

# 2234 AIR RESERVE FLYING CENTER

## MISSION

## LINEAGE

2234 Air Force Reserve Combat Training Center

2234 Air Reserve Flying Center

Inactivated 1 Dec 1957

## STATIONS

*Youngstown, OH*

*Hanscom AFB, Bedford, MA*

## ASSIGNMENTS

## WEAPON SYSTEMS

## COMMANDERS

## HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

## EMBLEM

## MOTTO

## NICKNAME

## OPERATIONS

01 Oct 57-15 Oct 57-Fifteen enlisted men and 26 civilian workers from the 2234th ARFC at

Hanscom AFB, MA were on temporary duty at Grenier AFB for C-119 aircraft maintenance OJT training.

Plans had been underway since 1952 to activate a reserve squadron at Youngstown and discussions with local city officials resulted in a number of questions being raised. There were questions about how the presence of the squadron would affect the city and the civilian aircraft operating at the airport. Discussions continued, with some controversy, through 1953 and 1954. Tensions mounted in mid-1954 when the airport manager and the mayor of Youngstown opposed the expansion of Youngstown Municipal Airport to meet the needs of the Air Force Reserve squadron, on the grounds that such expansion would limit growth in airline and business flying. Opposition continued to grow but by October 1954 the mayor had resigned himself to the fact that the Air Force would establish an Air Force Reserve Flying Center at the airport.

In February 1955 the Air Force officially announced a 28-plane Reserve FBS would be based at Youngstown Municipal Airport and notified the Army Corps of Engineers to begin drafting plans and requesting bids for the \$2,000,000 worth of construction that would be required. Construction of the required warehouse began on 12 December and was completed by October 1956. Construction of the hangar began in May 1956.

The commander for the 2234th Air Reserve Flying Center was chosen in November and the unit was officially activated in January 1957. Personnel continued to arrive, but it wasn't until February that the first airplane, a C-45, arrived. By March, the necessary administrative equipment began arriving and the unit's first T-33 arrived on the 18th. In April, the 26th FBS was activated and two more T-33s were delivered, but the necessary tools to maintain the trainers were still not available. Two additional T-33s arrived in May but an insufficient number of officers and maintenance personnel continued to plague the unit, to the extent that by June it was critical. By then the unit had a C-45, seven T-33s, and no F-86Hs.

In the beginning of the 1958 fiscal year, a major change swept through the Air Force Reserve. The decision was made to convert all Air Force Reserve flying units to the troop carrier mission. By the time the change was directed to the 26th FBS, it had received three F-86H aircraft and had ten T-33s and a C-45. The change called for the 26th FBS to be deactivated and the 757th Troop Carrier Squadron, then stationed at Byrd Field, VA, to be relocated to Youngstown Municipal Airport. By September 1958, the jet aircraft were being reassigned and in October the first C-119 arrived. It's not known whether any of the F-86Hs were ever painted in 26th FBS colors.

---

USAF Unit Histories  
Created: 25 Jun 2021  
Updated:

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