

11 AIRLIFT SQUADRON



MISSION

LINEAGE

11 Air Corps Ferrying Squadron constituted, 18 Feb 1942

Activated, 16 Apr 1942

Redesignated 11 Ferrying Squadron, 12 May 1943

Disbanded, 1 Apr 1944

11 Aeromedical Transport Squadron, Light constituted, 18 Oct 1956

Activated, 8 Nov 1956

Redesignated 11 Aeromedical Transport Squadron, 25 Jul 1964

Redesignated 11 Aeromedical Airlift Squadron, 12 Jan 1966

11 Ferrying Squadron reconstituted and consolidated with 11 Aeromedical Airlift Squadron,
19 Sep 1985

Redesignated 11 Airlift Squadron, 1 Oct 1993

STATIONS

Hensley Field, TX, 16 Apr 1942

Love Field, TX, 8 Sep 1942–1 Apr 1944

Scott AFB, IL, 8 Nov 1956

ASSIGNMENTS

Middle West Sector, Domestic Wing, AAF Ferrying Command (later, 5th Ferrying Group), 16

Apr 1942–1 Apr 1944
1 Aeromedical Transport Group, 8 Nov 1956
1405 Aeromedical Transport Wing, 8 Jun 1964
375 Aeromedical Airlift (later, 375th Military Airlift) Wing, 12 Jan 1966
375 Operations Group, 1 Dec 1991

WEAPON SYSTEMS

C-131, 1956
C-119G, 1956
C-9, 1968

COMMANDERS

Maj Robert L. Minor

HONORS

Service Streamers

World War II
American Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards
8 Nov 1956–31 Dec 1957
1 Jan 1958–31 Dec 1963
1 Jun 1964–7 Jan 1966
8–31 Jan 1966
19–20 Aug 1969
20 Aug 1969–30 Jun 1971
24 Jul 1975–23 Jul 1977
1 Jul 1981–30 Jun 1983
1 Jun 1986–31 Jul 1988

EMBLEM



On a sphere Azure with axis bendwise, gridlines and bordure Argent, an equilateral triangle, point to chief, Gules, fimbriated of the second, surmounted by a winged rod of Aesculapius of the last. (Approved, 8 May 1959; replaced emblem approved, 7 Oct 1943).

MOTTO

OPERATIONS

Ferried aircraft to modification centers and tactical units mostly within CONUS, Apr 1942–Mar 1944.

Aeromedical airlift from 1956.

C-119G 53-3221 Crashed, propeller failure on takeoff from Athens Airport, Greece, July 57, no fatalities.

The first C-9A, 67-22584 landed at Scott Air Force Base, Illinois, piloted by the commander of the Military Airlift Command. General Howell M. Estes, Jr. 10 Aug 1968. The itinerary was from Scott AFB, Illinois – Buckley Field, Colorado – Travis AFB, California – Kelly Air Force Base, Texas – Back to Scott AFB, Illinois. The mission took only one day to complete. The first operational

mission was completed on 2 OCT 1968. Carrying patients from the north central and Rocky Mountain areas. The aircrew completed the mission that night, compared to the two days it would have taken when flying older aircraft.

17-18 Aug 1969 After Hurricane Camille, the 375th Aeromedical Airlift Wing flew missions airlifting hundreds of patients from hurricane damaged hospitals at Gulfport and Biloxi Mississippi. The 375th would later receive an Air Force Outstanding Unit Award for this operation.

The first fatal crash involving a C-9A was on 16 Sept 1971 on tail number 67-22586. The crew involved was LtCol Lloyd M. Clore, Maj Aubrey L. Akin and Capt James L. Rhame. The mission was a training mission and no AE crew was involved.

15 Mar 72 The C-9A flew its first operational mission in Southeast Asia.

10 Feb 1974 Aircrews and medical personnel from the 11 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.

12 Feb-14 Apr 1973 In support of Operation HOMECOMING, the 375th Aeromedical Airlift Wing's Patient Airlift Center coordinated 61 aeromedical missions, 119 sorties, 210 flying hours, to return 357 ex-POWs to the United States. While the overall operation ran until April 1973, the Wing participated on 18, 22, and 25 March 1973.

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.

25-26 Feb 78 In two urgent C-9A missions, the 11 Aeromedical Airlift Squadron and the 57th Aeromedical Evacuation Squadron crews airlifted 14 burn casualties from a train derailment disaster at Waverly, Tennessee. The train had derailed as a result of a propane rail tank explosion. The Nightingales transported the burn victims to burn centers at Birmingham, Alabama; Louisville, Kentucky; Cincinnati, Ohio; and Durham, North Carolina.

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 9 AES members transporting a Marine burn victim.

Operation URGENT FURY: 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.

21 Jun 90 A C-9A from the 375th Military Airlift Wing at Scott Air Force Base, Illinois, airlifted seven burn patients to Brooke Army Medical Center, Texas. The victims suffered burns from a fire on the USS Midway.

27 Feb 91 C-9As deployed to Myrtle Beach Air Force Base, South Carolina, to await orders to support Operation DESERT SHIELD and Operation DESERT STORM during the Persian Gulf War. Patients returning stateside were fewer than anticipated, so the C-9As were not needed.

16 Oct 93 The City of Belleville, a C-9 belonging to the 375th Airlift Wing, Scott Air Force Base, Illinois, transported a US Army pilot, Army Chief Warrant Officer 3 Michael Durant, from Andrews Air Force Base, Maryland, to Fort Campbell, Kentucky, his home station. Injured following the downing of his helicopter and 11 days of captivity in Somalia, CWO3 Durant had been medevaced on non-AMC aircraft from Mogadishu, Somalia, to the Army Regional Medical Center at Landstuhl, Germany, on 15 October. A C-141 medevac flight next took him from Ramstein Air Base, Germany, to Andrews. A medical crew from the 57th Aeromedical Evacuation Squadron, Scott Air Force Base, cared for Mr. Durant on the mission from Andrews to Fort Campbell. While onboard the aircraft, Durant was awarded the Purple Heart and the Armed Forces Expeditionary Medal.

21 October 1993 To help the National Aeronautics & Space Administration study the effects of space flight on four shuttle astronauts, the Wing provided a C-9A to transport the astronauts from Edwards AFB, California, to Ellington Field, Houston, Texas. The C-9A was needed because NASA needed the astronauts to be transported lying prone.

23 March 1994 At Pope AFB, North Carolina, an F-16D collided with a C-130 as both were attempting to land. The C-130 landed safely, 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.

5 Oct 94 A C-9 aircrew, assisted by an 11-person neonatal team from Wilford Hall Medical Center in San Antonio, Texas, transported a 19-day-old infant from Omaha, Nebraska, to Scott Air Force Base, Illinois, for heart transplant surgery at Children's Hospital in St. Louis. US Senator J. Robert Kerrey (Nebraska-Democrat) requested the medevac mission. A C-9 crew on a routine mission to Kelly Air Force Base, Texas, was tasked en route to pick up the team at Wilford Hall and take it to Omaha. Because of the long crew day, a second C-9 launched from Scott Air Force Base to bring the baby and medical team to southern Illinois from Nebraska.

14 Jul 1995 An 11 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 (Vladimir Dezhurov and Gennady Strekalov), and—because of the added two Cosmonauts—it

was the largest crew to fly on a shuttle mission.

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.

15 Oct 1999 The C-9A program manager, Don Beyer, 375th Logistics Support Squadron, announced that the Air Force's entire fleet of C-9A Nightingales would be given a new external appearance. The new outward look, which required repainting, removed the designation "United States Air Force," replaced it with "United States of America," and eliminated the traditional Air Force "star and bars" logo. The aircraft's traditional white, gray, and black colors remained. In 1999, C-9As were assigned not only to the Air Mobility Command but also to the United States Air Forces in Europe and the Pacific Air Forces. The aircraft of all three major commands were painted differently. C-9s had previously been repainted when permanently reassigned among the three commands. The new, standardized pattern of external design eliminated the requirement for repainting to match other aircraft in theater. The Nightingales would be repainted during programmed depot maintenance at the aircraft's primary contractor, Lockheed-Martin, Greenville, South Carolina. Every C-9A underwent large-scale depot maintenance every five years. Repainting was a 10-day-long process.

21 Oct 2000 On 12 October, the explosion of a bomb-laden terrorist boat tore a large gash on the port side of the US Navy destroyer USS Cole as it stood anchored in the port of Aden, Yemen. The explosion occurred on the destroyer's port side near the main dining area killing 17 sailors and wounding 39. On 21 October, a 375th Airlift Wing C-9A transported one of the USS Cole injured survivors on the final leg of her journey from Andrews Air Force Base, Maryland, to Norfolk Naval Air Station, Virginia.

12 Feb 2001 The Air Force directed the removal of the Red Cross emblem from the service's C-9A fleet so the aircraft could be used for missions other than aeromedical airlift. International law, as prescribed under the Geneva Convention, restricts using C-9As marked with the Red Cross to medical missions. Units operating C-9As were given until January 2002 to complete removing the Red Cross markings in the most efficient and cost-effective manner. The area of the tail where the Red Cross had been displayed would be left void of markings to allow the emblem to be reapplied in the event of a military contingency or a wartime operation.

12-15 Sep 2001 To provide medical support following the 11 Sept attacks, the 375th deployed medical support to Andrews AFB, Virginia. That support consisted of; 12 flight crews, assigned to six C-9As, along with a 25-person medical team of physicians, intensive care nurses, and cardiopulmonary medical technicians.

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.

In 2003, aeromedical airlift operations went through a considerable transformation, as a result of the Air Force's decision to retire all the C-9A Nightingales. In addition to noise and maintenance issues with the aging C-9A, the Air Force's decision was based on decreasing need for aeromedical airlift since 1990s introduction of TRICARE.

11 Aug 2003 Scott's last operational C-9A Nightingale aeromedical flight departed.

30 Sept 2003 In a special ceremony, the C-9A Nightingale aircraft was officially retired; and the 375 AW's 11 Airlift Squadron, aircraft maintenance group, and associated maintenance squadrons all inactivated. (Note: Though retired from aeromedical airlift, a few C-9As continued to provide operational support airlift.) The 375 AES and the 775th Expeditionary Aeromedical Evacuation Squadron (775th became a flight in 2008) continued performing Scott's medical evacuation mission though with other airframes.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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