

34th STRATEGIC SQUADRON



MISSION

LINEAGE

34th Ferrying Squadron constituted, 9 Jul 1942

Activated, 18 Aug 1942

Redesignated 34th Transport Squadron, 24 Mar 1943

Disbanded, 10 Oct 1943

Reconstituted 20 Jun 1952

Redesignated 34th Air Transport Squadron, Heavy, 20 Jun 1952

Activated, 20 Jul 1952

Inactivated 1 Jul 1955

34th Air Refueling Squadron, Heavy constituted, 28 May 1958

Activated 1 Oct 1958

Inactivated 31 Mar 1976

Redesignated 34th Strategic Squadron, 13 Jun 1978

Activated, 1 Aug 1978

34th Air Transport Squadron, Heavy and 34th Strategic Squadron consolidated, 19 Sep 1985.

Consolidated squadron retains 34th Strategic Squadron designation.

STATIONS

Natal, Brazil, 18 Aug 1942-10 Oct 1943

McChord AFB, WA, 20 Jul 1952-1 Jul 1955

Offutt AFB, NE, 1 Oct 1958-25 Jun 1966

Pease AFB, NH, 25 Jun 1966-31 Mar 1976
Zaragoza AB, Spain, 1 Aug 1978

ASSIGNMENTS

9th Ferrying (late 9th Transport) Group, 18 Aug 1942-10 Oct 1943)
1705th Air Transport Group (later 1705th Air Transport Group, Heavy, 20 Jul 1952-1 Jul 1955
340th Bombardment Wing, Medium, 1 Oct 1958
4321st Strategic Wing, 1 Oct 1959
385th Strategic Aerospace Wing, 1 Jan 1963
818th Strategic Aerospace Division, 15 Dec 1964
810th Strategic Aerospace Division, 25 Mar 1965
13th Strategic Missile Division, 1 Jul 1965
509th Bombardment Wing, Heavy (later, 509th Bombardment Wing, Medium), 25 Jun 1966-31 Mar
1976
306th Strategic Wing, 1 Aug 1978

WEAPON SYSTEMS

C-124, 1952-1955
KC-135A, 1959
EC-135, 1965
KC-135, 1978
KC-135B
EC-135C
EC-135J

COMMANDERS

LTC Richard G. Leech, 1962

HONORS

Service Streamers

American Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award with Combat V device
3 Jun-2 Sep 1969

Air Force Outstanding Unit Award

1 Jul 1960-3 Feb 1961

1 Jun 1964-12 May 1966

1 Apr 1968-1 Oct 1968

1 Jul 1979-30 Jun 1981

1 Jul 1985-1 Oct 1986

Republic of Vietnam Gallantry Cross with Palm

3 Jun-2 Sep 1969

EMBLEM



A rectangle per pale medium blue and Air Force blue, in dexter a sun, its rays extending throughout, Air Force golden yellow, and in sinister five white stars, all surmounted bendwise by a stylized tanker and receiver aircraft in a refueling operation, counterchanged; in base the top of a globe brown, grid lines Air Force blue. The emblem is symbolic of the squadron and its primary mission. The divided background indicates day and night operations, the globe with latitude and longitude lines represents worldwide coverage, and the tanker and receiver aircraft symbolize the refueling mission. The emblem reflects the Air Force colors, ultramarine blue and golden yellow. (Approved, 3 Jun 1959)

MOTTO

NICKNAME

OPERATIONS

Ferried a variety of aircraft from Brazil to points in North Africa, some directly and others via Ascension Island, 1942-1943.

As 34th Air Transport Sq, carried passengers and cargo in support of Alaskan Air Command and SAC During training mission and deployments.

34 Air Refueling Squadron provided support for Operation Texas Star. 1959-1960

Prior to the arrival of KC-135 aircraft of the 34th Air Refueling Squadron in January 1959, another project associated with the KC-135 aircraft was the strengthening and lighting of the Offutt runway. The 10,000-foot runway had been strengthened during the summer months in order to accommodate the increased load posed by the landing of the KC-135 aircraft. This construction program was completed during November 1958, and the runway was officially opened to all traffic on 26 November with only minor work still remaining to be accomplished in order to allow for complete lighting installation, painting, etc. The first two aircraft arrived on 8 January and were named the City of Omaha and the City of Bellevue.

On 1 July 1960, SAC began testing an airborne command post at Offutt Air Force Base, Nebraska. Beginning that day and extending throughout the year, one of five specially modified KC-135s of the 34th Air Refueling Squadron was placed on ground alert and periodically tested to determine its ability to take off within 15 minutes. Once airborne, the KC-135's primary mission was to serve as an alternate command post, one that could assume control over the SAC combat force in the event an enemy attack destroyed the underground facility at Offutt and the other command posts collocated with the numbered air force headquarters. On each flight, the KC-135 was manned by a SAC general officer and a team of controllers and communications experts. The concept was proven valid and continuous airborne alerts, flown by the 34th Air Refueling Squadron stationed at Offutt Air Force Base, Nebraska, commenced on 3 February 1961. The aircraft used for this mission was a modified KC-135A.

Also supported an auxiliary airborne command post of fifteenth air force, 1962-1963. As 34th Strategic Squadron provided air refueling support for operational deployments of aircraft transiting the central Atlantic Ocean and eastern Mediterranean Sea enroute between the continental US and southern Europe, North Africa or the Middle east.

34 Air Refueling Squadron added three KC-135 to inventory; squadron continued Operation Looking Glass; Squadron participated in Operations Night Watch, Coverall, Chrome Dome. 1962

In March 1963, the 34th AREFS received eight newly- configured KC-135As to support a growing command, control and communications (C3) mission at Offutt. In August of the following year, these were replaced with KC-135B that had turbofan engines, advanced electronics equipment and both tanker and receiver capabilities for air-to-air refueling operations. These new aircraft were soon redesignated as EC-135Cs.

On 1 July 1966, the 55th Strategic Reconnaissance Wing based at Forbes AFB, KS, assumed responsibility for LOOKING GLASS from the 34th Air Refueling Squadron.

Air Force Order of Battle
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.