Charles W. Bradley	17 Mar 1989 - 21 Apr 1989
Col John R. Wingfield III	21 Apr 1989 - 10 May 1991
Col Daniel J. Coonan III	10 May 1991 - 1 Dec 1991*
Brig Gen Dwight M. Kealoha	1 Dec 1991 - 16 Jun 1993
Brig Gen Charles H. Coolidge	16 Jun 1993 - 30 Dec 1993
Col John D. Hopper, Jr.	30 Dec 1993 - 2 Nov 1994
Brig Gen David R. Love	2 Nov 1994 - 21 Nov 1995
Col Michael W. Wooley	21 Nov 1995 - 20 May 1997
Col Thomas P. Kane	20 May 1997 - 11 Aug 1998
Col Bradley S. Baker	11 Aug 1998 - 29 Jul 2000
Col Thomas E. Stickford	29 Jul 2000 - 31 Jan 2002
Col Darren W. McDew	31 Jan 2002 - 14 Jul 2003
Col Barbara J. Faulkenberry	14 Jul 2003 - 7 Jan 2005
Col Raymond J. Rottman	7 Jan 2005 - 22 May 2006
Col Alan L. Hunt, Jr.	22 May 2006 - 18 Aug 2008
Col Gary P. Goldstone	18 Aug 2008-

* On 1 Dec 1991, the 375th Military Airlift Wing reorganized into an objective wing, realigning the base commander responsibilities from the support group to the wing commander.