

## 34 AEROMEDICAL EVACUATION SQUADRON



### MISSION

### LINEAGE

34 Aeromedical Evacuation Squadron constituted, 18 Feb 1959  
Activated in the Reserve, 14 Apr 1959  
Ordered to active duty, 13 May 1968  
Relieved from active duty, 1 Jun 1969  
Redesignated 34 Aeromedical Evacuation Flight, 23 Apr 1971  
Redesignated 34 Aeromedical Evacuation Squadron, 15 Aug 1974  
Redesignated 34 Aeromedical Evacuation Flight, 15 Oct 1987  
Redesignated 34 Aeromedical Evacuation Squadron, 1 Nov 1990  
Inactivated, 1 Oct 1994  
Activated, 1 Apr 2008

### STATIONS

Brooks AFB, TX, 14 Apr 1959  
Kelly AFB, TX, 15 Nov 1960  
Yokota AB, Japan, 15 Oct 1968  
Kelly AFB, TX, 1 Jun 1969- 1 Oct 1994  
Peterson AFB, CO, 1 Apr 2008

### ASSIGNMENTS

2568 Air Reserve Center, 14 Apr 1959  
7 Aeromedical Evacuation Group, 8 Jan 1961  
2484 Air Force Reserve Sector, 8 Oct 1964  
Fourth Air Force Reserve Region, 1 Jul 1965  
921 Military Airlift Group, 1 Jan 1967

Fourth Air Force Reserve Region, 26 Jan 1968  
921 Military Airlift Group, 13 May 1968  
10 Aeromedical Evacuation Group, 15 Oct 1968  
921 Military Airlift Group, 1 Jun 1969  
Twenty Second Air Force, 2 Jun 1969  
Fourth Air Force Reserve Region, 18 Jun 1969  
921 Military Airlift (later, 921 Tactical Airlift) Group, 19 Jun 1969  
433 Tactical Airlift Wing, 1 Nov 1974  
302 Tactical Airlift Wing, 1 Apr 1985  
433 Military Airlift (later, 433 Airlift) Wing, 1 Jun 1987  
433 Operations Group, 1 Aug 1992-1 Oct 1994  
302 Operations Group, 1 Apr 2008

## **COMMANDERS**

Capt Charles J. Kittell  
Lt Col Kathleen Flarity

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

## **Decorations**

Air Force Outstanding Unit Awards  
13 May 1968-28 May 1969  
16 Jul 1977-15 Jul 1979  
1 Oct 1981-30 Sep 1983  
1 Oct 1986-15 Oct 1987  
16 Oct 1987-30 Sep 1988  
19 Dec 1989-31 Jan 1990  
1 Sep 2006-2 Sep 2008  
1 Sep 2009-31 Aug 2011  
1 Jan 2016-31 Dec 2017

## **EMBLEM**



On a light blue pentagonal pattern, scalloped, an Air Force blue disc, axis palewise, grid lines white, surmounted by a pair of wings fesswise enhanced; over all a dart-shaped flight symbol palewise, nose to chief. Air Force golden yellow, charged with a staff of Aesculapius red, the staff extending in base to the edge of the globe; outlines and details black throughout, **SIGNIFICANCE:** The emblem is symbolic of the squadron and its mission. Against a light blue background (to represent the sky) the primary theater of operations for the USAF, a globe (to indicate a world-wide mission) is surmounted by wings and a flight symbol which together form a star and indicate our flying status and membership in the United States Air Force. Over all, the staff of Aesculapius (god of healing) is displayed to indicate this squadron's medical mission. The emblem bears the Air Force colors, ultramarine blue and golden yellow, and the national colors, red, white, and blue. (Approved, 23 Jan 1963)



On a disc as a globe Azure, fimbriated and gridlined Argent, a flight symbol palewise point to chief Or, winged of the second, charged with a Staff of Aesculapius Gules, serpents of the first,

all within a narrow border Black. Attached above the disc, a Yellow scroll edged with a narrow Black border and inscribed "STRENGTH AND HONOR" in Black letters. Attached below the disc, a Yellow scroll edged with a narrow Black border and inscribed "34TH AEROMEDICAL EVAC SQ" in Black 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 globe represents the Squadron's world-wide aeromedical evacuation mission. The wings represent the unit's flying status and in-flight mission. The flight symbol and the flight wings form a star, indicating night flight operations, and a star from the United States Flag represents the pursuit of freedom. The serpents and staff represent the medical caduceus of the Squadron's medical mission. (Approved, 17 Oct 2008)

## **MOTTO**

## **OPERATIONS**

During January 1968, the seizure and detention of the U.S. Navy ship Pueblo made for a busy month for the members of the 921st Military Airlift Group, 67th Military Airlift Squadron and the 34th Aeromedical Evacuation Squadron. The units received recall orders to active duty on the 25th, flying C-124 aircraft. Upon activation, all nine of the C-124 aircraft departed Kelly into the MAC system flying in and out of the Southeast Asia Theater. When the 921st Military Airlift Group recalled and assigned to active duty with the 349th Military Airlift Wing, Hamilton AFB, California, from January through March.

Fifteen days after it was mobilized, the 34th Aeromedical Evacuation Squadron, commanded by Capt. Charles J. Kittell, went to Yokota, Japan, on temporary duty for 179 days. Its personnel flew medical evacuation routes from Vietnam to the United States, taking part in 1,262 combat missions in Southeast Asia and 948 evacuation missions from Japan to the United States.

1969 The 34th Aeromedical Evacuation Squadron completed its transitioning program to the C-124 aircraft. Before this, all aircrew members were current in the C-141 aircraft, which became the unit aircraft during mobilization May through June.

1969 The 921st Military Airlift Group deactivated on 1 June, and returned to command and control of the Alamo Wing after 18 months. Five days after the demobilization of the 921 MAG, the 34th Aeromedical Evacuation Squadron, under the command of Captain Charles Kittell, returned to Kelly AFB. The actual welcome home ceremony took place 28 May, so the Wing members could have a few days with their families before returning to their civilian pursuits

1984 Specialists from several Air Force bases and commands teamed up in August to provide emergency air transportation for a critically ill infant at Dyess AFB, Abilene, Texas. The child, born premature and experiencing respiratory distress syndrome and persistent fetal circulation needed special attention from Wilford Hall. To assist in the delivery of the child to Wilford Hall, the 34th Aeromedical Evacuation Squadron, who specialized in inflight care of medical patients, received the request. Within a short time, the squadron put together two teams of nurses and

medical technicians. The aircrew came from the 908 TAG.

1986 Several organizational changes took place that affected the wing. While the 433d Tactical Airlift Wing, the tactical aeromedical evacuation function was part of the wing mission. The 433d Military Airlift Wing does not have an aeromedical evacuation role because the C-5 was not equipped for evacuations. Therefore, the 32d Aeromedical Evacuation Group and the 34th Aeromedical Evacuation Squadron were reassigned to the 302d Tactical Airlift Wing, Peterson AFB, Colorado. The two units remained at Kelly, and continued to be attached to the Alamo Wing for support.

1988 The 34 Aeromedical Evacuation Flight of the Alamo Wing took part in the April Touchdown 1988, a nation-wide exercise designed to test the country's ability to provide medical treatment in the wake of a major disaster. Joining other San Antonio military medical units; civilian, military and Veteran's administrative hospitals and civilian ambulance companies the AEF helped provide medical assistance to 200 simulated disaster victims flown to Kelly AFB after a tornado struck Texas Stadium during a football game. Although some 200,000 victims were transported to hospitals across the nation for treatment as 71 major metropolitan areas responded under the National Disaster Medical System.

1988 The 32nd Aeromedical Evacuation Group and the 34th Aeromedical Evacuation Flight were voluntarily mobilized 15 September to assist with the emergency air evacuation missions resulting from impending danger and destruction of Hurricane "Gilbert". "Gilbert's" path was Corpus Christi, Texas, 150 miles South of San Antonio. Two hundred and twenty-five patients were airlifted out and returned.

1988 The Alamo Wing became involved with hurricane relief missions to Jamaica, while Texas Governor Bill Clements activated the Texas National Guard, evacuating Corpus Christi residents and the Corpus Christi State School for handicapped children. Using C-130s, the 32nd and 34th Aeromedical Evacuation units received valuable aeromedical training during the hurricane evacuation. The recovery process from Altus AFB began 18 September.

Patriot Spirit 90 involved the 32 AEG and the 34 AEF training in a real tactical environment. Patriot Spirit trained aeromedical evacuation members in their jobs. The exercise involved 1,700 Air Force, Army, Navy and Marines participating with nearly a fifth coming from the Alamo Wing.

1991 The 34th Aeromedical Evacuation Squadron provided earthquake relief support to the small Costa Rican city of Limon. On board the C-130 were five volunteer members of the medical team from the 34 AES. The volunteers witnessed the massive destruction caused by the earthquake. The AES members flew to Howard AB, Panama, then on to Costa Rica where they ferried victims from Limon to San Jose, the country's capital for further medical treatment. Many of the patients taken to the San Jose had never flown before so the crew found themselves providing emotional support in addition to medical treatment. Much of the supplies needed in the ravaged area were food and potable water. The medics helped load crates of

supplies, and even two trucks laden with food, blankets and water. Most of the victims required splints for broken and fractured bones, while other had multi trauma conditions requiring more attention. The 34 AES team was not alone in its humanitarian efforts.

1991 In support of Desert Storm 134 members of the 433 CRS activated in February. The 68 MAS possessed an average 16.17 airframes ending June. The flying hour tracking became a, nightmare, because the crew would not necessarily stay with the airframe. Crews placed in the window of opportunity meant the aircraft would keep moving and crews would rotate to different aircraft. Ending in June the 68th aircrew manning numbered 77 pilots, 56 engineers, and 75 loadmasters with 98 percent manning. Exercise Provide Comfort, the delivery of relief supplies to Kurdish refugees in southern Turkey and northern Iraq began in April. The exercise received support from reservists from the 32d Aeromedical Evacuation Group and the 34th Aeromedical Evacuation Squadron both assigned to the Alamo Wing.

1992 More than 200 reservists from the Alamo Wing participated in Exercise Battle-Axe 92-2 in April. The joint mobility exercise conducted in conjunction with Kelly AFB, Battle-Axe called for deploying forces and their equipment to the Middle East in order to replace forces involved in Provide Comfort and an operation to help the Kurdish people in northern Iraq. The exercise involved reservists from the 26th Aerial Port Squadron, 74th Aerial Port Squadron, 34th Aeromedical Evacuation Squadron, 433d Communication Squadron, 433d Support Group, 404th Combat Logistics Support Squadron and the Headquarters Squadron.

1993 Reservists put their skills to the test in Alaska during May. A flight nurse and medical services specialist from the 34th Aeromedical Evacuation Squadron put their training into action while performing its annual tour at Elmendorf AFB, Alaska. At Shemya, a hangar was converted into a mobile aeromedical staging facility where more than 100 injured were sorted according to the severity of their injuries. Navy and Army doctors from nearby military sites were on hand to tend to the medical needs of the passengers. As medical aircrews arrived, they prioritized patients for evacuation.

Approximately 75 members of both the 39th Aerial Port and 34th Aeromedical Evacuation Squadrons will begin deployments throughout the December through May timeframe in support of Operations New Dawn and Enduring Freedom. Flight nurses and aeromedical technicians assigned to the 34th AES are providing airborne medical care for a variety of patients, including America's wounded warriors. The Airmen, who are expected to be deployed for approximately four months, are based throughout Southwest Asia and are assigned to a variety of aircraft including the C-130, C-17 and KC-135. Members from both squadrons are expected to return in the spring and summer.

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USAF UNIT HISTORIES

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Sources

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