

73 AIRLIFT SQUADRON



MISSION

LINEAGE

73 Troop Carrier Squadron constituted, 30 Jan 1943
Activated, 9 Feb 1943
Inactivated, 31 Jul 1946
Activated in the Reserve, 1 Aug 1947
Redesignated 73 Troop Carrier Squadron, Medium, 1 Jul 1949
Ordered to Active Service, 1 May 1951
Inactivated, 1 Feb 1953
Activated in the Reserve, 1 Feb 1953
Inactivated, 24 Mar 1954
Activated in the Reserve, 8 Jun 1957
Ordered to Active Service, 28 Oct 1962
Relieved from Active Duty, 28 Nov 1962
Redesignated 73 Military Airlift Squadron, 1 Apr 1967
Redesignated 73 Aeromedical Airlift Squadron (Associate), 25 Jul 1969
Redesignated 73 Airlift Squadron, 1 Oct 1994

STATIONS

Alliance AAFld, NE, 9 Feb 1943
Baer Field, IN, 4-9 Sep 1943
Fulbeck, England, 7 Oct 1943
Welford Park, England, 10 Dec 1943
Fulbeck, England, 10 Jan 1944
Aldermaston, England, 3 Mar 1944
Mourmelon-le-Grand, France, 12 Mar-Jun 1945

Baer Field, IN, 5 Aug 1945
Alliance AAFld, NE, 15 Sep 1945
George Field, IL, 11 Oct 1945
Greenville AAB, SC, 2 Feb-31 Jul 1946
Lunken Aprt, OH, 1 Aug 1947
Atterbury AFB, IN, 1 Jul 1949
Lawson AFB, GA, 23 Jan 1952-1 Feb 1953
Atterbury AFB, IN, 1 Feb 1953-24 Mar 1954
Dress Memorial Aprt, IN, 8 Jun 1957
Scott AFB, IL, 16 Nov 1957

ASSIGNMENTS

434 Troop Carrier Group, 9 Feb 1943-31 Jul 1946
434 Troop Carrier Group, 1 Aug 1947
436 Troop Carrier Group, 1 Jul 1948
434 Troop Carrier Group, 1 Jul 1949-1 Feb 1953
434 Troop Carrier Group, 1 Feb 1953-24 Mar 1954
434 Troop Carrier Group, 8 Jun 1957
434 Troop Carrier Wing, 14 Apr 1959
932 Troop Carrier (later, 932 Military Airlift; 932 Aeromedical Airlift) Group, 11 Feb 1963
932 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

C-47, 1943-1946
C-47A
GC-4A gliders, 1943-1945
C-46D, 1945-1946
Unkn, 1947-1948
T-7, 1949-1952
T-11, 1949-1952
C-47, 1949
C-46, 1949-1953
T-6, 1953
T-11, 1953
C-45, 1953-1954
C-46, 1957
C-119, 1957-1967
C-124, 1967-1969
C-9, 1969
C-40

COMMANDERS

Capt Dowling, Feb 1943
Lt Col Terry G. Hutton, 7 Jun 1943

Maj Kenneth E. Smith, by Sep 1945
Lt Col Hollis B. Tara, 8 Oct 1945-Jul 1946
Unkn (possibly not manned), 1 Aug 1947-Apr 1951
Maj Charles E. Dougan, by May 1951
Maj Warren L. Johnson, 28 Dec 1951
Maj Charles E. Dougan, 1 Jul 1952
Maj Richard E. Hobson, 11 Sep 1952-1953
Unkn, 1 Feb 1953-24 Mar 1954
Unkn, 8 Jun 1957-1958
Lt Col Philip G. Kuhn, 24 Jan 1959
Lt Col Leonard F. Deist, 11 Feb 1963
Lt Col Charles J. Mueth, 1 Jul 1968
Lt Col Jack D. Songer, 3 Dec 1968
Col Leonard F. Deist, by Aug 1969
Lt Col Jack D. Songer, 1 Feb 1972
Lt Col Irving D. Richardson, 1 Mar 1972
Lt Col Jackie L. VanHoorebeke, 18 Jun 1973
Lt Col Wesley W. Bass, 4 Dec 1974
Lt Col James C. Ranson, 23 May 1976
Lt Col Robert Blanchard, 23 Jul 1979 (temporary)
Col James C. Ranson, 6 Sep 1979
Col Harold J. C. Gerry, 30 Jul 1981
Col Rolf A. Wehr Jr., 26 Oct 1982
Col Keith R. Elbert, 1 Dec 1986
Lt Col Thomas M. Kessler, c. May 1989
Lt Col Robert A. Seitz, 5 Apr 1990
Lt Col Charles J. Blumer, 11 Jan 1992
Lt Col James W. Whitaker, 22 Mar 1993
Lt Col Timothy R. Hoffman, 9 Mar 1996
Lt Col James H. Ruffner, 6 Apr 1997
Lt Col James R. Long Jr., 7 Mar 1998
Lt Col Brandon Lorton, 13 Oct 2018

HONORS

Service Streamers

World War II

American Theater

Campaign Streamers

World War II

Normandy

Northern France

Rhineland

Ardennes-Alsace
Central Europe

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
France, [6]-7 Jun 1944

Air Force Outstanding Unit Awards

20 Aug 1969-30 Jun 1971

1 Jan 1972-31 Mar 1973

24 Jul 1975-23 Jul 1977

29 Sep 1980-30 Jun 1982

1 Jun 1986-31 Jul 1988

1 Jan 1993-1 Aug 1994

French Croix de Guerre with Palm

6-7 Jun 1944

20-28 Aug 1944

French Fourragere

Republic of Vietnam Gallantry Cross with Palm

1 Apr 1967-24 Jul 1969

EMBLEM



73d Aeromedical Airlift Squadron emblem: On a medium blue disc a dark blue arch between a pattern of seven white stars and three stylized white aircraft with contrails, supported by a blue demi-sphere outlined and gridlined yellow, overall a red cross fimbriated and winged white, detailed blue all within a narrow yellow border. Attached below the disc a blue scroll edged yellow. **SIGNIFICANCE:** Blue and yellow are the official colors of the Air Force. Blue alludes to the sky, the primary theater of Air Force operations. Yellow represents the sun and excellence of personnel in assigned tasks. The winged red cross reflects the humanitarian, life-saving role of the Squadron. The arch refers to the St. Louis Gateway Arch and indicates the area in which the Squadron originates. The seven stars and three aircraft denote the Squadron's numerical designation. The globe symbolizes the area serviced by the 73d Aeromedical Airlift Squadron. (Approved, 23 May 1984)



On a medium blue disc a blue demi-sphere outlined and gridlined yellow, overall a red cross fimbriated and winged white, detailed blue all within a narrow yellow border. Attached below the disc a blue scroll edged in yellow. **SIGNIFICANCE:** Blue and yellow are the official colors of the Air Force. Blue alludes to the sky, the primary theater of Air Force operations. Yellow represents the sun and excellence of personnel in assigned tasks. The winged red cross reflects the humanitarian, life-saving role of the squadron. The globe symbolizes the area serviced by the unit. (Approved, 31 Jul 1996)

Justification for returning emblem to historical design, 5 Aug 2005; In 2004, after 35 years of transporting injured military personnel from nearly every contingency, the squadron's aeromedical mission was changed to VIP airlift. This exciting new mission will be of the highest visibility: transporting our nation's leaders around the globe. The 73 Airlift Squadron requests to return to a design more closely based on its historical patch, while incorporating aspects of its new mission. The current emblem is no longer suitable as it prominently portrays a medical mission we are no longer authorized. The Red Cross symbolizes humanitarian airlift and a non-combatant status that conflicts with our new mission: "To provide first-class, worldwide, safe, and reliable airlift for Congressional/military leaders and their staffs and to maintain aircraft for VIP special assignment missions". The proposed patch will be based on the original, a

demiglobe issuing from base grid lines, surmounted by a winged helmet and breastplate, between seven stars in dexter and three stylized aircraft pointing upward in sinister leaving trails arched to base. The historical patch was worn by aircrew participating in the airborne assaults on Normandy, Holland, and Germany and better reflects the dedication and courage of our squadron, its new mission, and a proud association with its past accomplishments.

On a disc Azure, a Light Blue demi-globe issuing from base, gridlined of the first, surmounted by a winged helmet and breastplate Or, outlined and detailed Gold Brown, between seven mullets in dexter and three stylized aircraft arching to sinister leaving trails to base Argent, all within a narrow border of the first. Attached below the disk, a White scroll edged with a narrow Blue border and inscribed "73D AIRLIFT SQUADRON" in Blue 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 winged helmet symbolizes the Squadron in its protective role of defending the country. The globe indicates the unit's capability to deploy anywhere. The seven stars on the right and the three stylized aircraft on the left indicate the numerical designation of the unit. (Approved, 14 Dec 2007)

MOTTO

OPERATIONS

Airborne assaults on Normandy, Holland, and Germany; relief of Bastogne; transportation of passengers and cargo in ETO during World War II. Transported personnel, equipment and supplies and airdropped airborne troops and equipment, 1957-1967; long range movement of troops, cargo, and equipment, 1965-1969; and trained for space capsule recovery, 1961-1969. Augmented the active duty 375th Wing in operating the aeromedical airlift system, 1969-.

The 73 TCS was constituted on 30 January 1943. Ten days later it was activated and assigned to the 434th Troop Carrier Group, stationed at Alliance Army Air Field, Nebraska, until September 1943, when it was moved to Baer Field Indiana. Following WWII, the 73 TCS was inactivated on 31 July 1946. A year later, 1 August 1947, it was activated as a reserve component, assigned to the 434th TCG and stationed at to Lunken Airport, Ohio.

Elsewhere, in Southern Illinois, following World War II, several pilots from Illinois and Missouri resumed their military training as reservists at Scott Field. Flying P-51 Mustangs, they were supported and trained by an active duty organization, the 139th Army Air Force Base Unit. Eventually, the P-51s were replaced with AT-6s, AT-7s and AT-11s.

On 28 August 1948, the 139th AAFBU was redesignated the 2469th Air Force Reserve Pilot Training Center, and C-46s, B-26s and C-47s were added to the inventory. In the same year, Scott Field was redesignated Scott Air Force Base. For nearly a decade thereafter, the 2469th conducted training for several units, including the 928th Reserve Training Wing, the 419th Troop Carrier Wing, and the 8711th Pilot Training Wing.

On 1 July 1949, the 73 TCS was redesignated the 73 TCS (Medium) and transferred to Atterbury AFB, Ind.

During the Korean War, the unit was ordered to active duty on 1 May 1951 and sent to Lawson AFB, Ga., to train on the C-46. The 73 remained at Lawson until 1 February 1953, when it returned to Reserve status at Atterbury. On 24 March 1954, the 73 was inactivated. The 73 TCS (Medium) was reactivated as a reserve unit on 8 June 1957 and was assigned to the 434th TCG and stationed at Dress Memorial Airport, Ind.

Five months later, on 16 November 1957, the 73 TCS (Medium) unit was transferred to Scott AFB, Ill., and attached to the 2469th Pilot Training Center at Scott. The 73 arrived at Scott on the heels of the first shipment of C-119s and began training in the aircraft popularly dubbed the "Flying Boxcar". In 1958, the training of reservists was placed under the control of the new Air Reserve Technician (ART) program.

The year 1959 was a strategic one. With the inactivation of the 2469th, the 73 Troop Carrier Squadron (Medium) stood up at Scott and took control of its own affairs, still assigned to the 434th TCG at Bakalar AFB, Indiana, but no longer merely a detachment.

One of the 73 TCS's accomplishments was its unique role in the US space program in the early 1960's - performing mid-air catches of nose-cone capsules as they were returning from space by parachute. This tedious assignment required specialized training in three 3-model C-119s called the "Beavertail."

During the Cuban Missile Crisis, the 73 TCS was among 38 Reserve units ordered to active duty status by President Kennedy on 28 October 1962. However, the unit remained at Scott and supported operations to the Dominican Republic. It was relieved of active duty status 30 days later.

On 11 February 1963 the 932nd Troop Carrier Group (Medium) was constituted and activated at Scott AFB and assigned to the 434th TCG at Bakalar AFB, Ind. Under the same special order, the 73 TCS was assigned to the 932nd TCG.

The 932nd TCG continued to fly the C-119. They participated in several operations and exercises in support of the Tactical Air Command, including stateside missions in OPERATION CHRISTMAS STAR. This November 1965 operation involved airlifting holiday gifts for servicemen in Vietnam.

On 1 October 1966, the 932nd TCG was released from assignment to the 434th TCW and reassigned to the 442nd Military Airlift Wing at Richards-Gebaur AFB, Missouri, in preparation for heavy cargo operations.

Subsequently, the 932nd TCG was redesignated the 932nd Military Airlift Group on 1 April 1967 and reassigned to the Military Airlift Command. Mission aircraft became the C-124

Globemaster. Aircrews were tasked to fly personnel and equipment over an area ranging from Labrador to the Caribbean, to many bases throughout Europe, to Vietnam.

In mid-1969, a new designation, the 932nd Aeromedical Airlift Group, reflected a new mission. Since that time, the group has augmented the active duty 375th Airlift Wing, flying its C-9A Nightingales (the military version of the DC-9 jetliner), airlifting patients throughout the continental United States.

As an associate group, the 932nd aircrews and medical crews serve alongside their active duty counterparts on aeromedical missions. Most of the missions have integrated crews, part Reserve and part active, while some are entirely Reserve.

In 1975, aircrew members participated in OPERATION HOMECOMING, the project which airlifted former Vietnam prisoners of war to their destinations within the United States.

From August 1981 to August 1984, along with their active duty counterparts, crews airlifted over 500 Vietnam veterans to Walter Reed Army Medical Center to participate in a special head injury study.

In 1987 the 13th Contingency Hospital participated in a real-life emergency crisis when a crippled Trans World Airlines jet made an emergency landing at Scott AFB.

In 1989, the aircrews, along with their active duty counterparts, were called upon for OPERATION JUST CAUSE, flying patients stateside.

In December 1990, the first contingent of the 932nd to be mobilized during the Persian Gulf War was the civil engineering squadron's firefighters. The firemen augmented the firehouse at Scott. Three more 932nd units were mobilized the next month--the 52nd Aeromedical Patient Staging Squadron, the 932nd USAF Clinic, and the 13th USAF Contingency Hospital. The 52nd APSS deployed 96 medical personnel to Saudi Arabia; the 13th deployed 164 to Oman; while the rest of the hospitals medical personnel augmented Scott's USAF Medical Center along with the 932nd Clinic.

In February 1991, three more units were called to serve in the war--the 73 Aeromedical Airlift Squadron, the 73 Aeromedical Evacuation Squadron, and the 932nd Consolidated Aircraft Maintenance Squadron (now 932nd Maintenance Squadron). Their call-up was to help with the anticipated war casualties.

Altogether, 81 percent of the 932nd was mobilized for the war. Twenty-nine percent deployed to the Middle East; 16 percent deployed in continental US hospitals; and 55 percent remained at Scott augmenting the active duty forces. Although members of the group's headquarters staff were not mobilized, except for three reservists from the chaplain's office, they provided day-to-day guidance and support functions.

In the summer of 1993, scores of 932nd AAG personnel volunteered to help provide relief to victims of the Great Mississippi River Flood.

In October 1994, the 932nd Aeromedical Airlift Group became the 932nd Airlift Wing and was aligned directly under 4th Air Force, then at McClellan AFB, California.

In June 1996, Reservists from the 932nd AES and 73 AS volunteered to fly to Eglin AFB, Fla., where they picked up wounded Air Force personnel from the June 1996 bombing in Dhahrah, Saudi Arabia, that killed 19 servicemen and wounded several hundred others. In September of that same year, 25 medical reservists from the 932nd CH deployed to Honduras for the fourth time in three years to perform physicals and minor medical treatment to Hondurans.

In January 1997, overseas trainers were added to the 932 AW's mission. In June of the same year, the Civil Engineer Squadron rendered aid to flood victims at Grand Forks, N.D.

In 1998, the 932nd AW joined in the Air Force's 50th Anniversary celebration; the 932nd has flown 13 different aircraft from the P51 to the C-9. In November 1998, one med-evac crew from the 932nd was tasked for indirect support of victims of Hurricane Georges. That same month, the new \$2.4 million, 16,800-square foot Medical Training Facility was dedicated.

In January 1999, EOD personnel from the 932nd CES were deployed to St. Louis in anticipation of the visit by Pope John Paul II, and in April 1999, two more EOD people deployed to Washington DC for NATO's 50th Anniversary Summit. In May 1999, twenty 932 AW personnel deployed to Europe during the Kosovo Crisis in support of NATO's OPERATION ALLIED FORCE. In June 1999, a C-9 Nightingale crew made up of Reserve and active duty personnel took a last minute flight to Port-au-Prince, Haiti to pick up and transport injured military personnel after a traffic accident.

In September 2001, six C-9 Nightingale aircraft with twelve crews made up of Reserve and active duty personnel provided an aeromedical evacuation option for personnel wounded in the terrorist attack on the Pentagon. Half of the C-9s were flown by 73 AS pilots.

During 2001-2004, a variety of job specialties were activated for the war on terrorism, including all the wing's security forces and many of the medical specialists. Reservists were and are being sent throughout the world to work side by side with active duty and relieve a high operations tempo.

In October 2003, the 932nd Airlift Wing became unit equipped when, by direction of Congress, three C-9A's were retired from active duty and turned over to the wing

In 2005 the 932nd Airlift Wing received it's first C-9C aircraft to perform distinguished visitors airlift.

In 2005, the Saint Louis USO gave an award to a member of the 932nd Aeromedical Evacuation

Squadron as part of their Salute To Heroes program...for exceptional achievement and extraordinary contribution to the United States Armed Forces. The 2004 Outstanding Aeromedical Evacuation Squadron, with C-130 as the primary aircraft, was awarded to the 932nd Aeromedical Evacuation Squadron. The 932nd AW received the Air Force Outstanding Unit Award for "exceptional meritorious service in support of military operations" in 1971,1973, 1977, 1982, 1988, 1994 and 2002. The 932nd Aeromedical Staging Squadron has been twice named Air Force Reserve Command's Outstanding ASTS Unit, in 1994 and 1996. The 932nd Maintenance Squadron received the Air Force Outstanding Unit Award in 1998. Presented the National Safety Council Award of Honor for 1994 and 1995. The Air Mobility Command has presented the wing 17 Flight Safety Awards for accident-free flying. Presented the 15th Air Force Aircrew Excellence Award in 1999 and 2003.

When the country's top military and civilian leaders fly on missions around America and the world, Air Force Reservists are on hand to make sure they receive the best care in the air. The Reservists are part of a select group of military flight attendants who are members of the 73 Airlift Squadron, 932nd Airlift Wing, an Air Force Reserve Command unit located at Scott Air Force Base, Ill. The wing currently flies VIP airlift missions on the C-9C aircraft and will also fly the new C-40C, with the first one slated to arrive at Scott AFB this month. It takes a special person to make service for high-level passengers — to include the chairman of the Joint Chiefs of Staff, the First Lady of the United States, the secretary of State, secretary of the Interior, the CIA director and the speaker of the House, just to name a few — the top priority at 28,000 feet while also juggling many other duties. Tech Sgt. Tom Otten is one of those special flight attendants. "I love being a flight attendant because it gives me the opportunity to truly live the motto of service before self," Sergeant Otten said. "Our entire job revolves around putting others first and caring for their needs above our own. The amount of planning, flexibility and hard work that it takes to fly a mission is something that I find very challenging and very rewarding." When he first began, there is one aspect of the job the sergeant had very little experience with: recipes and meal preparation. "I had no cooking background," Sergeant Otten said. "The Flight Attendant School was able to turn me into a very good cook. I had no prior flying experience, and, therefore, I found all of the aircraft training very interesting. "The job also has its share of benefits to include a great opportunity to travel both nationally and internationally." The schooling required of flight attendants involves a lot more than just learning how to cook and is not easy by a long shot. Attendants are trained and tested in many aspects of the flying portion of the mission including conducting a pre-flight inspection, handling in-flight emergencies and evacuating passengers in an emergency landing. All of the training is centered on customer service, which flight attendants are expected to deliver at all times to the highest degree possible.

"We ensure that those leading and directing our warriors are able to do their jobs," Sergeant Otten said. "If we can get our policy makers where they need to be and have them arrive refreshed and happy, then they will be better equipped to handle their obligations." As it prepares to receive its first C-40C aircraft, the 73 AS is looking to add more flight attendants. "All of the challenges facing our great nation around the world have placed a greater demand for our country's leaders to be present at more places throughout the world," Sergeant Otten said. "The U.S. Air Force ensures that the most powerful people in the world get safely where

they need to be.” Training also includes the basic flight attendant course taught at Lackland AFB, Texas; the combat and water survival course taught at Fairchild AFB, Wash.; the enlisted aircrew undergraduate course, which is currently taught at Lackland AFB; and egress simulator training, which is taught by a major airline. Staff Sgt. April Tarbill grew up in Kent, Wash., and wanted to be a pilot since she was little. “Unfortunately, I didn’t have the eyesight to be one,” she said. “I joined the Air Force late because I had no direction in my life back then. I didn’t know what I wanted to do with my life or what I wanted to be when I grew up. Joining the military gave me the opportunity to give back to all those who have served before me. “I went through these flight attendant schools when I was on active duty. EAUC, which usually includes training in the altitude chamber, is a 17-day course that all flyers must attend. This class is an overview of becoming a crew member. “The basic flight attendant course is a five-week course covering such things as becoming a flyer, how to evacuate the airplane in an emergency, getting to know your emergency equipment on the airplane and, of course, the culinary part, which is the cooking.” The extensive training requirement is one reason military members who want to cross-train into the flight attendant program must have at least a five-level in their current career field. It takes a lot of time to get to the five-level to begin with, so this requirement helps the 73 AS by ensuring it is hiring people who are already experienced in Air Force business. Combat survival training teaches flight attendants and other crew members how to survive in the outdoor elements, how to evade the enemy and what to do if they are captured. Water survival class teaches them how to survive if the pilot is forced to ditch the plane in water somewhere. Egress simulator training shows flight attendants how to evacuate an airplane in different scenarios. It also covers ditching procedures. All the training adds up to produce well-rounded, professional flight attendants. “The hardest part so far about being a flight attendant is the hours,” Sergeant Tarbill said. “It is not necessarily the hours that you have to work, like long flight hours, but the actual hour of the day that you have to get up and prepare for a flight. “I’ve had many flights where I have to get up at midnight so I can travel and be at the airplane two hours prior to a 4 a.m. takeoff time. Trying to go to bed early enough to sleep long enough for a long flight is hard on the body, and with all the time changing you do, I can’t say it is easy. It is just an adjustment you get used to. “There is a lot that goes into just the prep work before the mission even leaves the ground. But if you are willing to do the work, this is the job for you.” Col. Maryanne Miller, 932nd AW commander, said that despite all of the demands and training requirements, she understands why Reservists choose to become flight attendants “It’s an exciting time in our wing’s history,” Colonel Miller said. “We represent the only wing in Air Force Reserve Command that provides executive airlift support for our nation’s senior leaders. Supporting our nation with superior service is a mission we understand and enjoy doing.” Colonel Miller has more than 4,400 flying hours in a variety of Air Force aircraft, including the C-141, C-5 and C-9C. “From our maintainers to our pilots and flight attendants, I can truly say we have engaged this mission with the customer in mind,” she said. “I have dedicated professionals doing this mission day to day, and I am extremely proud of their service and commitment.” The colonel pointed out that the 932nd AW has worked closely with the regular Air Force’s 89th Airlift Wing at Andrews AFB, Md., to ensure synergy of resources and smart operations while standing up this new mission. “In addition, the 201st AS at Andrews has been integral in assisting with our pilot currency until our new C-40C aircraft arrives,” she said. “It is truly an integrated operational approach to operational support airlift and our

distinguished visitor mission.” Lt. Col. Barry Rutledge, director of operations for the 73 AS, is proud of the men and women who cater to the needs of a wide range of people on the flights. “The job these flight attendants do is incredible,” Colonel Rutledge said. “They perform at an outstanding level, not just for one flight of one mission, but on every leg of every mission. That level of service and dedication is unparalleled in my opinion. I stand in awe of these folks. We need more of these dedicated professionals in order to continue to grow this outstanding flight attendant section to enable it to meet its tasking.” One of the squadron’s newest flight attendants is Staff Sgt. Danielle “Dani” Long, who was previously an air reserve technician at the 419th Communications Squadron, Hill AFB, Utah. One day in Utah, she and a co-worker were discussing their future plans. “I told my friend I had always worked for other people who got to see the world, and I wanted to do the same and be a flight attendant,” Sergeant Long said. “The very next day, I got an electronic mail message about it, and I sent my package and was accepted.” She sold almost all her belongings, hopped in her car and headed east on the highway from Utah to Illinois. “Now, I’m part of the 932nd Airlift Wing,” the sergeant said. “Not only do we share the same passion for serving the passengers, but while most people are watching the Travel Channel, we are out there living it.” 2007

On February 26, 2007, the Illinois Air Force Reserve wing received the first of three C-40C aircraft direct from the assembly line in Seattle. A ceremony was held at the base to celebrate the historical event and welcome the plane.

USAF UNIT HISTORIES

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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.

Air Force News. Air Force Public Affairs Agency.