

75th AIRLIFT SQUADRON



MISSION

LINEAGE

75th Ferrying Squadron (Special) constituted 30 Jan 1943

Activated, 8 Feb 1943

Redesignated 75th Transport Transition Squadron, 4 Jun 1943

Disbanded, 31 Mar 1944

Reconstituted and redesignated 75th Air Transport Squadron, Medium, 20 Jun 1952

Activated, 20 Jul 1952

Redesignated 75th Air Transport Squadron, Heavy, 8 Oct 1953

Redesignated 75th Military Airlift Squadron, 8 Jan 1966

Redesignated 75th Airlift Squadron, 1 Nov 1991

STATIONS

Homestead AAB, FL, 8 Feb 1943-31 Mar 1944

Great Falls AFB, MT, 20 Jul 1952

Travis AFB, CA, 28 Apr 1953-1 Oct 1993

Ramstein AB, Germany, 1 Oct 1993

ASSIGNMENTS

2nd Operational Training Unit, Air Transport Command, 8 Feb 1943-31 Mar 1944

1701st Air Transport Group, 20 Jul 1952

1501st Air Transport Group, 16 May 1953

1501st Air Transport Wing, 18 Jan 1963

60th Military Airlift Wing, 8 Jan 1966
60th Military Airlift Group, 6 Mar 1978
60th Military Airlift Wing, 15 Feb 1979
60th Operations Group, 1 Nov 1991
86th Operations Group, 1 Oct 1993

WEAPON SYSTEMS

C-46
C-54, 1943-1944
AT-6, 1943
AT-17, 1943
B-24, 1943-1944
C-36, 1943
C-39, 1943
C-49, 1943
C-57, 1943
C-60, 1943-1944
C/UC-78, 1943
C-87, 1943-1944
C-54, 1952-1953
C-97, 1953-1960
C-124, 1960-1965
C-141, 1965-1971
C-5, 1970

COMMANDERS

HONORS

Service Streamers

World War II
American Theater

Campaign Streamers

None

Armed Forces Expeditionary Streamers

Panama, 1989-1990

Decorations

Air Force Outstanding Unit Awards

1 Jan-31 Dec 1962

1 Jul 1965-30 Jun 1966

1 Jul 1966-30 Jun 1967

1 Jul 1967-30 Jun 1968
1 Jul 1974-30 Jun 1975
1 Jul 1975-30 Jun 1977
16 Dec 1989-31 Jan 1990
1 Jul 1990-30 Jun 1992

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966-28 Jan 1973

EMBLEM



On a Medium Blue disc bordered Air Force Blue, an Air Force Golden Yellow sun issuing from dexter chief and three White stars in sinister chief, above a small land area in dexter and a larger one issuing from sinister base, both White edged Air Force Golden Yellow, and connected by a Red dotted line; over all, a caricatured Air Force Golden Yellow kangaroo in profile, jumping, outlines and details Air Force Blue, wearing a White mailed gauntlet on his left forepaw; outlines and details Air Force Blue throughout. (Approved, 3 Nov 1959, reinstated, 30 Apr 1962; replaced emblem approved, 28 Nov 1961)

MOTTO

SUSTINERE EST DEFENDERE-To Support is to Defend

NICKNAME

OPERATIONS

Operational training and air transport of cargo during World War II.

Began airlift to Alaska and throughout the Pacific in 1952.

Between July and September, 1965, the 75th ATS phased out the C-124s assigned to that squadron and began preparation for C-141 operations.

9th Bombardment Wing did move to the Idaho base in March 1953, making room for the arrival of three MATS air transport squadrons on 16 May. These were the 75th, 84th and 85th Air Transport Squadrons. Originally, all three flew C-54s. Heavier C-97 Stratofreighters soon replaced those in the 75th Air Transport Squadron and C-124 Globmasters replaced those in the 84th and 85th squadrons.

The 55th and 75th Air Transport Squadrons flew the C-97 Stratofreighters, a cargo version of the B-29 bomber of World War II fame. About two years after the 1501st Air Transport Wing (Heavy) was activated, MATS transferred another C-97 squadron, the 47th, from Hickam to Travis. It was assigned to the 1501st on 20 June 1957.

Preparing for the Galaxy's arrival, the 60th Military Airlift Wing reactivated the 60th Organizational Maintenance Squadron on 1 October 1970. It also selected the 75th Military Airlift Squadron as the first squadron in the wing to fly the C-5. Between July and October, elements of the 75th underwent training on the C-5 at Altus. Meanwhile, some crews from the 75th continued to fly vital C-141 missions. After 24 October, the 75th Military Airlift Squadron became the wing's only squadron to fly two types of aircraft simultaneously. By 31 December 1970, squadron ranks swelled to 533 assigned officers and airmen. Around the same time, the squadron moved into new quarters in the recently renovated building 912, formerly a SAC communications and explosives storage area. By the beginning of 1971, C-5s were arriving at the rate of about one per month. They maintained this schedule until March 1973, when the 33rd Galaxy landed. Afterwards, there was a pause for a year, so that the 34th C-5 didn't arrive until 20 April 1974. The last Galaxy, the 36th, touched down at Travis on 27 June 1974.

On 13 March 1971, after sufficient C-5s had arrived, the 75th Military Airlift Squadron ceased to fly two different aircraft. On that date, MAC activated the 7th Military Airlift Squadron at Travis and assigned to it all the crew members of the 75th who continued to fly the C-141. They formed the nucleus of this new squadron. By the end of March 1971, 420 active duty military personnel were assigned to the 7th and 397 were assigned to the 75th.

Flew almost exclusively to Southeast Asia, Oct 1965-Apr 1975.

Supported operations in Panama, 20 Dec 1989; and Southwest Asia, Aug 1990.

C-5 aircraft crewed by 22 als and 75 als moved united states army troops from Fort Ord Ca to

Dover Air Force Base De for Operation Restore Hope. 1993-1994

75 als picked up helicopters from Hurlburt Field Fl to transport to Sigonella Air Base, Italy for operation Provide Promise (Bosnian relief effort). 1993-1994

Apr 98 Members of the 86th Aeromedical Evacuation Squadron from Ramstein Air Base, Germany, delivered the first baby in squadron history during a routine medical evacuation flight. The 75th Airlift Squadron C-9A Nightingale aircraft and crew were flying pregnant women from Olbia, Sardinia, to Naples, Italy, when one woman went into labor. Edgar Phillip Santana was delivered in perfect health in only 38 minutes.

On Aug. 7, 1998, terrorist bombs damaged the US embassies in Nairobi, Kenya and Dar Es-Salaam, Tanzania. More than 200 persons lost their lives, with 4,000 injured as a result of the blast. The 86th Aeromedical Evacuation Squadron, with C-141 support, evacuated US victims to the Landstuhl Regional Medical Center. Then, a little over two years later, on Oct. 12, 2000, the US Navy destroyer *USS Cole* was refueling at the port at Aden, Yemen, when a terrorist small boat pulled close and detonated a bomb. The bomb opened a 40 by 40 foot hole on its port side, killing 17 sailors and wounding 39 others. The Wing's 86th AES and 75th AS evacuated the 39 injured sailors from Yemen to Landstuhl Regional Medical Center for immediate life-saving medical care. Crews from both the 75th AS and 86th AES carried 25 injured sailors from the *USS Cole* in October 2000. Both squadrons were recognized for their meritorious mission as the National Aeronautics Association chose both squadrons to share the Mackay Trophy.

A C-130J Super Hercules deployed to Camp Lemonnier, Djibouti, for the first time under the banner of the newly minted 75th Expeditionary Airlift Squadron earlier this year. The 75th EAS replaces the 52nd EAS as Combined Joint Task Force-Horn of Africa's designated airlift support, according to a CJTF-HOA release. "We support medical evacuations, disaster relief, humanitarian and airdrop operations into fields that a lot of other aircraft can't normally go," said 75th EAS Commander Maj. Seth Schwesinger, who is deployed from Dyess AFB, Texas. The C-130 and airmen from Dyess' 317th Airlift Group inaugurated the new provisional designation when an Air Force Reserve Command C-130 from Peterson AFB, Colo., handed over the rotation on May 28. "Since arriving in May we have carried over 1,000,000 pounds [of cargo] with a single aircraft," Schwesinger told Air Force Magazine, July 10. A C-130J from Little Rock AFB, Ark., will likely relieve Dyess in September, assuming Lemonnier's 75th EAS mantle, he said.

2014

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.

Air Force News. Air Force Public Affairs Agency.

A History of Travis Air Force Base, 1943-1996. Gary Leiser. Travis Air Force Base Historical Society. Sacramento, CA. 1996.