

375th Air Mobility Wing & Scott Air Force Base



History Pamphlet

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375 AMW History Office

Current as of 01 February 2024



375th Troop Carrier Wing
 Approved 12 Feb 1952
 Motto: Nolle Secundis—None but the Best
 NOTE: 375th inactivated 16 Nov 1957



375th Aeromedical Airlift Wing
 Approved: 31 Jan 1966
 Motto: Desuper Adiuventum—Help from Above



1405th Air Base Wing
 Approved: 9 Sept 1958
 Motto: Support and Service



375th Military Airlift Wing
 Approved: 1 Feb 1990
 Motto: Desuper Adiuventum—Help from Above



1405th Aeromedical Transport Wing
 Approved: 3 Mar 1964
 Motto: Desuper Adiuventum—Help from Above
 NOTE: 1405th discontinued 12 Jan 1966



375th Airlift Wing
 Approved: 10 Jan 1992
 Motto: Desuper Adiuventum – Help From Above



Blazon (Description)

Gules, a pile reversed Celeste, overall an eagle displayed, wings inverted Or, holding in its talons a sphere Azure, gridlined Argent, axis bendwise, all within a narrow bordure Yellow.

Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed “HELP FROM ABOVE” in Blue letters.

Significance

Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The red background represents the organization’s strength and determination to develop mission-ready Airmen. The light blue sky forming a wedge through the red field symbolizes the unit’s mission to send forth trained capable Airmen prepared to meet global mobility assignments. The yellow eagle holding the globe from the Air Mobility Command emblem denotes the unit’s ability to perform as a mobility and transportation hub for the Department of Defense. Wing members provide tiered operational, administrative and communication support during peace and war, at home and around the world. The white longitude and latitude lines on the globe depict wisdom.

Mission	Execute Rapid Global Mobility
Vision	Deliver Victory!
Priorities	<ul style="list-style-type: none"> • Operate the Flagship • Project Forces Forward • Seize Competitive Advantage

PREFACE

This pamphlet examines the history of the 375th Air Mobility Wing (375 AMW) from its establishment in 1949 to the present. Starting as a Troop Carrier Wing in the Air Force Reserves, the 375th has transitioned through periods of inactivation, redesignations, and mission changes before finally becoming what it is today—Air Mobility Command’s Flagship Wing.

In addition to the wing, histories are included of its predecessor the 375th Troop Carrier Group (Medium) and its home station Scott Air Force Base. All efforts have been made to cover as many of the significant 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 HISTORY

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 Navigator



T-11 Kansan



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). Because 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 all the resources and manpower of the 1405th as that wing was discontinued (its history stopped).

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 air- lift—an airlift mission flown primarily with C- 131A Samaritans, supported by C-118 Liftmasters. The wing maintained and scheduled air shuttle and courier services to the east and west coasts.



C-131A Samaritan

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 AFB. 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.



C-9A Nightingale

The C-9A 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. 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 its Liftmasters and Samaritans in 1969. Over the next few years, the C-9A came to represent aeromedical evacuation. 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).



A reunion at Scott during Operation HOMECOMING

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.

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.



As MAC 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.



CT-39 Sabreliner



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, and 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.

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 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 consolidated formal training under Air Education and Training Command and resulted in the inactivation of the 375 FTS on 20 May 1994.



C-12F Huron



C-21A Learjet

After seven years at Richards-Gebaur AFB, Missouri, the Air Force Communications Service HQ returned to Scott AFB. With its 1977 return came the 1866th Facility Checking Squadron and its C-140 JetStar aircraft. The 1866th provided worldwide flight inspection for DOD air navigational aids/air traffic control radars along with flight inspection of air traffic control and landing systems. This AFCS mission transferred to MAC in 1987, and on 1 October 1987 the 1467th FCS along with its Detachment 1 at Yokota AB, Japan and its Detachment 2 at Rhein-Main AB, Germany were aligned under the 375 AAW.



1866th Facility Checking Squadron



C-140 JetStar



1467th Facility Checking Squadron

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

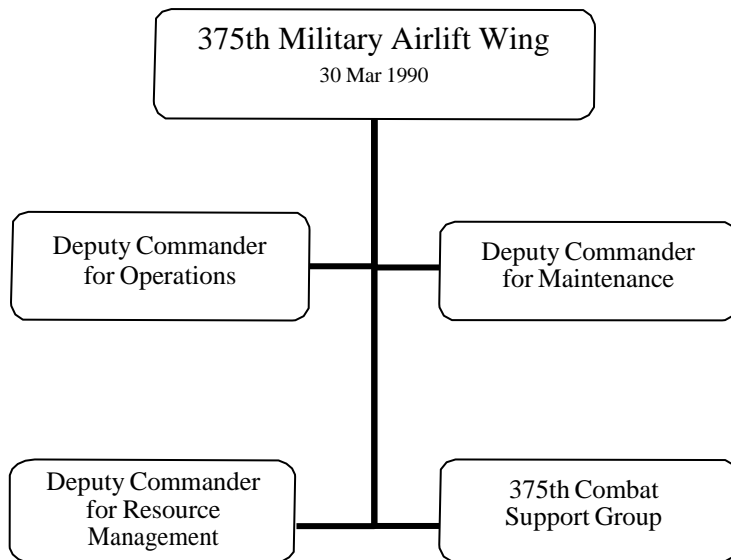
When the 375th Aeromedical Airlift Wing activated on Scott in 1966, it was aligned directly under Military Airlift Command. In 1983, the Air Force activated a Twenty-Third Air Force (23AF) on Scott with the intent of increasing combat capabilities by centralizing Tactical Air Command's special operations forces and Military Airlift Command's rescue and recovery forces. Aligned under MAC, 23AF's mission grew as more organizations realigned to it: Aerospace Rescue and Recovery Service (ARRS) in 1983, the 375th Aeromedical Airlift Wing in 1984, and the USAF Medical Center Scott in 1985.



In 1987, 23AF left Scott for Hurlburt Field, Florida, to be closer to its special operations units. Three years later, it was elevated to major command status, and redesignated as Air Force Special Operations Command (AFSOC). In preparation for this shift, many of 23AF's MAC organizations (to include the 375th) realigned on 1 February 1990, to the Twenty-Second Air

Force (22AF) 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. Throughout the 1970s and 1980s, Scott had added host wing, operational support airlift, in-house flight training, and facility checking responsibilities. To better reflect this multifaceted mission set, on 30 March 1990 the 375 AAW was redesignated 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's "one base, one wing, one boss" concept.



1974th Communications Group

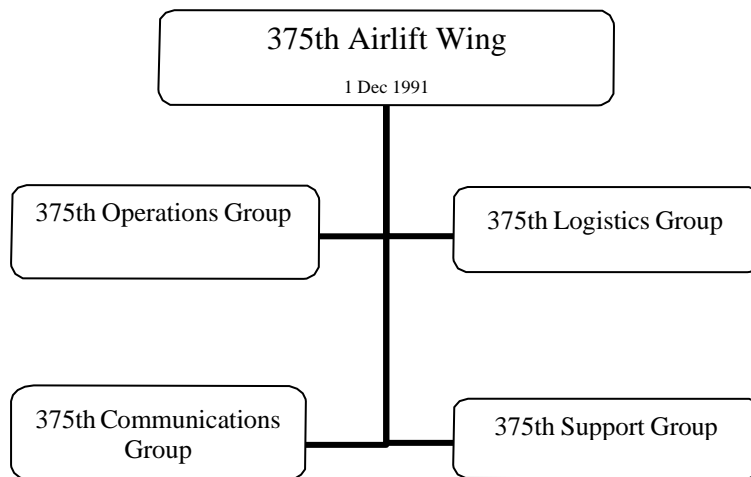
The 375th continued to evolve as the reorganizations persisted into the early 1990s. The Air Force Communication Command's 1974th Communications Group had been managing Scott's telecommunications, air traffic control and radar approach control since 1976. In October 1990, this group realigned to the 375th as AFCC was reorganized into the Air Force C4 Agency,

and in April 1991 it was redesignated as the 375th Communications Group (though inactivated in 2001, it reactivated in in 2007 before deactivating again in 2022).

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

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 USAF 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.



57th Aeromedical Evacuation Squadron



375th Aeromedical Evacuation Squadron

Military Airlift Command inactivated in 1992, and Twenty-Second Air Force realigned to Air Mobility Command (AMC). The next year, 22AF inactivated, the Fifteenth Air Force (15AF, a former Strategic Air Command organization) moved to Travis AFB, and the former 22AF's units (to include the 375th) realigned to 15AF. 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 America 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 September 2001 terrorist

attacks.

Into the 2000s, 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 (18AF) 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 the Air Force decided 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 the TRICARE healthcare program. The change inactivated the 375 AW's Maintenance Group and associated squadrons, along with the 11th Airlift Squadron. The 375th Airlift Wing continued to support aeromedical airlift after 2003, though now with other airframes.



C-9A Nightingale retirement ceremony in Hangar 1

The C-21A operational support airlift (OSA) units dispersed in 1993 as part of the objective wing reorganization but were again reconsolidated under the 375th Airlift Wing 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 Air Force Reserve's 932nd Airlift Wing. 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.



C-40C Clipper



KC-135R Stratotanker

Today the 375th Air Mobility Wing uses a mix of assigned and non-assigned aircraft to support aeromedical airlift, operational support airlift, combat flight inspection and air refueling; as the host wing for Scott AFB, the 375th continues to maintain the installation and support its 50+ assigned tenant organizations.

375TH AIR MOBILITY WING CHRONOLOGY


Date	Event
10 May 1949	The 375th Troop Carrier Wing (Medium) was established. Though no equipment or manpower had been assigned at this point, the establishment date is 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 Texan, T-7 Navigator, and T-11 Kansan 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 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, Pennsylvania, 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 Nightingale to Scott from the McDonnell-Douglas plant at Long Beach, California. The C-9A was then turned over to Col. Harry Waesche, 375 AAW Commander.





Arrival of the Scott AFB's first C-9A Nightingale

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 Veterans Administration hospitals in 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 375 AAW's Patient Airlift Center coordinated 61 aeromedical evacuation missions, 119 sorties, and 210 flying hours to return 357 ex-prisoners of war from North Vietnam to the United States at the end of the Vietnam War.
	
<p>Former POW Lt Col David Everson meets his family at Scott AFB upon release after 2,186 days of captivity in North Vietnam during Operation HOMECOMING on 8 March 1973.</p>	
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, or WAAC, members arrived at Scott Field in March 1943, becoming the WAF).
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 US operational support airlift (OSA) missions and all US-based CT-39 Sabreliner aircraft.
19 Nov 1978	After followers of cult leader Jim Jones ambushed and killed US Representative Leo Ryan and four others of his entourage at the Jonestown airstrip, the 375th assisted with aeromedical evacuation of nine survivors from Georgetown, Guyana, to the US. Shortly afterward, over 900 members of the cult would commit suicide on Jones' order by drinking poison-laced Flavor Aid.
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.
20 Jan 1981	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.
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.
<div style="display: flex; justify-content: space-around;">   </div>	
1 Jan 1984	The 375 AAW realigned from MAC to 23 AF.
6 Apr 1984	In a special flight line ceremony, the 375th received its first three C-21A Gates Learjets (84-0063, 84-0064, and 84-0065).



14 May 1984	The 375 AAW's 1375th Flying Training Squadron received their first Beech C-12F Huron aircraft.
Aug 1981 – Aug 1984	Medical aircrews of the 57 AES and 1 AES airlifted more than 500 Vietnam War 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 Sept 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 Airfield, Florida.

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.
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.
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 Jun 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 Aug 1990	Iraqi military forces under President Saddam Hussein invaded neighboring Kuwait.
Sept 1990	In support of Operation DESERT SHIELD, 375th Military Airlift Wing personnel began deploying, primarily to the 1630th Tactical Airlift Wing, Provisional, often referred to as the 1st Desert Airlift Wing (1 DAWg). Wing personnel provided food, transportation, security, and admin support. While the wing's C-9As did not deploy overseas, its C-12F and C-21A did rotations to provide operational support airlift for the General H. Norman Schwarzkopf, U.S. Central Command's Commander in Chief,

and his staff. The wing's 1467th Facility Checking Squadron deployed its C-29s to inspect navigational aids and systems at airfields throughout the Middle East.



1467 FACS deployed to UAE



Deployed 375 MAW troops filling sandbags

<p>1 Oct 1990</p>	<p>All of MAC's aeromedical airlift squadrons realigned under their host wings, thereby removing the 375th from their chain of command.</p>
<p>16 Jan 1991</p>	<p>Operation DESERT STORM began its mission to eject Iraqi forces from Kuwait.</p>
<p>24 Feb 1991</p>	<p>In preparation for large numbers of casualties, the wing's 57th Aeromedical Evacuation Squadron deployed five C-9A aircraft to Myrtle Beach AFB, South Carolina with a 240-person team of pilots, nurses, medical technicians, aircraft mechanics and support personnel.</p>
<p>28 Feb 1991</p>	<p>Operation DESERT STORM ended with a ceasefire. The 57 AES continued to support medical transport to various regional military hospitals, Veterans Administration centers, and civilian hospitals throughout the redeployment (Mar - May 1991).</p>



375 MAW Airmen march in a Belleville parade celebrating the end of the Gulf War.

30 Apr 1991	The 1974th Communications Group was redesignated as 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 used the 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 375 AW.
1 Jul 1993	The 375 AW and Scott AFB assisted with flood relief during the “Great Flood of 1993”, the largest Midwest flood since 1927. It impacted an area 745 miles long by 435 miles wide and caused an estimated \$15 billion in damages.
Dec 1991 – Mar 1993	Operation RESTORE HOPE, the US-led operation to carry out UN Security Council Resolution 794. The operation was intended to create a protected environment for conducting humanitarian operations in the southern half of the Republic of Somalia.

16 Oct 1993	A 375 AW C-9A 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 his Blackhawk helicopter was shot down by Somali rebels during the Battle of Mogadishu in Somalia.
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CWO Durant during his return voyage to the United States.

21 Oct 1993	To help the National Aeronautics & Space Administration study the effects of space flight on four shuttle astronauts, the 375 AW 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.
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23 Mar 1994	At Pope AFB, North Carolina, an F-16D collided with a C-130 as both were attempting to land. While the C-130 landed safely, 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.
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22 Jul 1994	375 AW members deployed to various locations in Africa in
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	support of Operation SUPPORT HOPE, the humanitarian mission to help refugees fleeing the fighting in Rwanda between the Hutu and Tutsi tribes.
July 1994	375th Security Police Squadron members deployed in support of Operation UPHOLD DEMOCRACY, the US-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.
	
Haiti's Port-au-Prince International Airport, the deployed location of the 375 SFS during Operation UPHOLD DEMOCRACY.	
3 Oct 1995	The 375th Communications Squadron and the 375th Computer Support Squadron activated under the 375th Communications Group.
1 Jun 1995	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 transport Russian Cosmonauts back to earth and—because of the added two Cosmonauts—it was the largest crew to fly on a shuttle mission.
25 Jun 1996	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.




The aftermath of the Khobar Towers Bombing.

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.
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. P-3 had been closed for renovation since 1994.
Apr 1997	Major flooding in North Dakota, followed a severe snowstorm, 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.
13 Aug 1998	A Scott C-9A arrived at Dover AFB, Delaware to support the returns of the remains of victims of the 7 Aug 1998 bombing of the US Embassy in Nairobi, Kenya by Islamic terror groups including al Qaeda.
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 of the US.
26 Sep 1998	Scott C-9As supporting 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 375 AW and the Air Force Reserve's 932 AW returned to Scott AFB after 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

	<p>implemented 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 except for major surge operations. These 90-day deployments were extended to 120-day deployments on 15 September 2004.</p>
13 Jan 2001	<p>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 limited its use to only transporting medical supplies, medical personnel, and patients.</p>
23 Jul 2001	<p>The 375th Communications Group and 375th Computer Systems Squadrons inactivated. Most of the functions transferred to AMC's 868th Communications Squadron.</p>
11 Sep 2001	<p>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 plane, 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 US, were turned away.</p> <p>Scott AFB was placed in Force Protection Condition (FPCON) DELTA, locking down base entry and exit.</p>
12-15 Sep 2001	<p>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 and a 25-person medical team of physicians, intensive care nurses, and cardiopulmonary medical technicians.</p>
14 Sep 2001	<p>Operation NOBLE EAGLE began as a North American Aerospace Defense Command (NORAD) initiative to defend the skies over North America.</p>

20 Sep 2001	In a televised address, President George W. Bush launched the Global War on Terror (GWOT).
7 Oct 2001	<p>Operation ENDURING FREEDOM (OEF), the US invasion of Afghanistan, began. Originally designated as Operation INFINITE JUSTICE, the aims of OEF were to capture Osama bin Laden, the leader of al Qaeda, the terror group responsible for the 11 Sep attacks along with other high-ranking members. Other objectives included destroying the al Qaeda network and removing the Taliban regime that had granted support and shelter to al Qaeda. The US also airlifted tons of humanitarian aid to the Afghan refugees displaced by the conflict.</p> <p>375 AES members deployed to Ramstein Air Base, Germany, to provide aeromedical transport for OEF casualties.</p>
12 Sep 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 a part 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	Operation IRAQI FREEDOM (OIF) began with the invasion of Iraq by a multinational force led by the US military, who provided the bulk of the forces. The initial goal of OIF was to remove the regime of dictator Saddam Hussein and enable the

	Iraqi people to form a new democratic government.
7 Aug 2003	As part of the Integrated Continental United States (CONUS) Medical Operations Plan (ICMOP), the 375th began receiving injured patients from OIF and OEF to be sent on to other destinations.
11 Aug 2003	Scott's last operational C-9A aeromedical flight departed.
30 Sep 2003	In a special ceremony, the C-9A Nightingale was officially retired; the 375 AW's 11th Airlift Squadron, aircraft maintenance group, and associated maintenance squadrons all inactivated. The 375 AES and the 775th Expeditionary Aeromedical Evacuation Squadron (which became a flight in 2008) continued performing Scott's aeromedical evacuation mission utilizing other airframes.
1 Oct 2003	Eighteenth Air Force (18AF) activated on Scott AFB, aligned under Air Mobility Command. The 375 AW realigned from 15AF to 18AF.
3 Mar 2004	Members of the 375 AES left on a short-notice deployment to Haiti to operate an Aeromedical Evacuation Liaison Team (AELT) in support of Operation SECURE TOMORROW, a US-led effort to restore order after the collapse of the Haitian government and the resignation of President Jean Bertrand Aristide.
	 <p>Medical personnel stabilize a civilian reporter with a neck wound inside their medical tent facility at the Port-au-Prince International Airport, Haiti.</p>
1 May 2004	The 375 AW's C-21 fleet consolidation project began. When the effort was complete on 31 July 2005, the wing's eight C-21

	locations had been reduced to just four: Scott AFB, Wright-Patterson AFB, Ohio, Peterson AFB, Colorado, and Andrews AFB, Virginia.
28 Nov 2004	Members of the 3rd Battalion, 123rd Field Artillery, Illinois Army National Guard, who had been augmenting the 375th Security Forces Squadron, returned to their home station.
11-16 Mar 2005	375 AW C-21A aircraft participated in AMC's testing of the aircraft's susceptibility to man-portable air-defense systems (MANPADS).
13 May 2005	Combined with a USAF-wide initiative to downsize military hospitals, the 2005 Base Realignment and Closure (BRAC) recommended Scott's hospital be downsized to a clinic. In the fall of 2006, Scott's emergency room closed, and all inpatient surgery was relocated to area civilian hospitals. An ambulatory care clinic was established as a transitional step that ended in September 2007. To improve available clinic services, a massive two-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 inactivated and the 311 AS assumed its C-21A flying mission.
29 Aug 2005	Hurricane Katrina made landfall near New Orleans, Louisiana as a Category 3 hurricane. The next day a team from the 375th Aeromedical Evacuation Squadron deployed to Keesler AFB, Mississippi to begin airlifting victims from the devastated areas.
6 Sep 2005	Approximately 200 Scott Airmen, primarily from the 375th Medical Group and 375th Civil Engineer Squadron, began deploying in support of Joint Task Force Katrina. 375 MDG members set up a medical evacuation center at the Louis Armstrong International Airport in New Orleans. 375 CES members helped with cleanup, restoration of utilities, and

	establishment of a tent city for 82nd Airborne Division paratroopers. Additionally, Scott's C-21As flew 54 missions, airlifting 200 people into and out of the affected area.
	
A 375 CES Airman assisting with cleanup after Hurricane Katrina.	375 AES members evacuating victims of Hurricane Katrina from New Orleans.
30 Nov 2006	A major ice storm hit Scott AFB and the surrounding area, resulting in an electricity loss for half a million homes. The 375 AW expended \$621, 200 in man-hours to help recovery efforts.
26 Feb 2007	A C-40C Clipper aircraft welcoming ceremony was held at Hangar 1. Scott was one of three bases given the Global Cabinet Transportation mission.
19 Mar 2007	The 54th Airlift Squadron was reactivated as an active associate unit to fly C-40C aircraft in partnership with the Air Force Reserve's 932nd Airlift Wing. The 54 AS had been inactivated three months prior as a C-21A flying unit at Wright-Patterson AFB, Ohio.
15 May 2007	The 375th Communications Group was reactivated after a six-year inactivation.
24 May 2007	A ribbon-cutting ceremony was held for the opening of Scott's first privatized home in Patriot's Landing housing at 4932 Knox Court.
10 Sep 2008	The 775 EAES was redesignated as a flight and realigned under the 375th Aeromedical Evacuation Squadron.

23 Jan 2009	The 375th Mission Support Squadron was redesignated as the 375th Force Support Squadron.
1 Oct 2009	<p>The 906th Air Refueling Squadron moved without personnel and equipment from the 19th Operations Group at Grand Forks, North Dakota to the 375th Operations Group at Scott. The 906th became an active associate unit flying the KC-135R Stratotanker aircraft of the 126th Air Refueling Wing of the Illinois Air National Guard.</p> <p>In conjunction with the 906th's realignment, the 375 AW was redesignated as the 375th Air Mobility Wing.</p>
4 Apr 2011	Scott's 458th Airlift Squadron became home of the sole C-21A Formal Training Unit (FTU) in the Air Force, gaining the C-21A training mission and aircraft from Air Education and Training Command's (AETC) 45th Airlift Squadron at Keesler AFB, Mississippi.
1 Jun 2014	The 311th Airlift Squadron at Peterson AFB, Colorado after nine years flying C-21As. Operating Location A of the 375th Operations Group was established in the same location and continued that mission until inactivating on 30 September 2014.
1 Feb 2016	Detachment (Det) 4, the Air Force's Aeromedical Evacuation FTU based at Wright-Patterson AFB, was realigned from Headquarters AMC to the 375 AMW. Det 4's mission focus was on all initial AE qualifications for the USAF.
Jan-Nov 2017	Team Scott celebrated the 100th anniversary of Scott AFB's establishment with a variety of events, highlighted by the Centennial Air Show and Open House on 10-11 June.



30 Aug 12 Sep 2017

Team Scott supported the national humanitarian relief effort in the wake of Hurricane Harvey in the Gulf and Hurricanes Irma and Maria in Florida and the Caribbean. On 30 August, 375 AES staged eight AE teams and eight Critical Care Air Transport (CCAT) teams at Little Rock AFB, Arkansas to respond to high-priority patients at George Bush Intercontinental Airport (GBIA), the Disaster Aeromedical Staging Facility. These teams delivered victims to one of seven Federal Coordination Center locations in Texas, Oklahoma, Louisiana, Mississippi, and Alabama.

Back at Scott AFB, the 375th Logistics Readiness Squadron loaded disaster relief cargo onto C-17 Globemaster III aircraft assigned to the 305th Air Mobility Wing of McGuire AFB, New Jersey.

Starting on 8 September, Scott AFB functioned as a safe-haven for twelve Charleston AFB, South Carolina-based C-17 aircraft delivering humanitarian relief aid to Puerto Rico, the U.S. Virgin Islands, and Florida in the wake of Hurricanes Irma and Maria. Team Scott supported the relief mission by providing fuel, lodging, meals, communications, and cargo loading.

From 28 September until 12 November, 375 MDG and 375 AES members deployed to the island of St. Croix in the US Virgin

	<p>Islands in the aftermath of Category 5 Hurricane Maria to assist patients, evacuating 135 priority hospital patients to stateside hospitals aboard nine aeromedical flights.</p>
	
<p>Team Scott members unloading supplies bound for Hurricane Irma relief.</p>	<p>375 AES Airmen transporting a patient during Hurricane Maria relief.</p>
<p>4 Nov-28 Dec 2018</p>	<p>C-21A aircrews and aircraft from the 457 AS and 458 AS began providing airlift for distinguished visitors in support of Operation FAITHFUL PATRIOT, the nation’s effort to strengthen security along the US-Mexico border. This tasking would continue into 2020.</p>
<p>24 Jun 2019</p>	<p>The 375th Aeromedical Evacuation Training Squadron was activated at Wright-Patterson AFB, Ohio as the sole training school for AE Flight Nurses and Technicians across the Air Force.</p>
<p>14 Jul 2019</p>	<p>The 457th Airlift Squadron at Joint Base Andrews, Maryland was inactivated under the Air Force’s C-21A Consolidation Program. Most C-21A aircraft and aircrews were transferred to the 458th Airlift Squadron at Scott AFB.</p>
<p>29 July 2021</p>	<p>The 375th Dental Squadron was inactivated in accordance with the Air Force Medical Service’s Medical Reform Plan.</p>
<p>15 Aug 2021</p>	<p>The Taliban seized control of Kabul, the capital of Afghanistan, ending the US’s 20-year involvement in the country and triggering the largest non-combatant emergency evacuation airlift in history, controlled from Scott AFB.</p>

Members of the 375 AES deployed to the Middle East and Ramstein AB, Germany to support the operation, including immediate response to the deadly suicide bombing of the Abbey Gate at the Hamid Karzai International Airport (HKIA) in Kabul that resulted in the deaths of 183 people, including 13 US military members.



AE Airmen, including 375 AES members, on the ground in Kabul during OAR.



The AE crew, including 375 AES members, which flew into Kabul after the bombing.

28 Jul 2022

The 375th Communications Group and the 375th Communications Support Squadron were inactivated. The 375th Communications Squadron realigned under the 375th Mission Support Group. The Airmen of the inactivated units were dispersed across the base, causing minimal impact to Scott's manning numbers.

375TH AIR MOBILITY WING LINEAGE

10 May 1949	Established as the 375th Troop Carrier Wing, Medium
27 Jun 1949	Activated in the Air Force Reserves
15 Oct 1950	Ordered to Active Service
14 Jul 1952	Inactivated in the Air Force Reserves
16 Nov 1957	Inactivated
27 Dec 1965	Reactivated and redesignated as the 375th Aeromedical Airlift Wing
12 Jan 1966	Organized (manpower and equipment assigned)
20 Mar 1990	Redesignated as the 375th Military Airlift Wing
01 Dec 1991	Redesignated as the 375th Airlift Wing
01 Oct 2009	Redesignated as the 375th Air Mobility Wing

375TH AIR MOBILITY WING HONORS

24 – 29 Oct 1983	Armed Forces Expeditionary Award: Operation URGENT FURY, Grenada
11 Sep 2001 – 11 Sep 2022	Global War on Terrorism Service Award: Support Duty
31 Jan 1966	Air Force Outstanding Unit Award
19-20 Aug 1969	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	Air Force Outstanding Unit Award
1 Sep 2009 – 31 Aug 2011	Air Force Outstanding Unit Award
1 Sep 2011 – 31 Aug 2013	Air Force Outstanding Unit Award
1 Sep 2014 – 31 Aug 2016	Air Force Outstanding Unit Award
1 Oct 2019 – 31 Aug 2021	Air and Space Force Outstanding Unit Award ¹

¹ The AFOUA, which has been authorized since 1954, was renamed the Air and Space Forces Outstanding Unit Award in 2020 after the United States Space Force stood up under the Department of the Air Force.

1 Sep 2021 – 31 Aug 2022	Air and Space Force Outstanding Unit Award
1 Sep 2022 – 31 Aug 2023	Air and Space Force Outstanding Unit Award
World War II Campaign Streamers	
(Note: these honors were earned by the 375th Troop Carrier Group – Medium during WWII but were conferred to the 375th Troop Carrier Wing upon its activation.)	
24 Jan 1943 – 31 Dec 1944	Asiatic-Pacific Campaign: New Guinea
22 Feb 1943 – 21 Nov 1944	Asiatic-Pacific Campaign: Northern Solomons
15 Dec 1943 – 27 Nov 1944	Asiatic-Pacific Campaign: Bismarck Archipelago
17 Apr 1944 – 2 Sep 1945	Asiatic-Pacific Campaign: Western Pacific
17 Oct 1944 – 1 Jul 1945	Asiatic-Pacific Campaign: Leyte
15 Dec 1944 – 4 Jul 1945	Asiatic-Pacific Campaign: Luzon
26 Mar 1945 – 2 Jul 1945	Asiatic-Pacific Campaign: Southern Philippines
17 Oct 1944 – 4 Jul 1945	Philippine Presidential Unit Citation

375TH AIR MOBILITY WING ASSIGNMENTS

(Note: Date indicated is date of assignment)

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

375TH AIR MOBILITY WING STATIONS

(Note: Date indicated is date of assignment)

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

375TH AIR MOBILITY WING COMMANDERS

(Note: Date indicated is date of command assumption)

27 Jun 1949	Brigadier General Emil H. Molthan
14 Sep 1949	Colonel William S. Johnston
Circa Aug 1950	Lieutenant Colonel Stanley V. Fowler
Circa Sep 1950	Colonel Lance Call
3 Mar 1952	Colonel Glynne M. Jones
22 May 1952	Brigadier General Franklin Rose

14 Jul 1952	Colonel Arthur R. Anderson
Circa Mar 1953	Colonel Jack R. Adams
1 Sep 1955	Colonel Albert B. Starr
12 Jan 1966	Colonel William E. Nix
3 Aug 1966	Colonel Felix G. Brenner
6 Sep 1966	Colonel Harry L. Waesche
1 Oct 1968	Colonel Robert L. Moeller
1 Nov 1969	Colonel John W. Self
13 May 1971	Colonel Muller L. Jones
24 May 1971	Colonel Frank W. Contestable
31 May 1974	Colonel Charles C. Irions
30 Jun 1975	Colonel Paul A. Bergerot
29 Jun 1976	Colonel Hubert S. Diamond
9 Jun 1978	Colonel John A. Doglione
22 May 1981	Colonel Bruce M. Purvine
10 Jun 1982	Colonel John E. Massingale
25 May 1984	Colonel Louis V. Pelini
22 Oct 1986	Colonel Richard B. Fowler II
31 May 1988	Colonel Bobbie L. Mitchell
11 Oct 1989	Colonel Walter S. Hogle, Jr.
8 Jun 1990	Colonel Robert J. Boots
30 Oct 1991	Brigadier General Dwight M. Kealoha
16 Jun 1993	Brigadier General Charles H. Coolidge
30 Dec 1993	Brigadier General John D. Hopper, Jr.
2 Nov 1994	Brigadier General David R. Love
21 Nov 1995	Colonel Michael W. Wooley
20 May 1997	Colonel Thomas P. Kane
11 Aug 1998	Colonel Bradley S. Baker
29 Aug 2000	Colonel Thomas E. Stickford
31 Jan 2002	Colonel Darren W. McDew
14 Jul 2003	Colonel Barbara J. Faulkenberry
7 Jan 2005	Colonel Raymond J. Rottman
22 May 2006	Colonel Alan L. Hunt, Jr.
18 Aug 2008	Colonel Gary P. Goldstone
30 Jun 2010	Colonel Michael J. Hornitscheck
18 May 2012	Colonel David L. Almand
14 Jun 2013	Colonel Kyle J. Kremer
3 Aug 2015	Colonel Laura L. Lenderman
24 Jul 2017	Colonel John O. Howard
11 Dec 2017	Colonel William C. Buschur (Interim)
20 Feb 2018	Colonel Leslie A. Maher
8 May 2019	Colonel Joseph R. Meyer (Interim)
25 Jun 2019	Colonel J. Scot Heathman
13 Feb 2021	Colonel Joseph R. Meyer (Acting)
1 Jul 2021	Colonel Christopher M. Robinson
14 Jul 2023	Colonel John D. Poole

375TH AIR MOBILITY WING AIRCRAFT

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

PART II: 375TH TROOP CARRIER GROUP

(Predecessor to 375th Operations Group)

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 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.

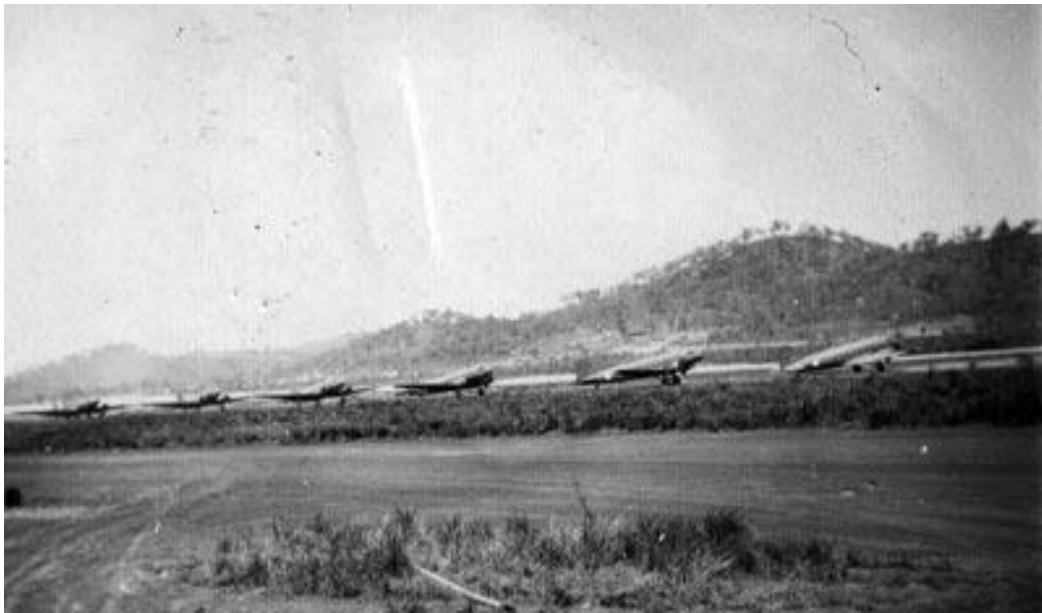


C-47 Skytrain

A few months later, on 23 January 1943, the group moved to Sedalia Army Air Field, Missouri (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

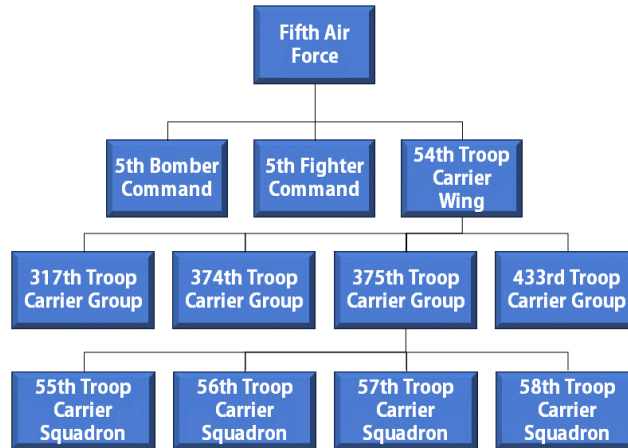
Laurinburg-Maxton, the group picked up some experienced combat crews. Their experience would be invaluable to the new unit.

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 en-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.



C-47s of the 375 TCG lined up at the Port Moresby airfield.

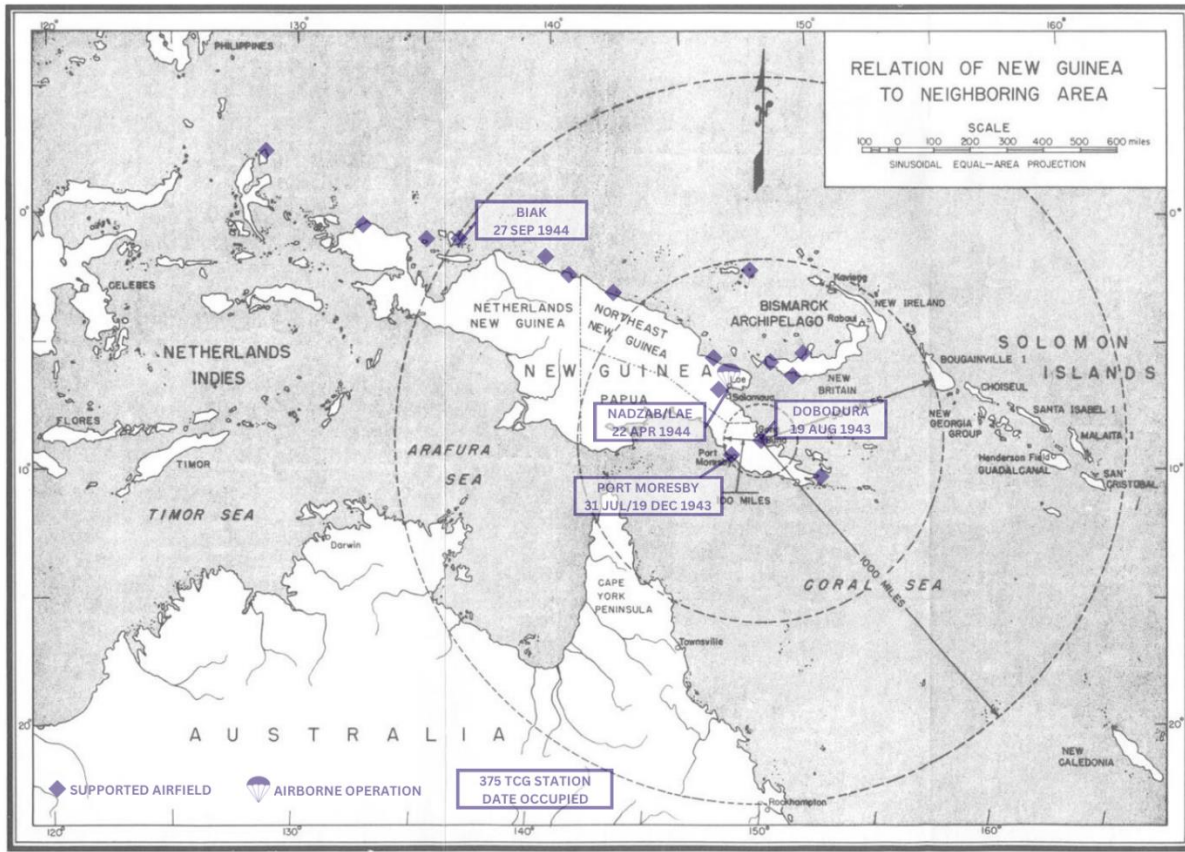
By 31 July 1943, the entire group was organized at Port Moresby on the south end of New Guinea and was ready to begin wartime operations under the Fifth Air Force. In addition to Port Moresby, the 375th also took up operations out of a secondary base on the island of Biak, just north of New Guinea. The 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, 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. For some of the more hazardous missions that required landing on fields under attack, the group flew armed B-17 Flying Fortresses.



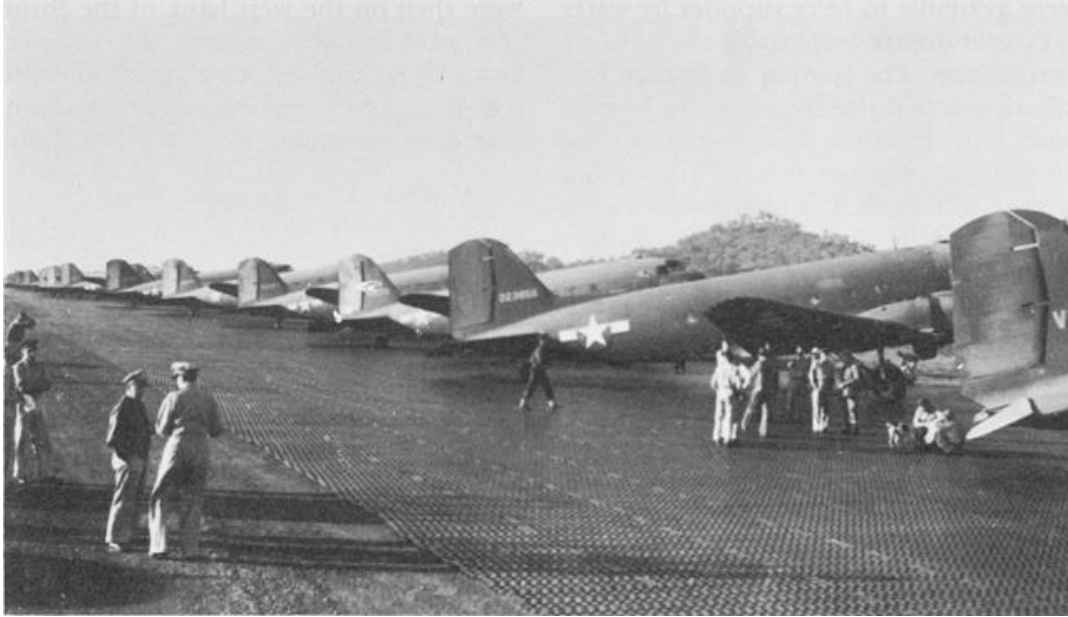
B-17 Flying Fortress at Port Moresby, New Guinea. This plane, nicknamed "Spawn of Hell," along with three other B-17s, was flown by the 375th as it supported the 1st Cavalry Division's assault on islands in Papua, New Guinea including supply runs and strafing enemy positions with machine guns.



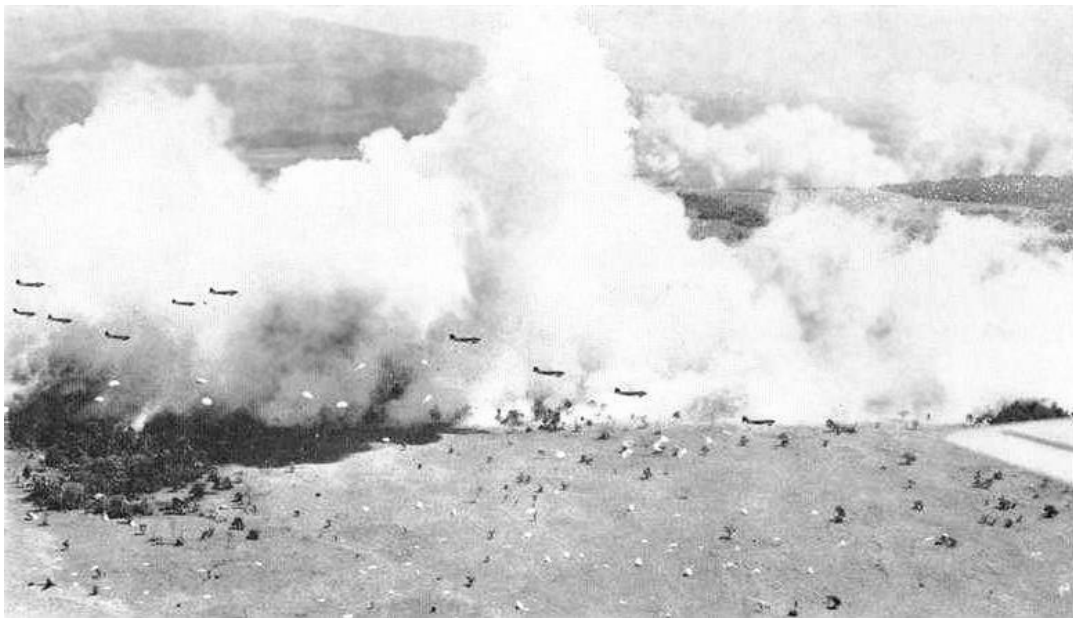
375th Troop Carrier Group in the New Guinea Campaign

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 South- west 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 Pacific Theater of Operations. On 5 September 1943, the 54th Troop Carrier Wing, which included the 375 TCG, 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.



C-47s of the 375th Troop Carrier Group prepare for the Nadzab airborne assault. The two men on the left are General George C. Kenney, commander of Fifth Air Force and General Douglas MacArthur, Supreme Allied Commander of the South West Pacific Area; both men would fly overhead in separate B-17 Flying Fortresses. The ground is covered by special corrugated metal planks; these also had to be airlifted in by troop carrier to create airfields on rugged terrain.



C-47s dropping paratroopers in the first airborne assault of the war in the Pacific at Nadzab. The smokescreen behind the aircraft masked the drop from enemy observation, allowing the paratroopers to reach the ground safely before consolidating and attacking to seize the airfield.



375 TCG B-17 that crashed at Nadzab after a supply airdrop mission over Hollandia, May 1944. The aircraft ran out of fuel and the right wheel collapsed upon landing, sending the plane off the runway.

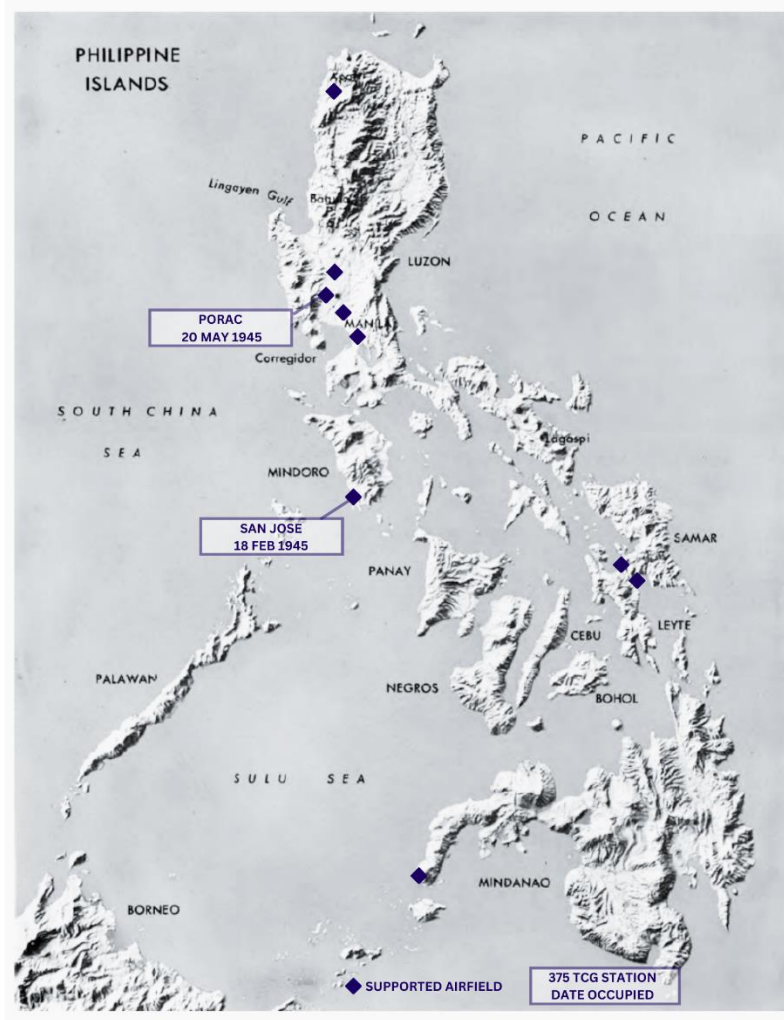
Shortly before the invasion of Luzon, the final phase of retaking the Philippines, from 9 January to 16 February 1945, the 375 TCG began converting to C-46 Commandos. During this last campaign, many of the group's missions involved resupplying the U.S. Army forces fighting to take over the island. However,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



C-46 Commando

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 Porac, 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.



375th Troop Carrier Group in the Philippines Campaign

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.

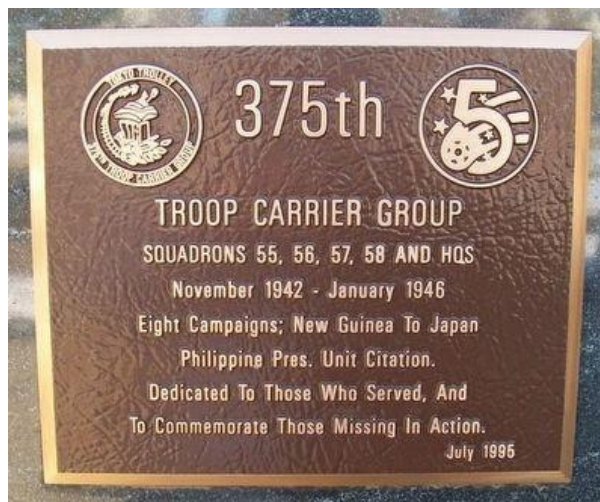


Casualties being unloaded from a C-47 in Okinawa

From its base in Okinawa, the group transported troops from Luzon to Okinawa and then Japan. They brought back liberated Allied prisoners of war 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.



A tribute to the 375 TCG at the National Museum of the USAF, Wright Patterson AFB, Ohio.

PART III: SCOTT AIR FORCE BASE

SCOTT AIR FORCE BASE 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 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.”



Albert Bond Lambert learned to fly with the Wright Brothers, received his pilot's license in 1911, and served in the U.S. Army in World War I. Throughout his life he worked tirelessly to make St. Louis a leader in aviation. In 1930, Lambert International Airport was named in his honor on land he formerly owned and sold to the city.

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 S. Scott, the first enlisted person to be killed in an aviation crash.

Frank S. 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.



Corporal Frank Scott

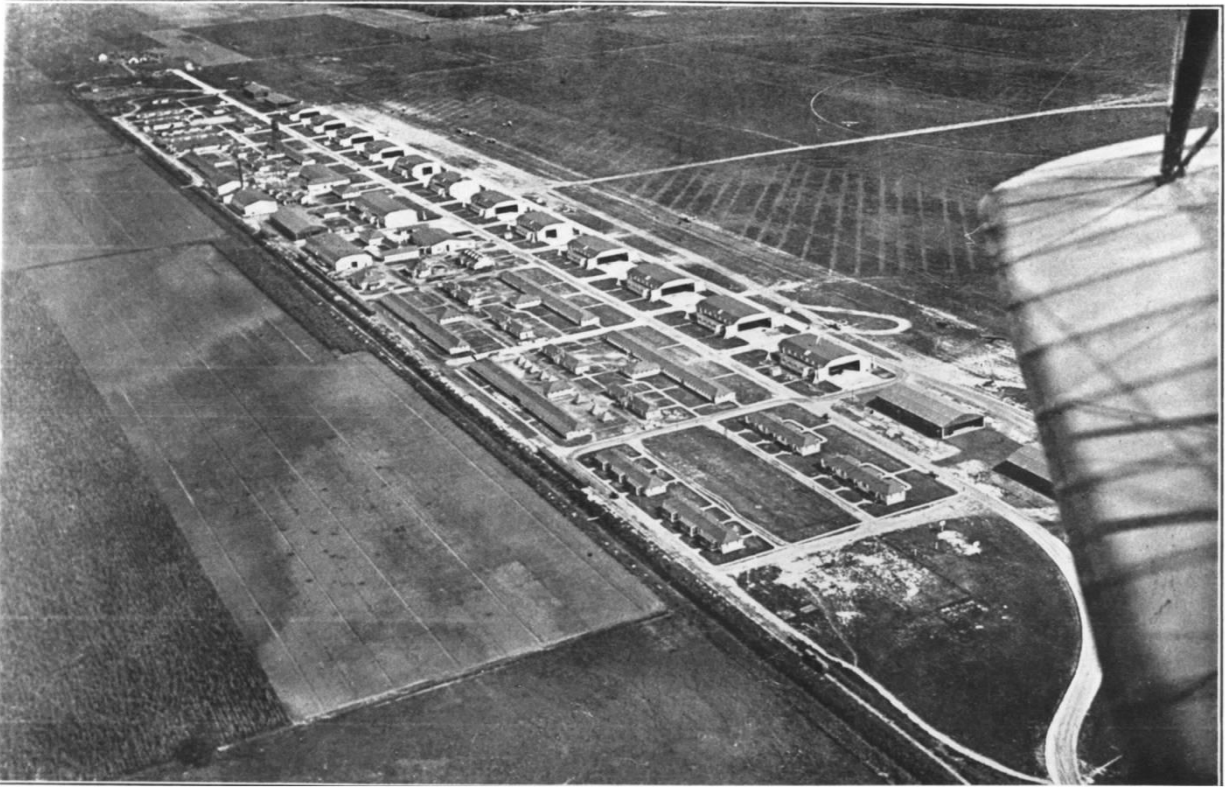
First Lieutenant Rockwell made a solo run over College Park at the then-remarkable speed of 40 miles-per-hour with a crowd of 300 watching below. Confident everything was in good order,

Rockwell 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 aircraft 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.



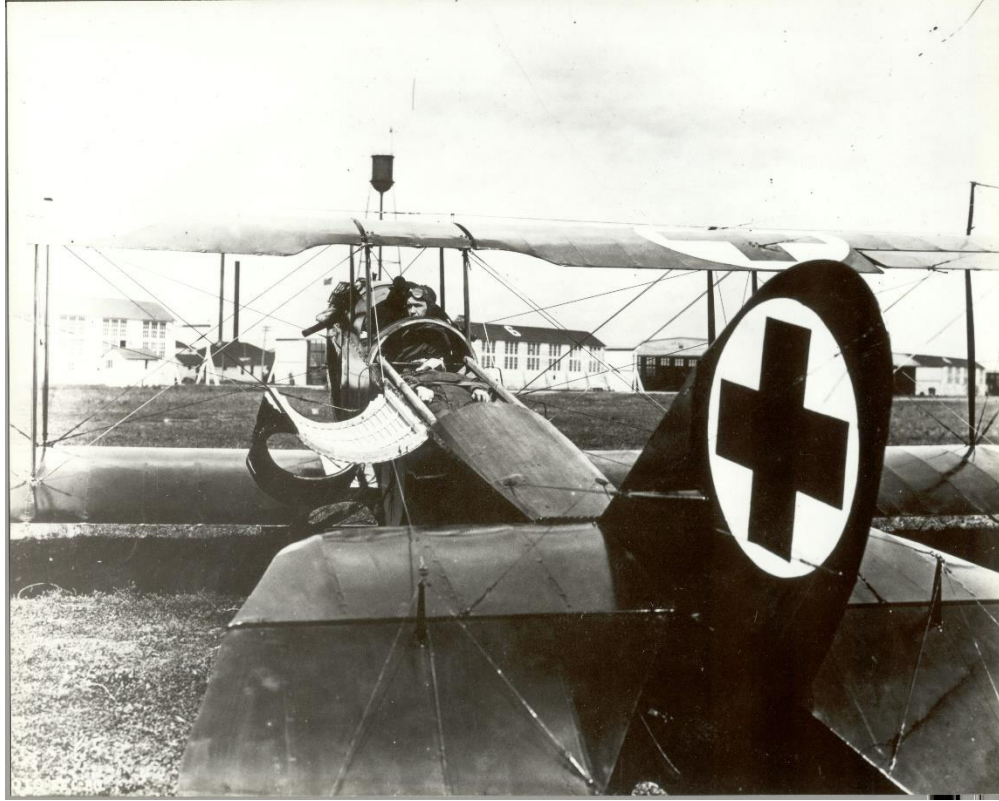
The first flight at Scott Field on 2 September 1917

Construction was completed by the end of August, and the first flight from Scott Field occurred on 2 September 1917 in a Standard biplane. 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, 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.

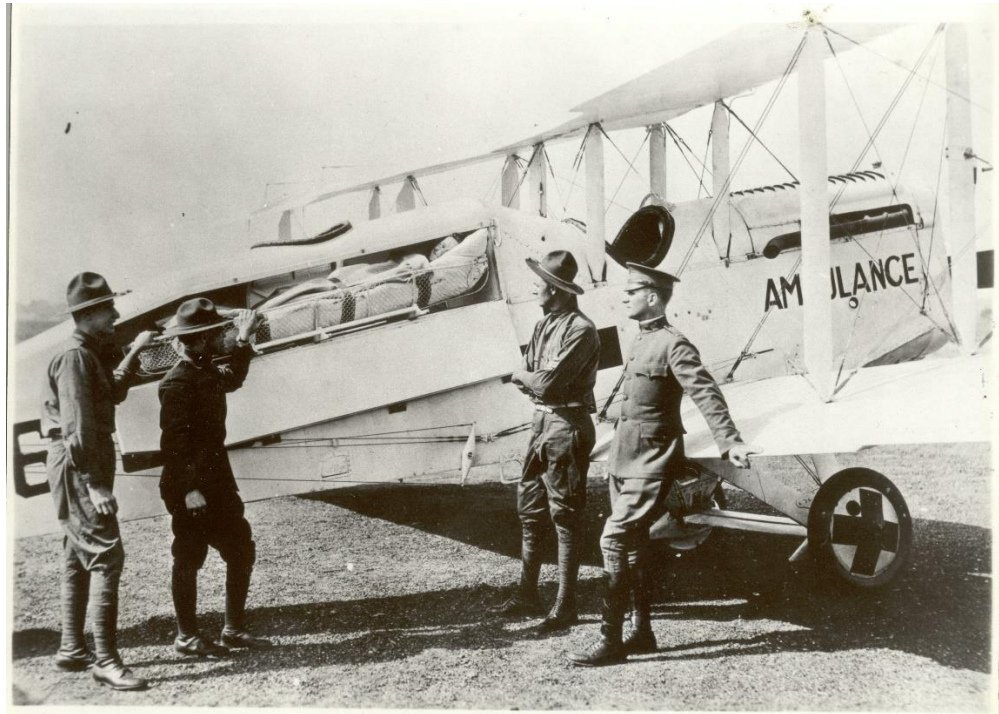


An aerial photograph of Scott Field in 1918

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 24 August 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. Scott Field would further innovate the air ambulance concept by modifying a DeHaviland DH-4 to carry two patients after it was realized that crashes usually produced two casualties: the student pilot and his instructor. These designs would be spread around the Army Air Service and use at other flying fields.



The JN-4 "Red Coffin"



The DH-4 improved air ambulance

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,” or 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.

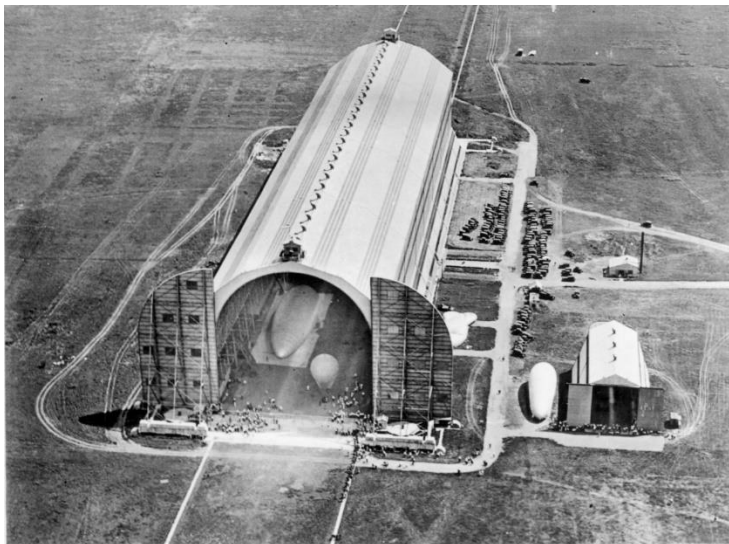


17 Aug 1917 Field Meet and Flight Exhibition

Scott Field’s future became uncertain after the 11 November 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, which was 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; speculation about its future usage abounded, including an

experimental agricultural station, a prison camp, a housing project for miners, a peacetime training camp, or a landing field for a cross-country aerial mail route.

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 and host of the Army's balloon and airship school. Many new facilities had to be built to accommodate its new balloon/airship mission. The most notable addition was the three-block long, one-block wide, 15-story high airship hangar. When it was completed in early 1923 it was second in size only to the naval station hangar in Lakehurst, New Jersey.

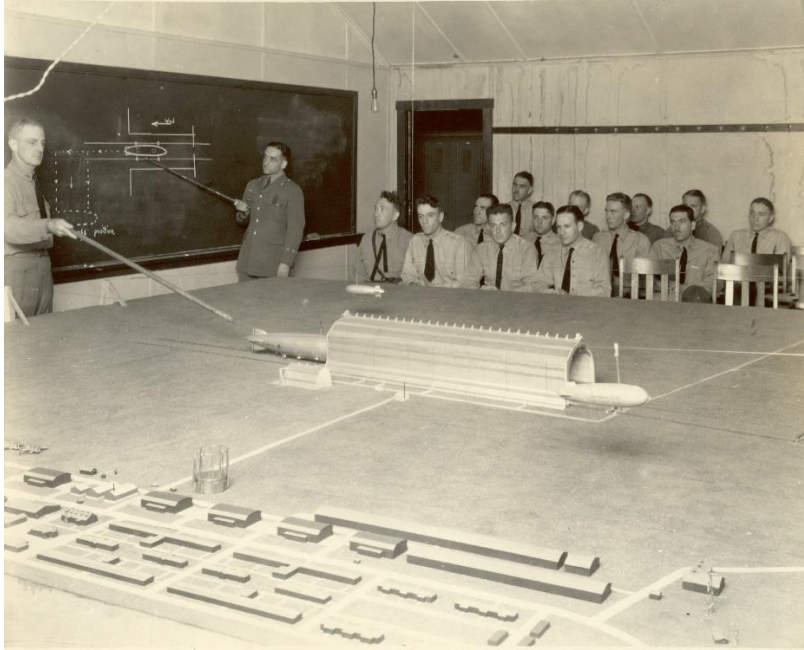


The airship hangar



The mooring mast

Another LTA-era addition was the mooring mast, towering at 176 feet, which allowed all types of airships to be secured to be resupplied with water, fuel, or helium that was piped up to the top of the structure. Many more pieces of airship infrastructure would be built, including one of the only helium storage and repurification plants in the United States.



Scott pilots in an airship maneuvering class, circa 1927.



The hookup of the Sperry Messenger with the TC-7 in 1925. Note the circular frame on the left, which supported an expandable bladder as part of the helium storage and repurification plant.

Scott Field's balloonists received extensive recognition through national and international races as well as groundbreaking experiments. With airships considered the wave of the future in aviation and more capable than the airplane, Scott was at the forefront of developing uses for this exciting technology, such as improving the ability to forecast weather. When military planners believed that airships had the potential to serve as a mooring and refueling platform for airplanes, Scott Field aviators worked to validate the concept in 1924 by connecting a Sperry Messenger airplane to a TC-7 airship in flight, one of the earliest known such hookups. Scott Airmen became so proficient at this task that within a few months they were doing it as a spectacle during an air show, with a pilot connecting to TC-7 flying approximately 53 miles per hour and only 1,200 feet above ground level.



Capt Hawthorne C. Gray, right, poses with Lt Col John Paegelow, Scott Field's longest-serving post commander. Seen before one of his altitude record attempts, Gray is wearing a suit of reindeer skin to protect against the frigid temperatures at altitude.

A major goal of achievement during this time was the world altitude record, which would be targeted by Scott Field's executive officer of aeronautical development, Captain Hawthorne C. Gray. A skilled and accomplished airship pilot, Gray shifted focus from races to breaking the record of 35,433 feet held by two Germans. He also planned to go even further and surpass the altitude record for airplanes as well, which was set by a French pilot at 40,809 feet. His first attempt on 9 March 1927 fell short at 28,510 feet when he lost consciousness during the ascent; he regained consciousness on the way down and was able to land safely. Two months later he tried again, reaching 42,470 feet. On descent he realized he was going down far too fast and parachuted to safety at 8,000 feet. Initially hailed as a hero, Capt Gray would later be notified that he would not be credited with the record since he had not landed with his balloon and therefore had not successfully completed the flight. His third attempt in November 1927 would result in his death from lack of oxygen.

Scott Field was also at the forefront of testing various airship applications, such as demonstrating the viability of shore-to-ship delivery by making the first landing of an airship on the deck of a moving commercial steamer to deliver mail. Other firsts included the landing of an airship on top of an Illinois Central train at 30 miles per hour to transfer mail and transferring mail between a network of airships and airplanes to enable a nationwide delivery network.

Scott's crowning achievement of the Lighter-Than-Air era was the *Explorer* missions, which started as a joint venture between the National Geographic Society and the US Army to break the world altitude record yet again in the 1930s, which had risen to 61,235 feet. The National Geographic Society sponsored the attempt, funding the construction of a special lightweight gondola made of magnesium alloy and the largest balloon ever made, which held three million cubic feet of gas. Airmen tested the massive balloon at Scott before transporting it to Rapid City, South Dakota where a deep depression nicknamed "The Stratobowl" would shield it from wind while it prepped for takeoff.

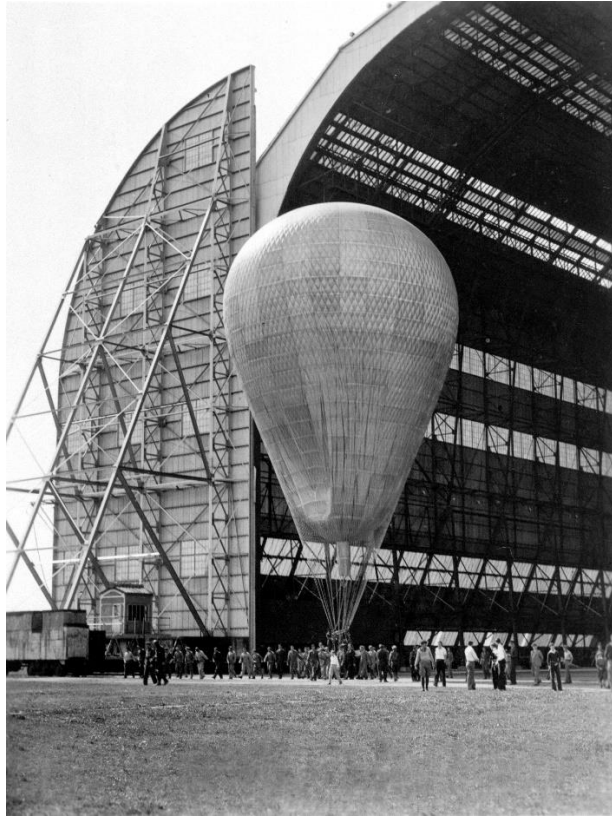
On 28 July 1934, the three-man crew of Scott Airmen took flight in the *Explorer*, reaching 60,613 feet when the balloon tore. The mission commander, Major William Kepner held onto the ropes connecting the deflating balloon to the gondola while the other two crewmen, Captain Albert W. Stevens and Captain Orvil A. Anderson bailed out. Fiercely gripping onto the rigging

atop the gondola, Kepner kicked a stuck Stevens free of the *Explorer's* hatch before parachuting himself to safety, only 500 feet above ground.



This painting graced the cover of *National Geographic* magazine, depicting the failure of the *Explorer I* mission. Kepner is seen here freeing Stevens from the gondola's hatch.

After a year of refining the design of the gondola and balloon envelope, *Explorer II* was ready to reattempt where *Explorer I* had failed. Only Capt Anderson was available to return to the crew, joined by Capt Randolph P. Williams (who would go on to be known as the father of the Air Force Weather Service). This time the mission succeeded, smashing the altitude record by reaching 72,395 feet. The *Explorer II* was also a massive scientific success, gathering data that led to improved understanding of cosmic rays, the earth's curvature, the effect of high altitudes on biological material, and bringing back over 9,000 photos.



Explorer II's balloon, the world's largest at that time, being prepared for testing at Scott Field in April 1935.



Explorer II's gondola, now displayed at the Smithsonian Institute's National Air and Space Museum in Washington, DC.

A combination of the airplane's improvement and an increased trend of airship accidents would end the Army's LTA program at Scott Field in June 1937. Another mission change would come the next year when President Franklin D. Roosevelt approved Scott Field to be the new location of the General Headquarters Air Force (GHQAF); this would make Scott the home of Brigadier General Frank M. Andrews as he led the air combat arm of the US Army. Scott's central location was to allow Andrews to plan and direct the entire air defense of the United States and never be more than one day's flying away from any of his units. This was seen as crucial as the alarming growth of Adolph Hitler's *Luftwaffe* in Germany concerned US leaders.



To prepare for the new headquarters mission Scott embarked on a \$7.5 million expansion program. The old wooden buildings, airship mooring mast, and even the airship hangar had to be taken down. (Today, only building P-7, a 1923 former electric substation remains.) The old LTA station more than doubled in size as the Works Progress Administration and numerous contractors constructed 100 colonial-style buildings, including Hangar 1, P-2 main gate, P-3 headquarters—and four one-mile long concrete runways.



P-7, Scott's oldest surviving building



P2, Scott's historic main gate

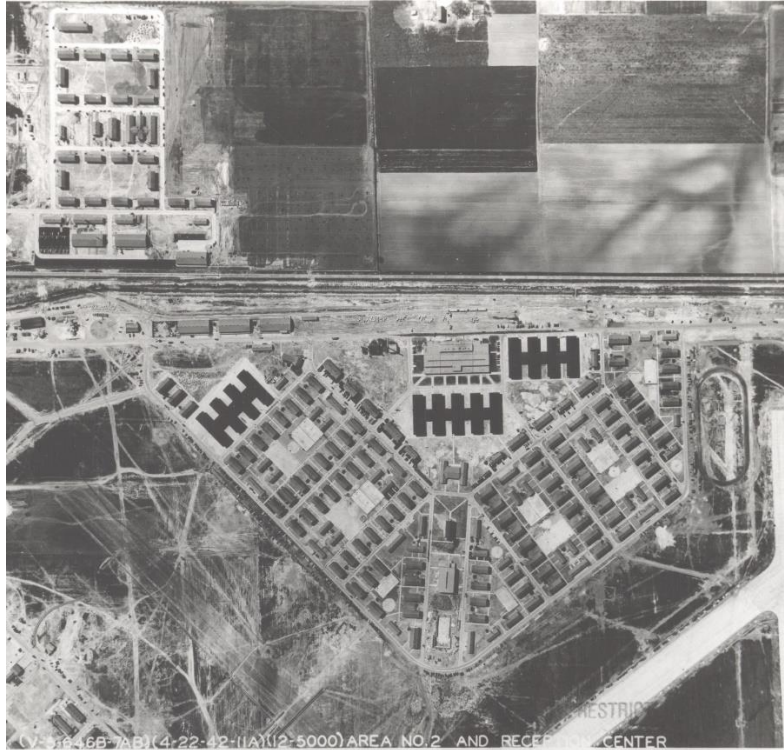


P-3, intended to be the GHQAF

With the outbreak of World War II, the headquarters move was cancelled, and Scott reverted 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 colonial housing 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. 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.



Scott Field on 15 June 1940. The rows of buildings in the center are Area 1's wooden barracks, referred to as "Splinterville" by the troops living in them. The newly constructed Hangar 1 is in the background.



Area 2. The top center building is the mess hall, currently Building 700.



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 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 school's 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.



T/Sgt Vosler receiving the Medal of Honor in the Oval Office from President Roosevelt and Undersecretary of War Patterson, 30 August 1944.



T/Sgt Airey and his wife Shirley on their wedding day, 10 February 1946.



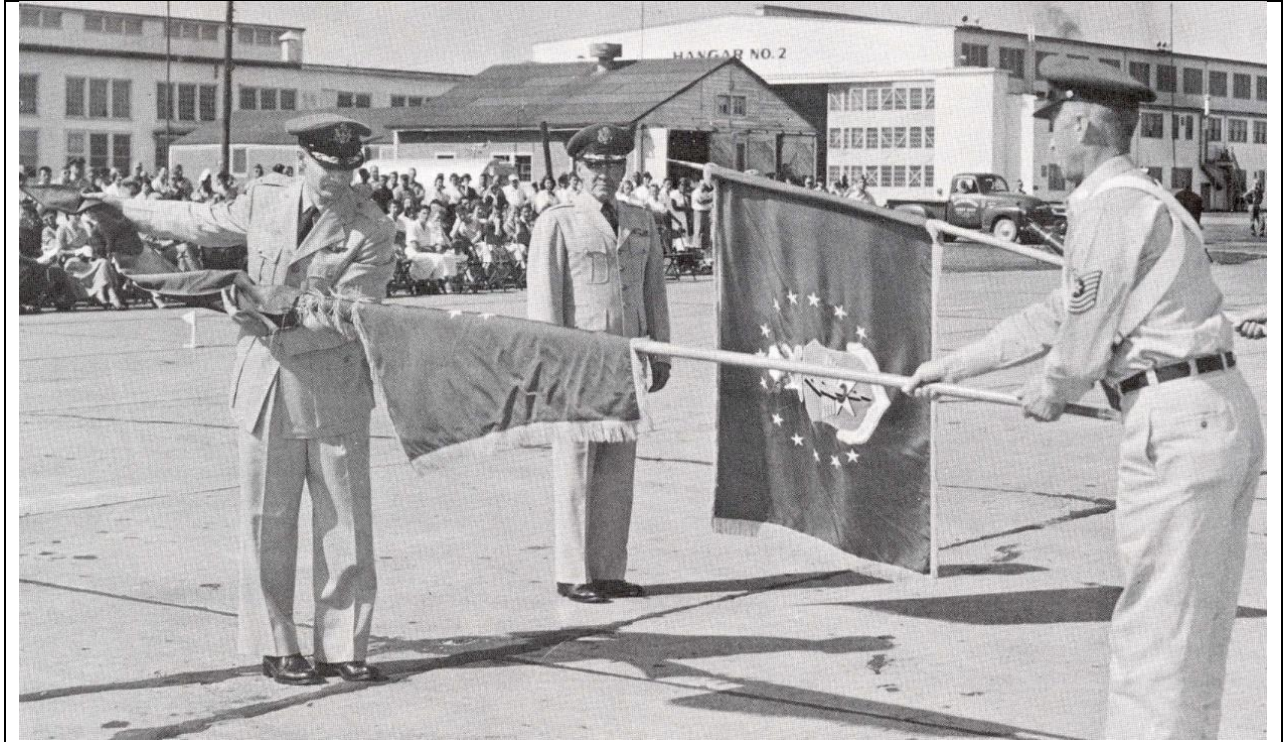
A training flight for Radio School students at Scott Field

The U.S. Air Force became a separate service on September 18, 1947; a few months later 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.



Patients are transferred from a C-54

In Oct. 1957, Scott realigned from Air Training Command to the Military Air Transport Service, marking the beginning of 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.



The MATS flag is unfurled at a ceremony on 1 October 1957.

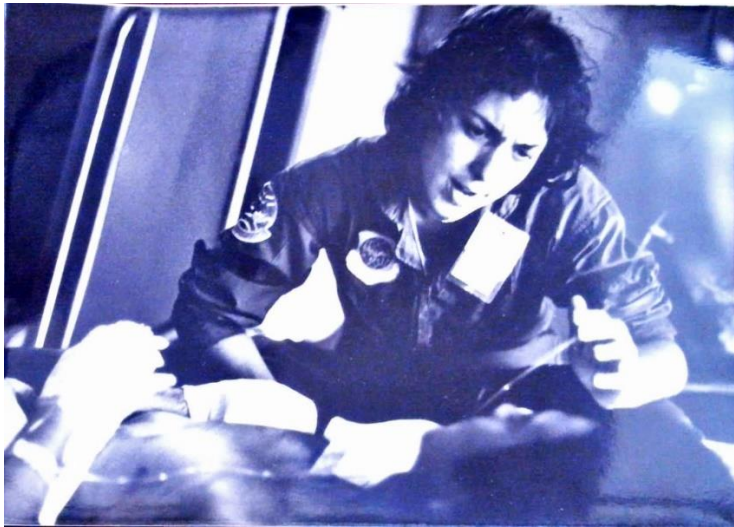
Increasing importance placed on airlift led to the Military Air Transport Service being redesignated as Military Airlift Command in 1966. Associated with this reorganization, the 1405th was discontinued and its mission and resources (even its emblem and motto) were absorbed by the newly activated 375th 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.



THE FIRST GROUP of former Prisoners of War step off a MAC Starlifter at Scott Wednesday at about 11 p.m. The 11 servicemen had just been brought from Travis AFB, Calif., where their C-141 had refueled after bringing the returnees from Southeast Asia. The men were greeted on the frigid flightline by an enthusiastic group of about 350 persons from Scott. Another group of returnees was expected to land at Scott about 5 p.m. yesterday. They were to include two men who will be staying at Scott. (Photo courtesy of Steve Koehler, O'Fallon Progress)

Scott's base newspaper, The Command Post, reporting on the first arrival of former POWs. 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 including the 1978 movement of Jonestown, Guyana, airstrip ambush survivors, the 1981 evacuation of freed American hostages from Iran, and the 1983 evacuation of Marines from Beirut barracks bombing.



An AE crew member tends to a patient in the aftermath of the Jonestown ambush

The 375th gained another big mission in 1978: the continental U.S. operational support airlift (OSA), which 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.



CT-39A Sabreliners at Scott AFB

As the Cold War ended, 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.

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 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 (BRAC) 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 reactivated Eighteenth Air Force, which had been 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, including 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 century 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 with Capt Clinton G. Edgar, representing the U.S. War Department. This land, originally the property of seven different landowners, would become Scott Field.
	
A panoramic photo of Scott Field’s initial construction, taken 14 August 1917	
Jun 1917	Construction began on Scott Field. The Signal Corps required the United Construction 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 of the Illinois National Guard from Springfield, IL became Scott Field’s first military unit. They secured the aviation station during its construction phase.
20 Jul 1917	The new airfield east of Belleville, IL, 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	The 11th and 21st Aero Squadrons of the American Expeditionary Force's Air Service arrived at Scott Field from Kelly Field, Texas, to begin pilot training.
1 Sept 1917	All construction was completed, and the government officially accepted Scott Field.



Scott Field's first flight

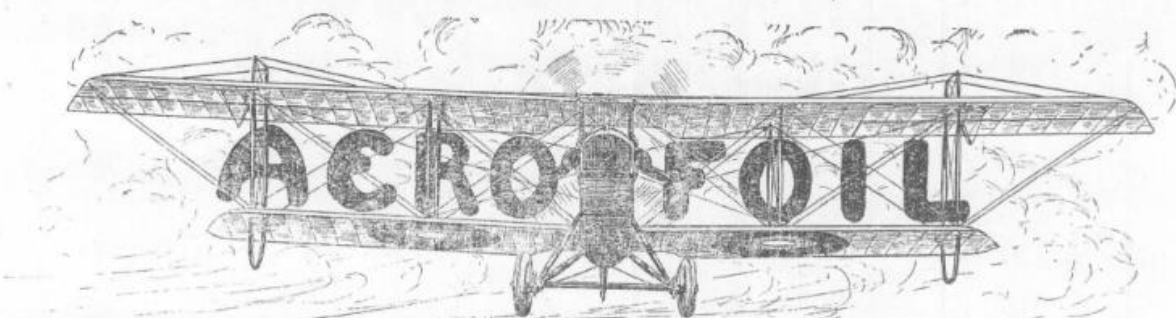
2 Sept 1917	William Couch, a civilian flying instructor, and Scott Field Commander, Major George E. A. Reinburg, made the first flight from Scott Field in a Standard J-1 two-seater biplane that had been transferred or borrowed from Rantoul Field, Illinois. The Curtiss JN-4D Jenny would later replace the Standard J-1.
11 Sept 1917	Flying instruction began at Scott Field.
28 Sept 1917	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. Fechet would later rise to the rank of major general and serve as Chief of the Army Air Corps from 1927-1931.
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Feb 1918	The Scott Field Fire Department opened.
Summer 1918	The Scott Field engineering department completed the rear cockpit modifications needed to convert two Jennies into air ambulances, or hospital ships. The design for the modification 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.
17 Aug 1918	Scott held its first air show, called the Field Meet and Flight Exhibition.
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; those remaining were organized into a Flying School Detachment. Scott Field would be designated as a storage site for the demobilized equipment from other flying fields.

19 Mar 1919	The War Department purchased Scott Field for \$119,285.84.
22 Mar 1919	Due to decreased manning on post, the base newspaper <i>The Aerofoil</i> , published its last edition.



OF SCOTT FIELD BY SCOTT FIELD FOR ALL INTERESTED

VOL. I. — No. 27. SCOTT FIELD, BELLEVILLE, ILL. MARCH 22, 1919 PRICE FIVE CENTS.

OFFICERS RECEIVE ORDERS TO STAY

Officers Appearing on Insert Page as Transferred Receive Telegram Cancelling Orders.

Evacuation of Field by Enlisted Men Proceeds, However.

Thursday morning telegraphic instructions were received from Washington cancelling orders which would have transferred most of the officers at this Field to other Camps and Schools. They will all remain here for the present. This sudden revoking of orders is probably the result of the Government's recent purchase of Scott Field property and may be


Good-Bye!

DUE to the decreased personnel of the Field, it is deemed advisable to discontinue the publication of "The Aerofoil." This issue is the last.

We thank those interested readers whose support has given us such encouragement in its publication. We thank those friends who have so generously contributed of their time, talent and wit to make its pages interesting. We thank those merchants whose advertising enabled us to succeed financially.

GOOD-BYE.

—The Publishers.





WAR CAMP BUREAU WILL STAY HERE

Director Fort Says His Work Probably to Continue as Long as Camp Remains

In spite of the reduction in the personnel of the field the work of the War Camp Bureau here will continue. Mr. Wm. A. Fort, Director of the Bureau in Belleville said their work was probably more essential now than ever, for the 65 remaining men must be cared for just the same. He stated that it was probable that the Bureau would remain here as long as there were any men stationed at Scott Field, though he has no definite advice from headquarters.

28 Jun 1921	Through Belleville Board of Trade Secretary Edward A. Daley's persistence, Secretary of War John W. Weeks approved Scott Field to become a lighter-than-air (LTA) station. The Army Air Service received an initial \$1.25mil for a new airship hangar at Scott.
28-29 Sept 1921	The 12th Balloon Company and 9th Airship Company transferred from Fort Omaha, Nebraska to Scott Field.
Apr 1922	Maj Gen Mason M. Patrick, Chief of the Air Service, announced that Scott Field would become the new of the Air Service Balloon and Airship School.
Jul 1922	Scott Field was designated as an Air Intermediate Depot; consequently, all LTA supplies from Fort Omaha and Langley Field, Virginia were

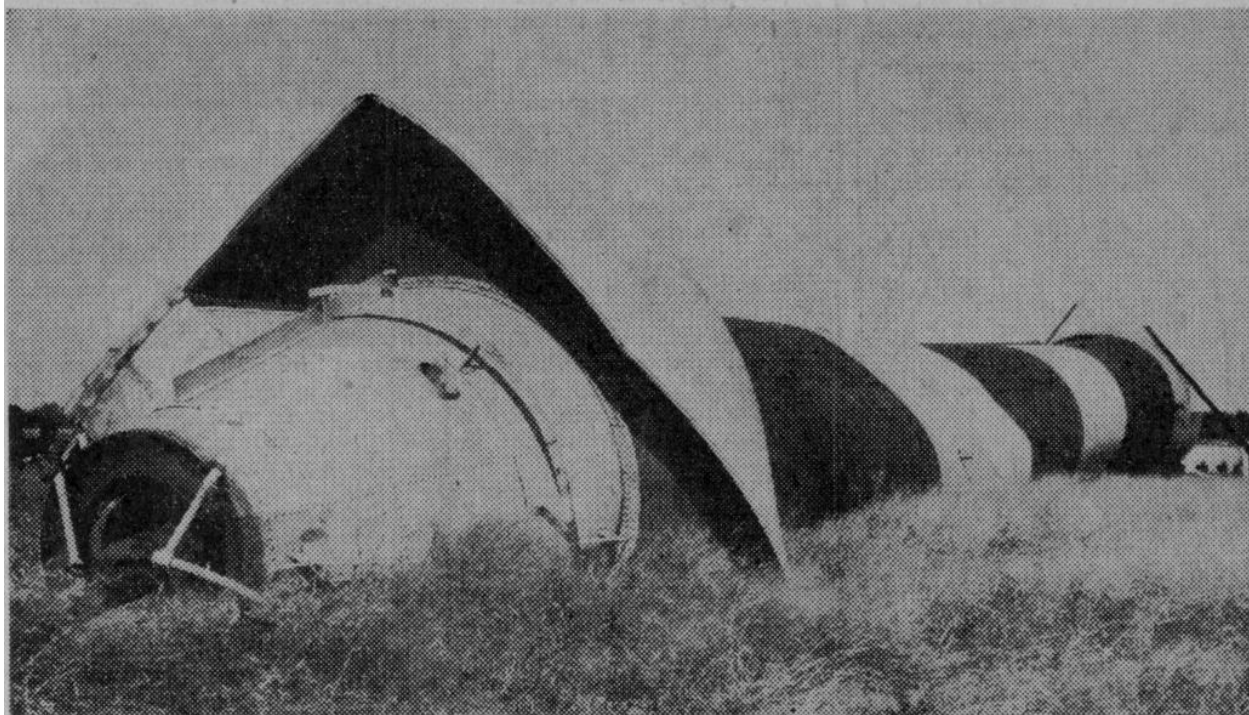
	transferred to Scott.
22 Oct 1922	Formal LTA training courses began. At the time, Scott Field had balloons and two small non-rigid airships.
31 Jan 1923	Post commander Col Chalmers G. Hall accepted the new airship hangar, which cost \$1,198,950. At 810 feet long, 206.5 feet wide, and 178 feet high it was second in size only to the US Navy's airship hangar at Lakehurst, New Jersey. One report commented that 100,000 men, the entire US Army in 1923, could have stood in formation inside it.
	
15 Mar 1923	Lt Col John A. Paegelow became commander of Scott Field. He would lead Scott longer than any commander before or since, until 3 Aug 1933.
9 Apr 1923	The Air Service's newest and largest non-rigid dirigible, the TC-1, arrived at Scott. The TC-1 cost \$80,000 to build.
May 1923	Most of Scott's new LTA facilities were completed at a cost of \$1.4mil, including a boiler house, a steam heating system, expanded utilities, and a hydrogen production facility. Of these facilities, only building P-7, a former electric substation, remains on Scott today.
6 Jun 1923	A lightning storm destroyed a TC-1 during a training mission to Wilbur Wright Field, Ohio.
Oct 1923	The massive US Navy dirigible ZR-1, better known as the <i>USS Shenandoah</i> , overflowed Scott en route to the St. Louis Air Show.
1924	Lt James T. Neely and Dr. C. Leroy Meisinger lost their lives in a balloon flight launched at Scott Field. To honor their sacrifice, the Air

	Weather Service placed a plaque on Hangar 1 in 1970.
Jan 1925	Parts for the first and only American-build semi-rigid airship for the US Army arrived on Scott. Once assembled on 8 January, it received the designation of RS-1.
	
10 Sep 1925	A TC-7 links with a Sperry Messenger biplane over Scott Field during the air show and open house.
1927	Scott Field's 176-foot airship mooring mast was completed.
9 Mar 1927	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.
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.

10 May 1928	Scott Field graduate Lieutenant Uzal 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.
June 1930	Scott Field became both an LTA and 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.
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 equipment of the 61st Coastal Antiaircraft Artillery Regiment. The 61st temporarily relocated to Scott for the exercise from Fort Sheridan, Illinois.
17 Sep 1935	Airship TC-14, the largest non-rigid airship ever constructed in the US, was assembled at Scott, and flew its maiden voyage. At 235 feet long and 54 feet in diameter, the airship cost \$200,000.
11 Nov 1935	After an unsuccessful flight on 12 July 1935, the <i>Explorer II</i> balloon made the second ascent of the joint National Geographic Society–U.S. Army Air Corps stratosphere expeditions, this time taking off from the Stratobowl near Rapid City, South Dakota. This attempt broke all previous records by attaining an altitude of 72,395 feet, a record that would stand for ten years. 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 LTA activity due to lack of funds.
Jun 1937	Scott Field's LTA era ended abruptly as the airship and balloon units

	demobilized or transferred to other US facilities.
1 Jun 1938	The Headquarters and Headquarters Squadron of the Air Corps Technical School (ACTS) arrived on Scott Field.
2 Jun 1938	Scott Field was selected to become the new General Headquarters Air Force (GHQAF). To prepare for the planned expansion several facilities were torn down, including old wooden barracks, administrative buildings, mooring mast, and airship hangar.

From Proud Vertical To Horizontal Position



Oct 1938	President Franklin D. 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.
1939	At a cost of \$193,800, Scott Field expanded from 628.572 to 1,882.382 acres.
1 Jul 1939	With the outbreak of WWII, US Army Chief of Staff General George C. Marshall decided not to move the GHQAF, so Scott Field reverted to the mission of training. The basic department of the Air Corps Technical School's Basic School transferred to Scott from Chanute Field, Illinois.
Sept 1939	The Basic School's first students of Scott Field arrived.

1940	The \$7.5mil initial round of expansions for Scott Field, originally intended to support the GHQAF transfer, was completed.
Mar 1940	Workers completed Scott's Hangar 1, which measured 402 feet long, 285 feet wide, and 90 feet high.
19 Sept 1940	The basic department of the Basic School of the ACTC transferred back to Chanute Field when the Radio School moved from Chanute to Scott Field.
14 Oct 1940	The Radio School's first training course began at Scott Field. Due to lack of space, the first classes were taught in Hangar 1.



15 Nov 1940	Construction on building 700, a mess hall capable of feeding 6,000 men a day.
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<p>1 Dec 1940</p>	<p>The Radio School added a Squadron Communications Officer Course, initially for aviation cadets that were eliminated from flying training. In the fall of 1941 the course began accepting cadets directly from civilian life.</p>
<p>1941</p>	<p>Scott received another round of funding, \$3mil, to expand its Radio School capacity by 5,800 students.</p>
<p>11 Feb 1941</p>	<p>The first issue of the new base newspaper, <i>The Broadcaster</i>, was printed. The paper was published by the D.L. Lee Publishing Company of Marissa, Illinois.</p>

Mrs. J. B. STATION
PAOLI, PA.

SCOTT FIELD

Broadcaster

PARENT RADIO SCHOOL OF THE AAF TECHNICAL TRAINING COMMAND

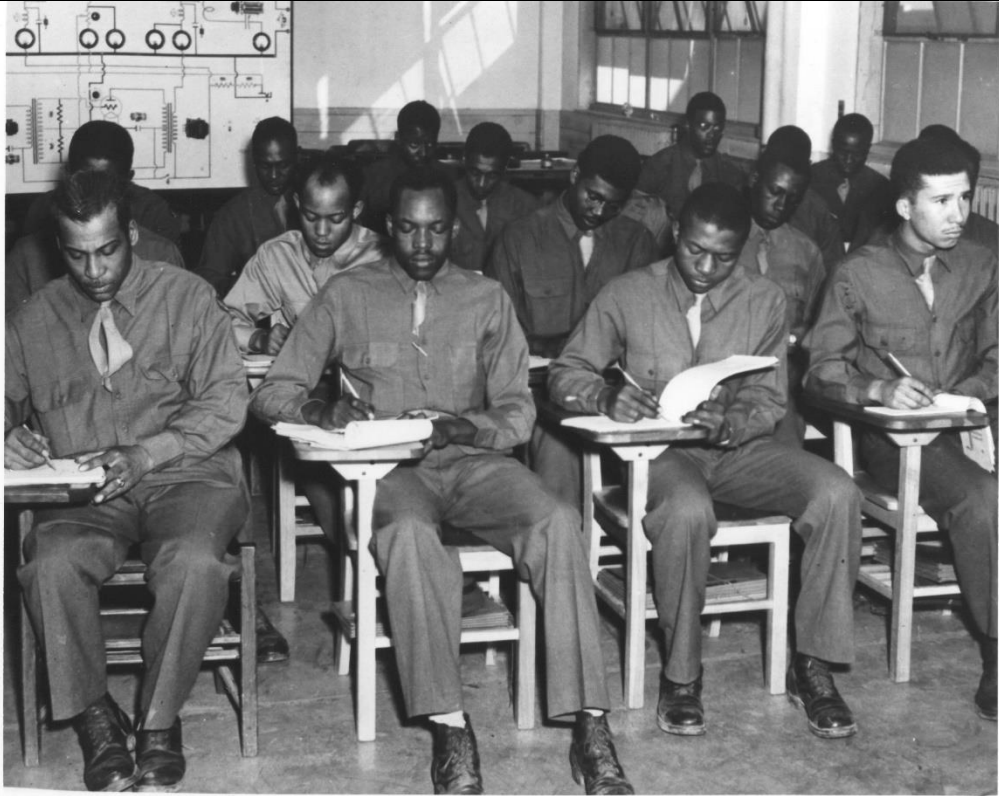
Wednesday, June 30, 1943 Scott Field, Illinois VOL. 3—NO. 21

21 Jun 1941	Construction began on Scott's first-ever concrete runway. Since 1917 airplanes, balloons, and airships had operated on a grass field. The runway would be completed in November 1942.
22 Oct 1941	The Scott Field Band activated, consisting of 48 enlisted men and one warrant officer.



Nov 1941	Scott completed a new base hospital complex comprised of 51 framed buildings covering 43.55 acres of newly acquired land. In 1942, 11 more buildings would be added to this to support Scott's growing population of 20,000.
3 Dec 1941	The Radio School began a three-shift schedule.
Apr 1942	20 Chinese soldiers completed Scott Field's Radio School course as its first foreign students.

Jun 1942	Sixteen Dutch students entered training at the Radio School.
Aug – Sep 1942	Members of the 46th Aviation Squadron, a segregated African American unit, arrived at Scott for basic training.
15 Oct 1942	Members of the 934th Quartermaster Platoon, another segregated African American unit, arrived at Scott for basic training and motor vehicle instruction.



Jan 1943	330 members of the 46th Aviation Squadron began training as the Radio School's first African American students. Upon graduation they would serve as the communicators of the Tuskegee Airmen, joining units such as the 332nd Fighter Group and 477th Bombardment Group.
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Mar 1943

Forrest L. Vosler graduated from the Radio School. In December 1943, he would earn the Medal of Honor.

12 Mar 1943

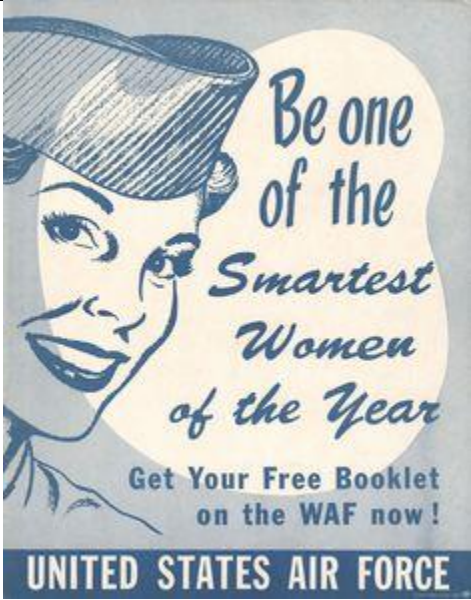
The 58th Women's Army Auxiliary Corps (WAAC) Post Headquarters Company became the first female unit stationed at Scott Field when it moved from Daytona Beach, Florida. It consisted of 156 members and was under the command of 2nd Lt Nell L. Jackson. These women worked in Scott's hospital, the Radio School, offices, motor pool, hangar, and control tower.



6 Aug 1943	During a special retreat ceremony, the WAACs of Scott Field took the enlistment oath in the Women's Army Corps (WAC), a component of the US Army. As WACs, the women would receive regular army ratings, grades, privileges, and benefits. After further reorganizations and transitions, their unit eventually became known as the Army Air Forces WAC Detachment, with its members referred to as Air WACs.
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May 1944	A dropped tool generated a spark that set fire to Hangar 1, Scott's only hangar. Repairs were not completed until a year later in May 1945.
1 May 1944	The 3505th Army Air Force Base Unit (3505 AAFBU) was activated, assuming 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 to help returning military personnel transition back to civilian life as WWII wound down.
2 Jan 1945	The Radio School activated a foreign student branch to handle all international trainees attending courses at 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 Stevens Place in honor of acclaimed balloonist and photographer Albert W. Stevens, who flew aboard the history-making <i>Explorer II</i> mission as a captain.
18 Sep 1947	The US Air Force became a separate and independent branch of service under the newly established Department of Defense.
13 Jan 1948	Scott Field became Scott Air Force Base (AFB).
	
12 Jun 1948	Congress established the "Women in the Air Force (WAF)," however, these women did not start integrating into Scott Field operations until 5 January 1949, when several women entered control tower operations.

26 Jul 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 African American service members. More significant changes began to occur after members of Scott's segregated 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, which was inactivated. Under the 3310 TTW were four groups: 3310th Air Base Group, 3310th Technical Training Group, 3310th Maintenance and Supply Group, and 3310th Station Hospital.
2 Feb 1949	Women in the Air Force (WAF) members entered the radio mechanic general course for the first time.
Aug 1949	The US 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 development was named Paegelow Housing in honor of Scott's longest-serving commander, Lt Col John A. Paegelow.
Oct 1949	Headquarters, Air Training Command completed its relocation from Barksdale AFB, Louisiana to Scott AFB.
20 Oct 1949	Scott AFB became a "remain overnight" (RON) station for aeromedical evacuees.



<p>1950</p>	<p>As the casualties from the Korean Conflict began to arrive at Scott, the Women'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 became a joint military-civilian undertaking that involved local women's groups and the Veterans of Foreign Wars (VFW).</p>
<p>4 Nov 1950</p>	<p>President Harry S. Truman visited Scott AFB for a second time while en route to a speaking engagement in St Louis.</p>



29 Nov 1950

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

Late 1950

Aeromedical Evacuation (AE) started to become a major activity at Scott AFB.



5 Jan 1951

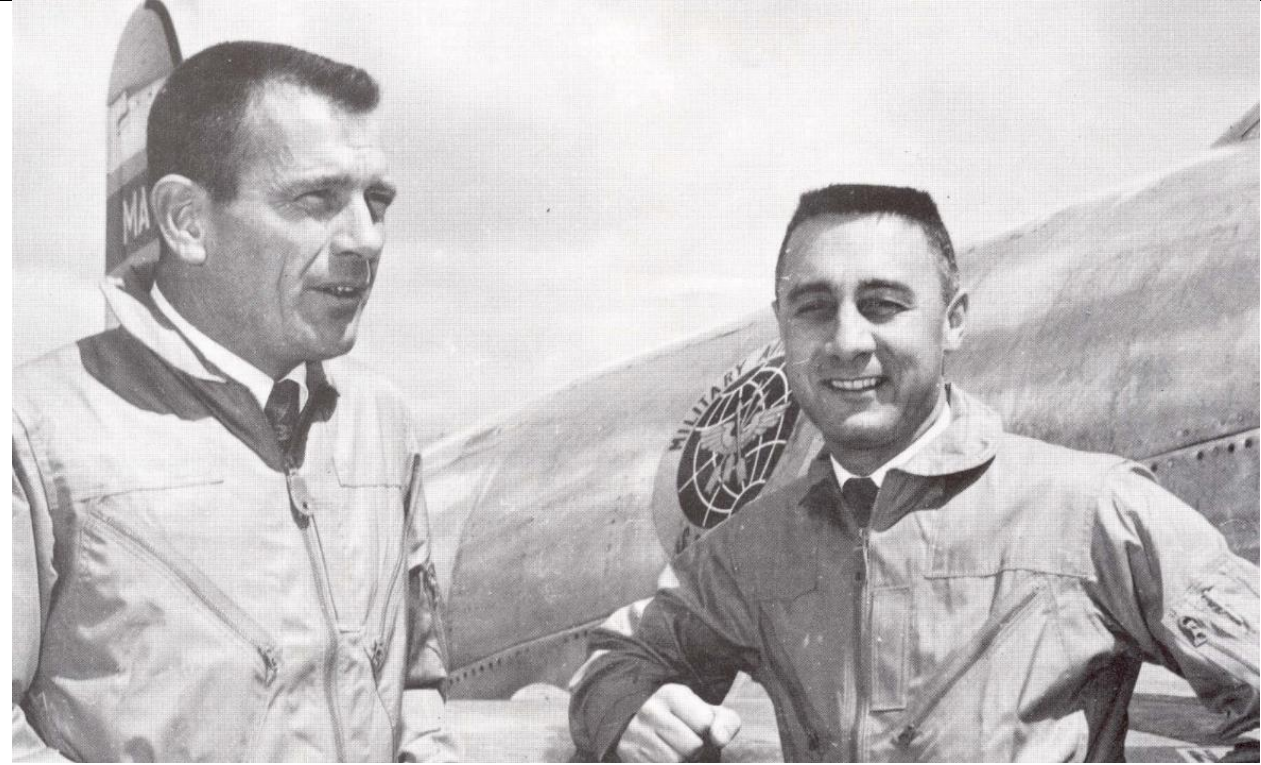
Construction began on the \$8.5M 1,000-unit Wherry Housing Project.

	Originally named Daly-Lewis Acres, the units were later renamed for the 1949 Wherry Housing Act—sponsored by Nebraska Senator Kenneth S. Wherry. The Beck-Utah-Hopkins Construction Company completed the project in February 1952.
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.
Late 1952	With the USAF's conversion to ultra-high frequency (UHF) radio communications, Scott established a special branch of the Radio School in Area 3.




Nov 1952	The 113th Fighter Interceptor Squadron inactivated; its mission was assumed by the newly activated 85th Fighter Interceptor Squadron, flying F-86D and K Sabre Dogs. The 85 FIS moved into newly
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	completed readiness and alert hangars on the east side of Scott's flight line.
1 May 1953	Military Air Transport Service (MATS) brought the first prisoners of war (POW) from the Korean War to Scott AFB.
Mar 1954	An Air Training Command directive barred WAFs 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 in C-119 Flying Boxcars.
13 Jun 1957	Air Force Vice Chief of Staff Gen Thomas D. White, directed MATS to relocate to Scott AFB.
1 Sep 1957	Headquarters, ATC moved from Scott AFB to Randolph AFB, Texas, while ATC's technical schools relocated to other bases.
1 Oct 1957	MATS officially assumed authority over Scott AFB, with the 3310th Technical Training Wing (minus its school units) redesignated as the 1405th Air Base Wing.
6 Jan 1958	Scott's first Women in the Air Force (WAF) squadron was established.
15 Jan 1958	Headquarters, MATS officially opened at Scott. It was joined that same year by two subordinate headquarters: Airways and Air Communications Service (AACS) and Air Weather Service (AWS).
8 Nov 1958	Scott AFB's new \$7.5M hospital opened after four years of construction.
24 Feb 1959	The last class of students graduated from the Radio School, ending Scott's technical training era.
1 Jul 1959	The 85th Fighter-Interceptor Squadron in- activated. 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 Air Station, (locally known as Turkey Hill) and was supported by the 798th Aircraft Control and Warning Squadron, [later the 798th Radar Squadron (SAGE)].

Mar 1960	The 1405th Air Base Wing participated in a 15-day “Exercise Big Slam/Puerto Pine”. During this exercise, MATS airlifted 20,000 troops and 11,000 tons of cargo to Puerto Rico and back.
1 July 1961	The Airways and Air Communications Service was replaced by the Air Force Communications Service. This gave Scott the distinction of hosting the headquarters of two major commands.
11 Feb 1962	Scott received its first Rockwell T-39A Sabreliner.
	
13 Apr 1962	Astronauts Maj Donald K. “Deke” Slayton and Capt Virgil I. “Gus” Grissom visited Scott AFB to pick up a T-33 for delivery to NASA’s Manned Spacecraft Center at Patrick AFB, Florida (now Patrick Space Force Base).
23 Jun 1962	Scott Lake opened. This manmade lake was first envisioned by base civil engineer Col George C. Schmucker.
22 Oct – 28 Nov 1962	The Cuban Missile Crisis caused the 1405th Air Base Wing to activate the Wing Command Post and the Air Force Reserve’s 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 above that

	required for normal operations).
11 Feb 1963	The 932nd Troop Carrier Group of the Air Force Reserves stood up on Scott AFB, and the 73rd Troop Carrier Squadron was realigned to it.
1963	The Base Fire Station (Bldg 950), Recreation Center (Bldg 1930), and Library (Bldg 1940) were completed.
1 Jun 1964	The 1405th Air Base Wing became the 1405th Aeromedical Transport Wing and assumed responsibility for aeromedical transport within the continental United States. This combined the mission and resources of the 1405 ABW and Scott's 1st Aeromedical Transport Group.
19 June 1964	Scott's new service club opened in 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 after simulators were transferred from Brooks AFB, Texas.
10 Feb 1965	C-118 Liftmaster aircraft brought the first aeromedical evacuation patients from Vietnam to Scott AFB. The patients stopped overnight at Scott before continuing to other medical facilities.
15 Aug 1965	The 1405 ATW's aeromedical evacuation responsibilities 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 took part in Operation COMBAT LEAVE, moving military passengers stranded at air terminals due to a nationwide airline strike.
1 Jan 1966	MATS was redesignated as Military Airlift Command (MAC).
12 Jan 1966	The 375th Aeromedical Airlift Wing was activated to take over the missions, equipment, and personnel of the 1405 ATW, which was inactivated.
Mar 1966	The 1st Missile Battalion became the 53rd Artillery Group (Air Defense).
17 Apr 1966	A 932 TCG C-119 Flying Boxcar crashed at Scott AFB.
23 Nov 1966	A contract was awarded to link buildings P-38, p-39, and P-40 to become the new Headquarters, Aerospace Rescue and Recovery Service (ARRS).

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.
	
1 Apr 1967	The 932nd Troop Carrier Group was redesignated as the 932nd Military Airlift Group, Air Force Reserves
31 Aug 1967	The Air Force awarded a contract to McDonnell-Douglas Aircraft Company for eight off-the-shelf C-9A medium size twin engine jet aircraft for domestic aeromedical airlift.
1 Sep 1967	Scott’s Equal Employment Opportunity Committee was established.
1968	27 acres of land north of the base hospital was purchased for construction of a 78-unit housing development. This area would become Galaxy Housing.
18 Mar 1968	Construction began on Runway 13.
29 Mar 1968	The first issue of Scott’s new base newspaper, The Command Post, was published by Irwin Yare, Inc. of O’Fallon, Illinois.

6 May 1968	Contracts were awarded for 150 housing units at Scott for what would become 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	A C-9A rollout ceremony was held at Douglas Aircraft Division, Long Beach, California.
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 to Scott AFB. The 798th officially deactivated on 1 December of that same year.
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 to replace Air Base Groups (equivalent to current Mission Support Groups) with separate Wings.

2 Oct 1968	The first C-9A AE mission was flown from Scott.
27 Jan 1969	MAC directed the organization of a special 12-man Elite Guard within Scott's Security Police Squadron to provide security for the MAC Command Post and perform color guard duties.
25 Jul 1969	The 932 MAG 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 air- lift force.
5 Mar 1970	Air Force Communications Service relocated to Richards-Gebaur AFB, Missouri.



25 Jun 1970	President Richard M. Nixon visited Scott AFB.
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 was inactivated.
7 Jul 1971	The Equal Opportunity Office was established at Scott AFB.
16 Sep 1971	A C-9A Nightingale assigned to the 375 AAW crashed approximately two kilometers north of base, killing all three officers aboard.
1 Oct 1971	Scott AFB's Social Actions Office was established.
31 Jan 1972	After a November 1970 groundbreaking, the base's new 16-lane bowling center opened.

<p>20 Feb 1972</p>	<p>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 flew nonstop from Chung Chuan Kang Air Base, Taiwan, to Scott AFB, setting a world distance record for a turbo-prop aircraft (8,732.09 miles in 21 hours and 12 minutes).</p>
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<p>4 Mar 1972</p>	<p>The new Base Exchange opened at building 1650. The \$1.7M project began construction in October 1971.</p>
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<p>15 Apr 1972</p>	<p>A dedication ceremony was held for the new Military Airlift Headquarters (Bldg 1600), affectionately called the "brick pile." Ground-breaking for the \$7.5 million project on 16 Jun 1969, was officiated by Col Gilmer E. Walker, Jr., 1400th Air Base Wing</p>
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	Commander, and Gen Howell M. Estes, Jr., Commander in Chief, Military Airlift Command.
14 Jun 1972	The new 500-seat base theater, building 1670, opened.
21 Aug 1972	The new grade school for Scott dependent children opened in building 859.



11 Sep 1972	While the division was not yet complete, military families began moving into the new 400-unit housing area, Shiloh Valley.
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10 Dec 1972	The new \$1.3M NCO Club opened for parties in building 1948. It would fully open in early 1973 and building 1900 reverted to its previous usage
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	as a dining facility.
18, 22, 25 Mar 1973	The 375th Aeromedical Airlift Wing participated in Operation HOMECOMING. The overall operation ran until April 1973. Scott's Patient Airlift Center coordinated 61 aeromedical missions, returning 357 ex-POWs to the US as the Vietnam War ended.
1973	Scott's \$310K youth center opened in building 386.
1973	Several base commissary facilities were consolidated into a single facility in the newly renovated Cold Storage Plant, building 1961.
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 transited through Scott AFB.
18 May 1973	Gas rationing began at Scott, with a ten-gallon daily purchase limit. One service station closed and the other reduced hours of operation.
1 Jun 1973	The 1400 ABW and its assigned squadrons were inactivated, and its mission was assumed by the reactivated 375th Air Base Group. This reorganization also moved the 528th Air Force Band from MAC to the 375 AAW.
1 Oct 1973	The Aeromedical Evacuation Control Center at Scott AFB became the center for all continental United States patient reports.
1974	An ARRS park was dedicated near building P-4.
Jun 1974	The ARRS 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 County Associated Vocational Enterprises.
1 Apr 1975	The 375 AAW became responsible for the worldwide AE system.
30 Jun 1975	As part of an Air Force-wide action, the 375th WAF Squadron was inactivated, thus fully integrating servicewomen into Scott AFB.
18 Oct 1975	A new base gym officially opened (building 1987). A bronze plaque commemorating Illinois Congressman the Honorable Melvin Price was

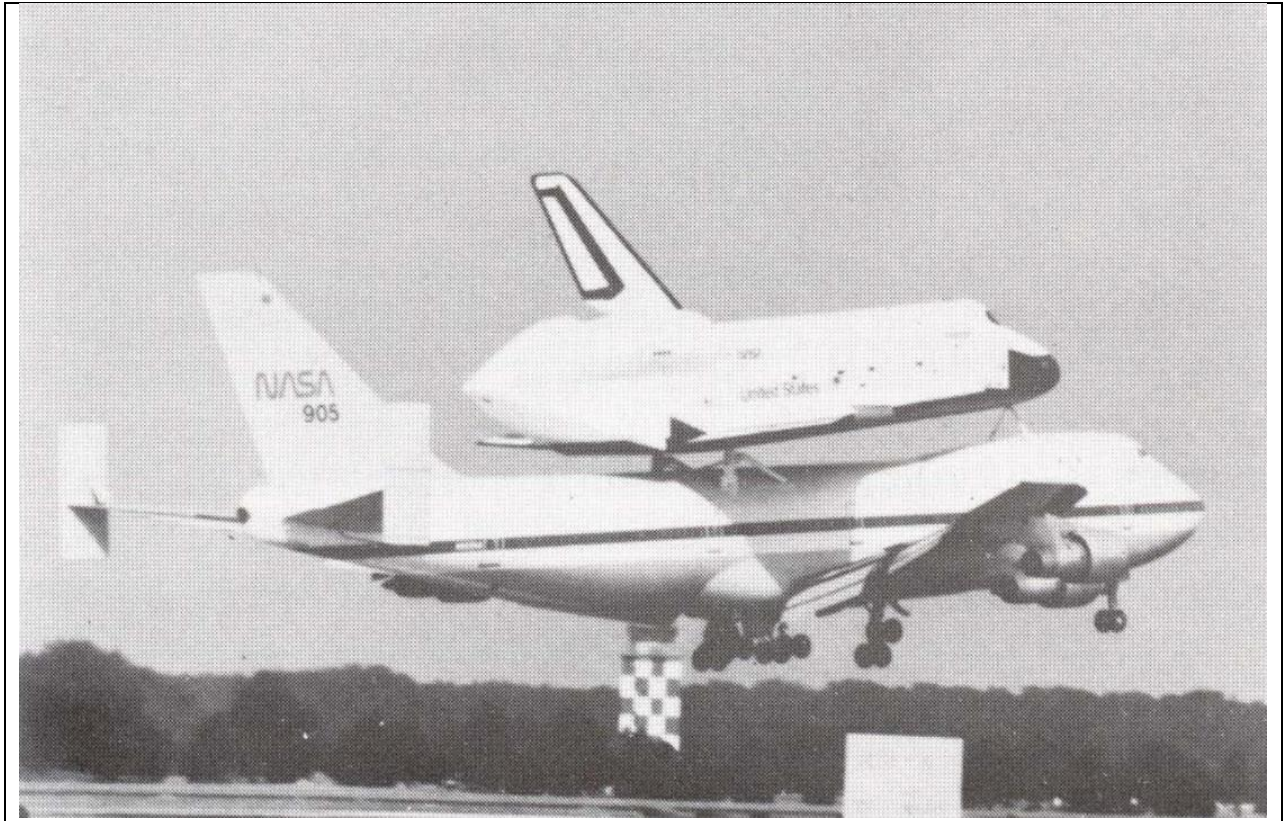
placed inside. On 12 Feb 1979, the building was dedicated as the James Gym in memory of MAC's former vice commander, Gen Daniel "Chappie" James, Jr. Representative Charles M. Price, Chairman of the House Armed Services Committee, gave the dedication address. Mrs. Dorothy James, Gen James' widow, was the guest of honor.



1976	A new \$2.1M supply warehouse office complex opened at building 4001.
22 Mar 1976	The Air Force Communications Service activated the 1918th Communications Squadron to oversee Scott's communication needs; shortly thereafter the 1918th was replaced by the 1974th Communications Squadron.
20 July 1976	A granite memorial to Corporal Frank S. Scott was dedicated in front of the 375th AAW headquarters at building P-3; the monument was later moved to building P-4.
13 Aug 1976	The Illinois roadway bypass project was completed. This allowed two gates (Shiloh and Belleville) to be placed on the base's portion of old Highway 158, which was renamed Corporal Scott Drive. This allowed Scott to become a "closed base." On 10 December 1977, this section of old 158 was designated a "Blue Star Memorial Highway".

17 Feb 1977	The new Base Exchange Shoppette opened near the Scott Medical Center in building 1635.
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 (Bldg 1529). The new \$2.5M 100-bed facility replaced the one that had been 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 controllers. The unit brought with it four C-140A Jet Stars.
15 Mar 1978	The 375 AAW gained responsibility for continental US operational support airlift (OSA) missions.
9 Jun 1978	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	MAC commander Gen William G. Moore, Jr. 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.
15 Nov 1979	The Air Force Communications Service became the Air Force Communications Command.
1980	After the eruption of the Mount St. Helens volcano in Washington state, the Air Force Rescue Coordination Center at Scott coordinated response and rescue operations.
1981	Scott's new Precision Measurement Equipment Laboratory (PMEL) opened at building 352.
4 Jan 1982	MAC commander Gen James R. Allen dedicated Airlifters' Hall in the Airlift Operations School at building 1522.
14 Jan 1982	Scott AFB was designated as a historical site by the St. Clair County Historical Society.
2 Dec 1982	A tornado struck the Illinois town of New Baden, killing two people, including a Scott NCO, and caused \$1M in damage.
1 Mar 1983	The Twenty-Third Air Force was activated on Scott AFB.



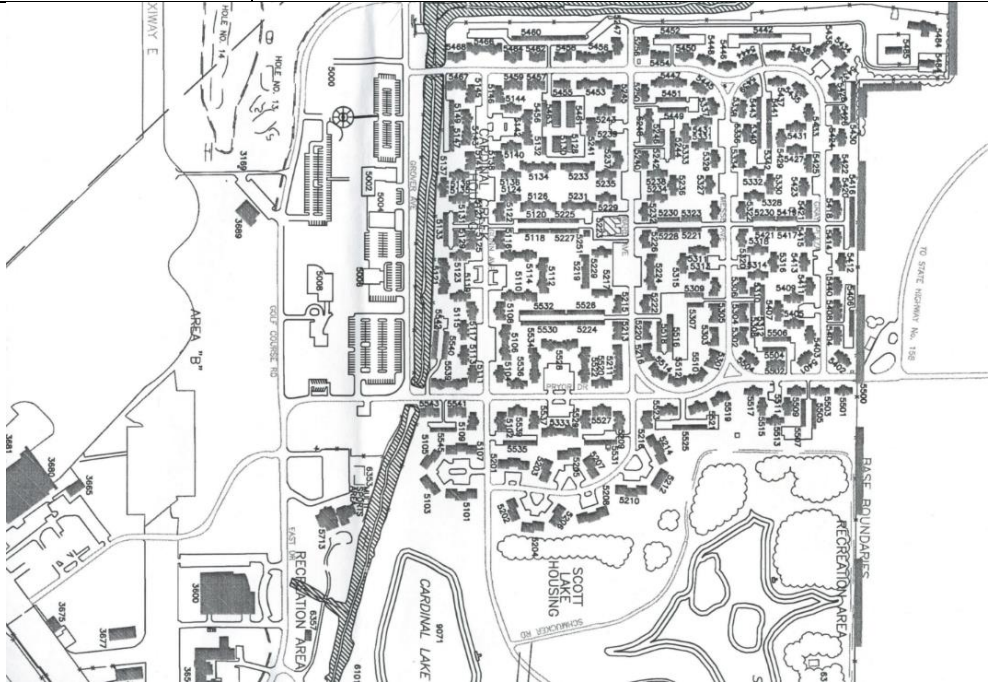
11 Jun 1983	The space shuttle <i>Enterprise</i> arrived at Scott AFB as part of its open house event, drawing a crowd of 400,000 from seven states to see it.
14 Jul 1983	Scott's new \$6.1M Consolidated Computer Facility was completed at building 1575.
19 Oct 1983	Scott's new \$3.5M, 19.7K square foot Dental Clinic opened at building 1535.
1984	After completion of an expansion project that began in 1982, Scott's Golf Course was name "Cardinal Creek".
1 Jan 1984	The 375 AAW was realigned from MAC to 23 AF.





13 May 1984	The rollout ceremony was held for the C-21A at the Gates Learjet facility in Tucson, Arizona.
6 Apr 1984	The 375 AAW received its first three C-21As (#84-0063, -0064, and -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 1315th Flying Training Squadron activated on Scott AFB to provide pilot training for the C-9A, CT-39A, and later the C-21A and C-12F. The activation ceremony was held on 14 May to coincide with the arrival of Scott's first C-12F.
11 Jun 1984	The first C-9A with a new paint scheme arrive at Scott AFB from depot maintenance. The design replaced "U.S. Air Force" with "United States Air Force."
1 Aug 1984	Seatbelts became mandator on Scott AFB 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 Sept 1984	Groundbreaking was held for Chapel II's religious education annex.



18 Nov 1984	A CT-39A Sabreliner (#60-3495) static display was setup in front of the Consolidated Computer Facility at building 1575. It was later moved to the front of Hangar 1.
1985	The new \$2.7M vehicle maintenance facility opened at building 548.
1 July 1985	The USAF Medical Center Scott was realigned from MAC to 23 AF.
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 was held for the \$11M commissary at building 1980.



1986	Wherry Housing, under renovation since 1984, was renamed “Cardinal Creek Village.” The renovation project was completed in 1988.
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22 Aug 1987	A Trans World Airline Boeing 767 crash landed at Scott AFB after its right 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.
	
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.
18 Apr 1987	President Ronald Reagan approved the establishment of United States Transportation Command (USTRANSCOM) at Scott AFB.
1 May 1987	The 1375th Security Police Flight (MAC Elite Guard) was inactivated; their mission was assumed 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	The Twenty-Third Air Force relocated to Eglin AFB, Florida.
1 Aug 1987	After MAC assumed control of all Facility Checking Squadrons, the 1866 FACS was inactivated. The 1867 FACS was redesignated as the 1467 FACS and relocated to Scott AFB.
25 Oct 1988	Burger King opened on Scott.
1989	The 375th dedicated a flagpole on Scott's parade ground honoring the enlisted pilots of WWII. This monument would be relocated to the P-3 flagpole in the mid-1990s.
1 Aug 1989	The Aerospace Rescue and Recovery Service was redesignated as the Air Rescue Service and relocated from Scott to McClellan AFB, California. 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	The Air Force Communications Command moved into its new \$19.4M headquarters at building 1700.
1990	Demolition of the 80 units at Paegelow Housing Area began.
1 Feb 1990	The 375 AAW and USAF Medical Center Scott were realigned to the Twenty-Second Air Force located at Travis AFB, California.
30 Mar 1990	The 375 AAW was redesignated as the 375th Military Airlift Wing (375 MAW).
24 Apr 1990	The first of six C-29As arrived at Scott, intended to replace the C-140 Jet Star for the facility checking mission.
20 Aug 1990	The 1467th Facility Checking Squadron's last C-140 Jet Star departed Scott for Edwards AFB, California.
1 Oct 1990	As part of a larger reorganization of AFCC units, Scott's 1974th Communications Group was realigned to MAC.
	All MAC's aeromedical airlift squadrons realigned to their respective host wings. This removed the 375 MAW from their chain of command.
1991	USSTRANSCOM's \$14M headquarters was completed at building 1900.
16 Jan 1991	Operation DESERT SHIELD ended, and Operation DESERT STORM began.
21 Apr 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 was inactivated, and all its C-29A aircraft were transferred to the Federal Aviation Administration's Mike Mulroney Aeronautical Center at Oklahoma City, Oklahoma.
18 Oct 1991	Scott AFB's Berlin Airlift Memorial was dedicated, consisting of a segment of the Berlin wall and a replica of the <i>Tempelhof Luftbrücke</i> Memorial that resides at the Berlin-Tempelhof Airport in Germany.




1 Dec 1991	The 375 MAW was redesignated as the 375th Airlift Wing (375 AW).
15 Jan 1992	Headquarters, Air Mobility Command (AMC) activated at Scott AFB as a provisional unit. AMC was the replacement for the soon-to-be-inactivated MAC, merging MAC's airlift platforms with the air refueling platforms of Strategic Air Command (SAC), which was also inactivated that same year.
5 Mar 1992	St. Clair County officials made the first land purchase for the Scott Joint Use Airport project, 3.2 acres.
1 Jun 1992	Headquarters AMC 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, USAF Medical Center Scott realigned to the 375 AW.
26 Oct 1992	Ground broke on the new Mid America Joint Use Airport.
28 May 1993	AFCC was redesignated as the Air Force Command, Command Control, Communications, and Computer Agency (AFC4A).




C-45 takes final trip

Photo by A1C Dan Eby

Jun 1993	The 375 AW placed a C-45 Expeditor on display by Hangar 1.
Jul 1993	Scott AFB personnel helped with relief efforts during the Great Flood of 1993.
1 Jul 1993	USAF Medical Center Scott was redesignated as the 375th Medical Group.
15 Sep 1993	The AFRCC left Scott AFB for Langley AFB, Virginia.
1994	Work began on Patriot's Landing, a 300-acre, 818-unit, \$95M 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 (ILANG) facilities. The grand opening would occur in 1998.
10 Mar 1994	Scott AFB Historic District, encompassing 100 buildings and several structures over 850 acres, was added to the National Register of Historic Places as #94000060.
22 Jul 1994	Scott AFB personnel deployed in support of Operation SUPPORT HOPE, the US military's effort to provide relief to victims of genocide

	in Rwanda.
1996	Scott's Airman Leadership School opened at building 382. On 1 July 1997, the school was renamed in honor of former Chief Master Sergeant of the Air Force Arthur "Bud" L. Andrews; the ceremony was held 25 Sept 1997.
1997	The Air Force's first 1+1 enlisted dormitory, featuring private rooms with shared bathrooms and kitchens, was completed on Scott AFB.
24 Feb 1997	The 375 AW command section moved back to building P-3 from building 1911; P-3 had been closed for renovations since 1994.
	
<p>Col Michael Wooley, 375 AMW/CC, cuts the ribbon reopening P-3 during the official reopening ceremony on 11 April 1997. Special guests included Bulla Delmond, the first person born at Scott Field, and Leonard Sweet, former World War II enlisted pilot.</p>	
6 Jun 1997	A new Air Refueling Memorial was dedicated in front of 375 AW headquarters.
15 Aug 1997	The Scott Club opened at building 1560. It was later renamed the Scott Event Center.
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 June 1998	In recognition of Fiscal Year 1998's Air Force designation as the

	<p>“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 (Bldg 1800) was renamed the “Southwest Asia Dining Room” in memory of Airmen killed in the 1997 Khobar Towers terror attack. Dining Room #2 of the same facility was renamed 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.”</p> <p>The dedication ceremony was held in the Scott Club on 18 Sep 1998.</p>
18 Jun 1998	<p>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.</p>
13 Aug 1998	<p>In recognition of Fiscal Year 1998’s Air Force designation as the “Year of the Enlisted Force (YOTEF),” AMC’s Vice Commander, Lt Gen Walter S. Hogle, Jr., approved the 375 AW’s request to rename</p>


	<p>several buildings. Building P-6 (Health and Wellness Center) was renamed “The Warmer Fitness Center,” in honor of S/Sgt Benjamin F. Warmer, III, an enlisted waist gunner and Air Ace of World War II who received the Distinguished Service Cross for shooting down seven Bf 109s on a single mission. The Aeromedical Evacuation Squadron facility (Bldg 05) was renamed “The Operation BABYLIFT Facility” in memory of the Travis AFB 60 MAW C-5A (#68-218) crash in South Vietnam. Building 1830 was renamed “The Medal of Honor Dorm.”</p> <p>Building 1820 was renamed “The Air Force Cross Dorm.” Building 1810 was renamed “The USAF 50th Anniversary Dorm”</p> <p>(NOTE: in 2007, Building 1830 was renamed “Mascoutah Hall,” Building 1820 was renamed “Belleville Hall,” and Building 1810 was renamed O’Fallon Hall.”). The official dedications were held in the Scott Club on 18 Sep 1998.</p>
Sep 1998	As part of Scott AFB’s commemoration of YOTEF, a \$5,000 “Enlisted Monument” was dedicated by Building P-3.
	
1998	A 48-room lodging facility was completed in building 1906. The following year it was dedicated to former MAC commander General Robert E. “Dutch” Huyser as the “Huyser House.”
23 Oct 1999	Construction on facilities for the 126th Air Refueling Wing, Illinois Air National Guard 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.
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30 Jan 2001	Due to Geneva Convention restrictions, Chief of Staff of the Air Force Gen Michael E. Ryan announced that all C-9A Nightingale aircraft had to have the Red Cross removed no later than January 2003.
13 Sep 2001	In support of relief efforts after the 11 September 2001 terror attacks, 12 flight crews assigned to six C-9A Nightingales deployed to Andrews AFB, Virginia along with a 25-person team of physicians, intensive care nurses, and cardiopulmonary medical technicians.
12 Sep 2002	The 375th Airlift Wing reorganized into the combat wing organizational structure.
10 Jan 2003	Members of the 375th Civil Engineer Squadron deployed in support of what would become Operation IRAQI FREEDOM.
17 Jan 2003	As part of a larger DOD program to privatize military housing, USTRANSCOM/AMC commander Gen John Handy 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 Operations

	ENDURING FREEDOM and IRAQI FREEDOM. From Scott they moved onto their respective units via C-130s.
11 Aug 2003	Scott's last operational C-9A aeromedical flight departed.
1 Oct 2003	The Eighteenth Air Force activated on Scott under AMC. The 375 AW realigned under 18 AF.
28 Nov 2004	Soldiers from 3rd Battalion, 123rd Field Artillery, Illinois National Guard, who had been augmenting the 375th Security Forces Squadron at Scott, returned to their home station.
1 Jan 2004	The US 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.
	The 2005 BRAC also 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.
	The 2005 BRAC also 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.
	Combined with an Air Force-wide initiative to downsize military hospitals, the 2005 BRAC finally 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 transitional step but that closed in September 2007. To improve available clinic services, a massive 2-year \$35M 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.
	
7 Sep 2005	The dual position of AMC commander and USTRANSCOM commander was split for the first time ever 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's mission to covering weather forecasts for more than 100 flying units across a 22 state area.
	Scott's Enlisted Enhancement Center, encompassing the First Term Airman Center, Airmen 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 (375 AMW).

SCOTT FIELD/AIR FORCE BASE COMMANDERS

(Note: Date indicated is date of command assumption)

14 Aug 1917	Capt Jack W. Heard
30 Aug 1917	Maj George E. A. Reinbrug
2 Oct 1917	Lt Col James E. Fechet
28 Feb 1919	Maj George W. DeArmond
11 Apr 1918	Maj John B. Brooks
Jun 1918	Lt Col Augustine Warner Robins
11 Oct 1918	Maj Henry Abbey, Jr.
11 Oct 1919	Capt Junius H. Houghton
25 Sep 1921	Maj Frank M. Kennedy
2 Feb 1922	Col Chalmers G. Hall
15 Mar 1923	Lt Col John A. Paegelow
1 Jun 1933	Maj Norman W. Peek(interim)
3 Aug 1933	Lt Col Frank M. Kennedy
1 Mar 1937	Col Arthur G. Fisher
8 Jul 1940	Brig Gen Wolcott P. Hayes
13 Feb 1944	Col John P. Temple
14 Mar 1944	Brig Gen Sheplar W. FitzGerald
12 Jul 1944	Col John M. Davies ²
3 Aug 1944	Col Thomas W. Hastey
12 Jan 1945	Col Joseph E. Barzynski (acting)
22 Jan 1945	Col Neal Creighton
3 Dec 1946	Brig Gen Donald F. Fritch
1 Oct 1947	Brig Gen Emil C. Kiel ³
19 Jul 1949	Brig Gen John F. McBlain
Oct 1950	Col Alban B. Ogden, Jr. (acting)
28 Oct 1950	Col George W. Pardy
25 Apr 1952	Col Robert F. Fulton (acting)
2 May 1952	Col Kenneth A. Cavenah (interim)
11 Aug 1952	Col Carlisle I. Ferris
11 Jul 1955	Col William E. Davis, Jr. (interim)
26 Jul 1955	Brig Gen Wentworth Goss
1 Aug 1957	Col William D. Cairnes ⁴
24 May 1958	Col William C. Armstrong
26 Oct 1963	Col William E. Nix
1 Jun 1964	Col Felix G. Brenner (interim) ⁵

² On 1 May 1944, the 3505th Army Air Forces Base Unit activated, assuming responsibility for Scott Field from the Post Headquarters.

³ On 26 August 1948, the 3310th Technical Training Wing was activated, assuming responsibility for Scott AFB from the then-inactivated 3505 AAFBU.

⁴ On 1 October 1957, the 3310 TTW was redesignated as the 1405th Air Base Wing.

⁵ On 12 January 1965, the 1405th Aeromedical Transport Wing was redesignated as the 375th Aeromedical Airlift Wing, with the base commander responsibility delegated to the commander of the 375th Air Base Group.

19 Jul 1965	Col Walter F. Derck
7 Aug 1967	Col Gilmer E. Walker, Jr. ⁶
1 Aug 1969	Col Geoffrey R. Ford (interim)
6 Aug 1969	Col Oliver W. Lewis
1 Apr 1970	Col Kenneth B. Clark
20 May 1971	Col Charles E. Shannon
28 Apr 1973	Col Sharman R. Stevenson ⁷
17 Feb 1975	Col David M. Hall
4 Feb 1976	Col Maurice C. Padden
1 Jun 1978	Col E. Wayne McLamb
31 May 1979	Col Peter A. Land
5 Jun 1981	Col Gary K. Spencer
25 Jul 1983	Col Louis V. Peline
25 May 1984	Col George R. Dixon
15 Nov 1985	Col Edward A. Glowatski
31 Oct 1986	Col Reuben T. Dixon, Jr.
22 Oct 1987	Col Thomas E. Diamond
17 Mar 1989	Col Charles W. Bradley
10 May 1991	Col John R. Wingfield III
1 Dec 1991	Brig Gen Dwight M. Kealoha ⁸
16 Jun 1993	Brig Gen Charles H. Coolidge
30 Dec 1993	Brig Gen John D. Hopper, Jr.
2 Nov 1994	Brig Gen David R. Love
21 Nov 1995	Col Michael W. Wooley
20 May 1997	Col Thomas P. Kane
11 Aug 1998	Col Bradley S. Baker
29 Aug 2000	Col Thomas E. Stickford
31 Jan 2002	Col Darren W. McDew
14 Jul 2003	Col Barbara J. Faulkenberry
7 Jan 2005	Col Raymond J. Rottman
22 May 2006	Col Alan L. Hunt, Jr.
18 Aug 2008	Col Gary P. Goldstone
30 Jun 2010	Col Michael J. Hornitscheck
18 May 2012	Col David L. Almand
14 Jun 2013	Col Kyle J. Kremer
3 Aug 2015	Col Laura L. Lenderman
24 Jul 2017	Col John O. Howard
11 Dec 2017	Col William C. Buschur (Interim)

⁶ On 8 September 1968, the 1400th Air Base Wing was activated and assumed responsibility for Scott AFB from the 375 AAW, which inactivated the 375 ABG to focus on its operational mission.

⁷ On 31 May 1973, the 1400 ABW was inactivated, with the 375 AAW reassuming responsibilities for Scott AFB. The 375 ABG was reactivated, and base commander responsibility was again delegated to its commander.

⁸ On 1 December 1991, the 375th Military Airlift Wing reorganized into an objective wing, realigning the base commander responsibilities from the support group commander to the wing commander.

20 Feb 2018	Col Leslie A. Maher
8 May 2019	Col Joseph R. Meyer (Interim)
25 Jun 2019	Col J. Scot Heathman
13 Feb 2021	Col Joseph R. Meyer (Acting)
1 Jul 2021	Col Christopher M. Robinson
14 Jul 2023	Col John D. Poole

