

701 AIRLIFT SQUADRON



MISSION

LINEAGE

701 Bombardment Squadron (Heavy) constituted, 20 Mar 1943
Activated, 1 Apr 1943
Redesignated 701 Bombardment Squadron, Heavy, 20 Aug 1943
Inactivated, 12 Sep 1945
Redesignated 701 Bombardment Squadron, Very Heavy, 13 May 1947
Activated in the Reserve, 12 Jul 1947
Inactivated, 27 Jun 1949
Redesignated 701 Fighter-Bomber Squadron, 24 Jun 1952
Activated in the Reserve, 8 Jul 1952
Inactivated, 1 Jul 1957
Redesignated 701 Troop Carrier Squadron, Medium, 24 Oct 1957
Activated in the Reserve, 16 Nov 1957
Redesignated 701 Troop Carrier Squadron, Assault, 25 Sep 1958
Ordered to active service, 28 Oct 1962
Relieved from active duty, 28 Nov 1962
Discontinued and inactivated, 15 Dec 1965
Redesignated 701 Military Airlift Squadron (Associate), 16 Sep 1970
Activated in the Reserve, 25 Sep 1970
Redesignated 701 Airlift Squadron (Associate), 1 Feb 1992
Redesignated 701 Airlift Squadron, 1 Oct 1994

STATIONS

Gowen Field, ID, 1 Apr 1943
Wendover Field, UT, 8 Jun 1943

Sioux City AAB, IA, 8 Jul-20 Oct 1943
Tibenham, England, 2 Nov 1943-30 May 1945
Ft Dix AAB, NJ, 9 Jun-12 Sep 1945
McChord Field (later, AFB), WA, 12 Jul 1947-27 Jun 1949
Buffalo, NY, 8 Jul 1952
Niagara Falls Muni Aprt, NY, 15 Jun 1955-1 Jul 1957
Memphis Muni Aprt, TN, 16 Nov 1957-15 Dec 1965
Charleston AFB, SC, 25 Sep 1970

ASSIGNMENTS

445 Bombardment Group, Heavy, 1 Apr 1943-12 Sep 1945
445 Bombardment Group, 12 Jul 1947-27 Jun 1949
445 Fighter-Bomber Group, 8 Jul 1952-1 Jul 1957
445 Troop Carrier Group, 16 Nov 1957
445 Troop Carrier Wing, 25 Sep 1958
919 Troop Carrier Group, 11 Feb 1963-15 Dec 1965
943 Military Airlift Group, Associate 25 Sep 1970
315 Military Airlift (later, 315 Airlift) Wing, 1 Jul 1973
315 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

B-24, 1943-1945
Unkn, 1947-1949
T-6, 1952-1954
F-51, 1953-1954
T-33, 1954-1957
F-80, 1954-1956
T-28, 1955-1956
F-84, 1955-1957
C-119, 1957-1958
C-123, 1958-1965
C-47, 1962
C-141, 1970-1997
C-17, 1997

COMMANDERS

Lt Col Howard E. Kreidler, By 25 Apr 1943
Maj Augustus C. Tracy, 11 Jan 1945
Maj Richard E. Critchfield, 6 Mar 1945
Unkn, Apr-Sep 1945
Unkn, 12 Jul 1947-27 Jun 1949
Unkn, 8 Jul 1952-1954
Lt Col Douglas D. Beers, Mar 1954-Unkn
Lt Col Thomas L. Campbell, Jr, Apr 1958-Unkn

Lt Col Jimmy R. White, By Feb 1963
Unkn, Jul 1963-15 Dec 1965
Unkn, 25 Sep 1970-1973
Col David Guminski, By Jul 1973
Lt Col Kenneth O. Mann, By Mar 1974
Lt Col Robert B. Devlin, By Jun 1978
Lt Col John B. Beason, By Jun 1981
Maj James M. McCormick, By Sep 1981
Lt Col Craig R. Smith, By Dec 1981
Col Douglas G. Riffey Jr., By Dec 1985
Lt Col Clark W. Schadle, 16 Oct 1986
Lt Col Stephen E. Holbert, 1 Dec 1988
Lt Col Richard C. Davis, 5 Aug 1990
Col Paul A. Ray, 15 Jul 1991
Lt Col John W. Matthews Jr., 16 Aug 1992
Lt Col James J. Emma, 28 Jan 1994
Lt Col Edward S. Stokes II, 30 Nov 1996
Lt Col John W. Matthews Jr., 16 Aug 1992
Lt Col James J. Emma, 28 Jan 1994
Lt Col Edward S. Stokes II, 30 Nov 1996
Lt Col Dale A. Wolfe, 13 Sep 1998
Lt Col Steven L. Lesniewski, 12 Aug 2000
Lt Col Mike Zaccardo, 18 May 2008
Lt Col Richard J. Bennett, 21 Jul 2012

HONORS

Service Streamers

Campaign Streamers

World War II
Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Distinguished Unit Citation

Gotha, Germany, 24 Feb 1944

Air Force Outstanding Unit Awards

1 Jul 1972-30 Jun 1973

1 Jan 1982-31 Dec 1983

1 Jul 1988-30 Jun 1989

1 Jul 1989-30 Jun 1990

21 Sep-31 Oct 1989

1 Jul 1993-30 Jun 1995

1 Jul 1995-30 Jun 1997

1 Jul 1998-30 Jun 2000

1 Sep 1998-31 Aug 2000

11 Sep 2001-10 Sep 2003

1 Aug 2005-31 Jul 2007

French Croix de Guerre with Palm

Dec 1943-Feb 1945

Republic of Vietnam Gallantry Cross with Palm

25 Sep 1970-28 Jan 1973

EMBLEM



On a light turquoise blue disc, thin border orange, piped white, a caricatured B-24 aircraft, camouflaged, proper, in flight, with shark's face on nose, ridden and steered by a young white eaglet with yellow- orange beak and feet, wearing olive drab shirt, tie, blouse, and overseas cap, and a black radio head set. **SIGNIFICANCE:** The airplane indicates the type of ships assigned to the Squadron, while the shark's face on its nose is symbolic of the "big bite" their planes are taking daily at the enemy. The young eaglet represents the Squadron's staunch "birdmen" fearlessly flying their ships into combat. (Approved, 20 Sep 1944)



701 Airlift Squadron emblem: On a disc Argent, the caricature of a tortoise membered Vert, eyed of the field detailed Azure shell Gules, garnished and winged as an aircraft Or, corded of the like to secure four boxes Celeste shaded of the third, the head equipped with earphones of the last, all within a narrow border of the fourth. Attached below the disc, a White scroll edged with a narrow Red border and inscribed "701ST AIRLIFT SQ" in Red 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 turtle represents the reliable and trustworthy performance in safe and sure delivery; the load he carries indicates the troop carrier mission of hauling cargo and transporting troops; the earphones symbolize the constant alertness and attention to duty required of assigned combat crews. (Approved, 20 Feb 1961)

The emblem was selected during a unit competition and authorized in April 1960. The turtle reflected the assigned aircraft at the time, the C-123.

MOTTO

OPERATIONS

Combat in ETO, 13 Dec 1943-25 Apr 1945. Trained for fighter-bomber operations, 1952-1957 and for airlift missions, 1957-1965. Airlifted US Army troops and equipment to various parts of the nation during Cuban missile crisis, Oct-Nov 1962,. Worldwide airlift, 1970-.

Air Force Reservists on Humanitarian Mission Air Force Reservists from the 315th Airlift Wing at JB Charleston, S.C., recently delivered more than 124,000 pounds of humanitarian aid to Haiti, Panama, and Honduras. During their two-day mission in early February, the Reservists unloaded rice, water, and medical and school supplies, according to a wing release. Two C-17 Globemasters from the 300th Airlift Squadron and the 701st AS transported the aid. "These missions can be challenging with the mountainous terrain, language barriers, and any other [issues] that come up," said Maj. Ronnie Schier, pilot and operations officer from the 701st AS. However, they keep "Reservists ready. And, if we can help people while staying current, that is

a plus," he added. 2014

Two C-17s and aircrews with the 701st Airlift Squadron recently delivered more than 170,000 pounds of humanitarian aid to Port-au-Prince, Haiti. The two aircraft were filled with 32 pallets of food and other supplies provided through the Denton Program, which allows for private organizations to use space on US military aircraft. "Our role in the Denton mission is supporting the delivery of the cargo and supplies," said Capt. Ed Sutton, a pilot with the 701st AS at JB Charleston, S.C., in a release. "It's a rewarding experience to be a part of relief efforts to areas like Haiti or anywhere else in the world that may need it." The April 21 trip was organized by the Haiti Christian Development Project. 2016

GILA BEND, Ariz. (AFNS) -- Citizen Airmen from the 701st Airlift Squadron at Joint Base Charleston, South Carolina, took to the sky in a C-17 Globemaster III over the Arizona desert early Saturday morning for mission critical training with the Air Force's Wings of Blue parachute team. Training is a critical component of maintaining readiness and exposing aircrews to various situations, terrain and cargo they may encounter while performing their duties throughout their career and this particular mission provided just that.

"We are constantly seeking new opportunities to train in unique environments that may simulate what we experience during an actual mission," said Lt. Col. Mike Parker, the deputy chief of standards and evaluation with the 315th Operations Group at JB Charleston and a 2000 U.S. Air Force Academy graduate. "The high altitude, low opening (HALO) jumps we participated in varied from a typical static line jump in that the aircrew and aircraft was operating at a much higher altitude, increased airspeed and involved a more complex methodology for calculating the jumpers' launch and parachute release points."

Parker described the HALO jump as a jumpmaster-driven mission because the jumpmaster is giving directions to the flight crew. Whereas, in a typical static-line jump scenario the pilot is making all of the decisions about the jump zone and other components of the operation. Staff Sgt. Lee Hiott, a 701st AS loadmaster and resident of Summerville, S.C., gained invaluable skills during the four passes over the jump zone that he may not have been able to learn back at his home station at JB Charleston. He was excited about the opportunity to work with his fellow Airmen and see first-hand what is involved in executing HALO jumps out of a C-17.

"This was my first airdrop mission," said Hiott. "It was nice to experience a different aspect of our job that we don't get to see every day and utilize equipment on the aircraft that we have been trained on but may not have been exposed to in a real working environment. Just as important as this mission was for the aircrew, it was equally important and rewarding for the Academy's Airmanship-490 class where cadets go through 40 hours of ground training and where they will learn how to exit an aircraft and land a parachute by themselves. Once a cadet has completed five successful jumps, they earn their jump wings. The AM-490 class is led and taught by cadets who are members of the Wings of Blue.

"This was our first experience jumping out of a C-17," said Ryan C. Palmer, an Academy cadet with Squadron 23 and a member of the Wings of Green. Wings of Green is comprised of sophomore cadets who have completed AM-490 and anticipate joining the Wings of Blue. "Having all 25 of my buddies jumping out of the back of the aircraft at the same time was awesome."

Palmer described their week of training as pretty intense as he and many of his fellow cadets were able to complete a range of nine to 19 jumps per day as they strive for the goal to complete jumpmaster training and become a member of the Wings of Blue. Prior to his arrival, he had 55 jumps under his belt. Palmer now heads back to the Academy with well over 90 jumps completed.

In addition to all of the training that was completed during this mission, the JB Charleston aircrew was able to share their experiences and Air Force careers with several of the cadets as they had the opportunity to share the flight deck with the pilots of the mighty C-17 on their way back to the Academy. "As a graduate of the USAF Academy, it was rewarding and inspirational to be able to share my career as a pilot," said Parker. "To hear their feedback and what they are experiencing brings back many great memories. Hopefully we can accomplish more training with the Wings of Blue in the future."

USAF Unit Histories

Created: 25 Sep 2010

Updated: 26 Jan 2021

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.