

122nd FIGHTER SQUADRON



LINEAGE

122nd Observation Squadron designated and allotted to NG, 30 Jul 1940
Activated, 2 Mar 1941
Ordered to active service, 1 Oct 1941
Redesignated 122nd Observation Squadron (Light), 13 Jan 1942
Redesignated 122nd Observation Squadron (Medium), 12 Mar 1942
Redesignated 122nd Observation Squadron, 4 Jul 1942
Redesignated 122nd Liaison Squadron, 31 May 1943
Redesignated 885th Bombardment Squadron (Heavy), 12 May 1944
Inactivated, 4 Oct 1945
Redesignated 122nd Bombardment Squadron (Light), and allotted to ANG, 24 May 1946
Extended federal recognition, 5 Dec 1946
Redesignated 122nd Fighter Interceptor Squadron, 1 Jun 1957
Redesignated 122nd Tactical Fighter Squadron, 5 Dec 1970
Redesignated 122nd Fighter Squadron, 15 Mar 1992

STATIONS

New Orleans, LA, Mar 2 1941
Esler Field, LA, 6 Oct 1941
New Orleans, LA, 13 Dec 1941
Daniel Field, GA, 8 Feb 1942
Lawson Field, GA, 16 Apr 1942
Daniel Field, GA, 14 Jun 1942
Winston-Salem, NC, 7 Jul 1942
Morris Field, NC, 16 Aug 1942 (detachment at Ft Dix, NJ, 26 Sep 1942)

Langley Field, VA, 3-23 Oct 1942 (detachment at Wattisham, England, 5-21 Oct 1942)
Fedala, French Morocco, 9 Nov 1942
Casablanca, French Morocco, 12 Nov 1942
Oujda, French Morocco, 10 Dec 1942
Berrechid, French Morocco, 24 Mar 1943
Berteaux, Algeria, 5 Sep 1943
Manduria, Italy, 25 Dec 1943
Blida, Algeria, 12 Apr 1944
Maison Blanche, Algeria, 25 Aug-2 Oct 1944
Brindisi, Italy, 31 Oct
Rosignano, Italy, 20 Mar 1945
Pomigliano, Italy, 20 May-4 Oct 1945
New Orleans Airport, LA
NAS New Orleans, LA, 1957
Alvin Callendar Field, Belle Chasse, LA

ASSIGNMENTS

Louisiana NG, 2 Mar 1941
68th Observation (later Reconnaissance; Tactical Reconnaissance) Group, 1 Oct 1941
Fifteenth Air Force, 15 Jun 1944
15th (later 2641st) Special Group, 20 Jan-20 May 1945
AAF Service Command, MTO, unknown-4 Oct 1945

ATTACHMENTS

Mediterranean Allied Air Forces

WEAPON SYSTEMS

Mission Aircraft

O-38,
O-46,
O-47,
O-49
A-20, 1942
P-38,
P-39
P-40, 1943
B-17, 1943
B-24, 1944
B-26B
B-26C
F-80C, 1957
F-86D, 1957
F-86L
F-102A, 1960
TF-102A
F-100D, 1971

F-100F
F-4C, 1979
F-15A, 1985
F-15B

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-15
78-539
77-069
77-062
77-121

F-86L
52-4264
52-3749

F-100
XX385
56-3082
X5-2942

F-4C
63-7506
63-7522
63-7637

ASSIGNED AIRCRAFT TAIL/BASE CODES

F-15: JZ

UNIT COLORS

Purple, yellow and green
LOUISIANA, BAYOU MILITIA

F-86: tail arrowhead was blue with three white stars and a yellow half moon

COMMANDERS

Maj. Glynn Jones 2 Mar 41-6 Jul 42
Cpt Glynne M. Jones
Maj James J. Hourin

HONORS

Service Streamers

None

Campaign Streamers

Antisubmarine, American Theater
Algeria-French Morocco with Arrowhead
Naples-Foggia
Rome-Arno
Northern France
Southern France
North Apennines
Po Valley
Antisubmarine, EAME Theater
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Southern France, 12 Aug 1949

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

Coonass Militia

OPERATIONS

Antisubmarine patrols over the Gulf of Mexico, 25 Dec 1941-2 Feb 1942, and over the Mediterranean Sea, 23 Dec 1942-6 Mar 1943; operated a fighter training school, Mar-Oct 1943; transported supplies to partisans and dropped leaflets in MTO, 20 Oct 1943-May 1945.

Louisiana did not begin its Air National Guard until early February in 1941 when the 122nd Observation Squadron was organized with Captain Glynne M. Jones as its first commander. Through recruiting and training at Jackson Barracks, the 122nd reached full strength by September of the same year.

Ordered into Federal service to join the Army Air Corps on October 1, 1941, it was mustered in at the New Orleans Airport. On October 6, the squadron was assigned to the Sixty-eighth Observation Group and transferred to Esler Field, Alexandria, where it underwent further training.

The week following the attack on Pearl Harbor the squadron was ordered back to the New Orleans Airport, the base from which it would perform antisubmarine patrols over the Gulf of Mexico. Four missions were flown each day to a distance of at least one hundred miles offshore,

the principal aim being the protection of the shipping lanes emanating from the Port of New Orleans. Using the old O-47s and BC-1A, which operate on single engines, these patrols were sometimes performed under extremely adverse weather conditions.

On February 6, 1942, the 122nd was sent to Daniel Field at Augusta, Georgia. The crew underwent a vigorous indoctrination course in order to handle A-20, P-43, L-1A. It was again assigned to submarine patrol duty and as air protection for troop ships at Augusta and Savannah, Georgia, and Charlotte, North Carolina.

By April, 1942, the squadron was ordered to Lawson Field, Fort Benning, Georgia, where it participated in summer maneuvers with the Second Armored Division and the First Infantry. This training period lasted seven weeks after which they were sent back to Daniel Field, then on to Winston-Salem, North Carolina, for the Carolina maneuvers of 1942. From Winston-Salem they were transferred to Morris Field, Charlotte, North Carolina, to begin overseas training. And from Charlotte the squadron was sent to Langley Field, Virginia, for twenty-three days of training in infantry tactics. Prior to leaving the United States it was divided into guard and air echelons.

In February, 1941, Shushan Airport (New Orleans) was a - buzz with the news that an Air National Squadron had been authorized and approved for Louisiana. We also learned that the manager of the airport, Glynne Jones, had been commissioned a captain and would be the commanding officer. At that time, I was employed as a commercial pilot by Vincent Aeronautical, Inc., a company owned by H. Farley Vincent.

Glynne Jones confirmed that the squadron was being formed and that two officers were being commissioned as captains. They were Herbert Bott, a veteran charter pilot of Shushan, and H. Farley Vincent, previously mentioned as the owner of a flying school and my employer. Without delay, I told Jones of my interest and received further good news that I was qualified for a first lieutenant's commission. A few months previously, I had completed the necessary extension courses and had passed a physical and flight test (in a BT-9) at Barksdale Field. That led to a second lieutenant's commission in the Army Air Corps Reserve, thus fulfilling the requirements for the promotion when transferring to the Air Guard.

The necessary qualifications for a pilot's rating in the Guard were a commercial license with an instrument rating, 400 hours flying time, a high school diploma and a physical given by a flight surgeon. Student observers were taken in as second lieutenants if they could present a high school diploma, certain business experience in administration, supply, communications, engineering etc. and could pass the flight physical.

On March 24, 1941, at Jackson Barracks, a number of pilots and observers were commissioned, including myself, W.I. Coddington, Sam Zemurray, Jr., R.F. Salmen, Milton Barth, Daniel Hynes, Wilfred Simmons, and the flight surgeon, Dr. Richard Lucas.

A regular Army Air Corps officer, Lt. Colonel James Givens, was assigned as Senior Instructor and all prospective pilots were given a flight test in the only aircraft the unit possessed, a BC-1A (AT-6). Colonel Givens also gave instruction at the bi-monthly drills at Jackson Barracks in such subjects as combat orders, employment of the Air Corps, communications, correspondence,

military law, close order drill, etc. Colonel Givens, about 40 years old and with gray hair, was treated with great respect and thought of as "an old man."

During three months on inactive status, enlisted men and officers were being placed in various sections of the squadron such as Engineering, Supply, Personnel, Communications, Operations, etc. I was assigned to Operations.

By May-June of 1941, both enlisted and officer authorized strength had risen to more than 60%. In August, rumors were flying thick and fast that we would be called to active duty somewhere in the southern part of the United States. We now had been assigned two more aircraft - a North American 0-47A and an 0-38E. The 0-47 was an excellent airplane with retractable gear, good speed and range and perfectly suited as a transition type aircraft for the future high performance equipment that we heard would soon be furnished. The 0-38, by contrast, was old and slow, a vintage biplane that was more suited to be placed in a museum.

There were no restrictions on the amount of time pilots could fly and pilots were averaging 30-40 hours per month. Training flights were scheduled and the BC-1A and the 0-47 were busy on flights to New York, Arizona, Texas and cities in Florida. Even the 0-38 received regular use. Pilots would shoot landings at the nearby fields in the New Orleans area and many flights to the old field at Menefee Airport in Chalmette, the old Callendar Field at Belle Chasse and the river and the small field where the A&P warehouse now stands across from Ochsner Hospital.

An outstanding group of experienced enlisted personnel had been recruited, particularly in the Engineering section. Master Sergeant Greek Holland, as Line Chief and Staff Sergeant, Willard Crump, Clyde Ricks and other key men were taking excellent care of the aircraft, in spite of their age.

At this stage, in August 1941, the unit was developing into a much improved, cohesive squadron and the various sections, although still undermanned in some areas, were ready for active duty. Enlisted strength at this time consisted of about 95 men. Some 12 pilots and 9 observers had been commissioned. All observers had additional duties in the various sections, as did the pilots.

Additional pilots were added at this time, including Alfred Tharp, Felix Foreman, Jessie Parker and a few observers, namely Morris Newman and John Marcellus. Squadron Headquarters had been moved from Jackson Barracks to Shushan Airport and it was a great morale boost to operate out of buildings near the aircraft. There was, in addition, a far more serious sense of urgency to prepare ourselves and the squadron for the inevitable and expected call to active duty. Finally, by General Order no. 2, Adjutant General's Office, State of Louisiana, dated September 9, 1941, the 122nd Observation Squadron was ordered into federal service on 1 October 1941 at Home Station, Shushan Airport. This order was followed by a troop movement order from the 3rd Air Support Command directing the unit to report to Esler Army Airfield immediately after induction. The order contained the names of 23 officers and 128 enlisted personnel.

In the 122d Observation Squadron are nothing but self-made pilots. Uncle Sam didn't spend a cent of Randolph Field's cadet money on them. They were already flying when the call went out for volunteers to come quick and help fix up some air support for the doughboys who were set, before lessons started coming out of Europe, to stop the dictators without airplanes—sort of 1918 fashion.

Now that everybody knows better, the 122d and a great many other squadrons like it are working overtime to catch up with the trend of things. That's how we came to run into a few of the charter boys, flivver pushers, and airshow clowns who left priorities and the CAA to fight it. out back home and joined up for the duration. We ran across them at Esler Field, Camp Beauregard, La., busy as bees.

They're pilots like Glynne Jones. You've probably met him on air tours, and he was managing the New Orleans airport when the call came. Glynne, a major, commands the 122d. He used to be a CAA inspector in New York; and he managed the airport down at Lafayette, La., after putting in two years of barnstorming in Central America.

Most of the men come from New Orleans, where the squadron was organized last February as a Louisiana National Guard outfit. Major Jones and Capt. H. Farley Vincent set up a loud speaker outside the St. Charles Hotel and, playing records like "Oh Susanna", drummed up enough pilots and men to have the squadron inducted into Federal service 17 days later.

That was one of the first things Uncle Sam learned about the private fliers it formerly didn't want because of various technicalities, including age requirements. These self-made pilots were available in a hurry for instant service—not by drafting, but by volunteering. And they didn't require costly, tedious schooling.

A number of the pilots are well known in the Southwest. Captain Vincent operated a large living school at New Orleans. Capt. Herbert Bote had many trades, being a charter operator. New Orleans representative of American Export Airlines. He also sold airplanes. Familiar to many airports are Lieuts. Robert Monsred. Sam Zemurray, Ray Salmen, W. F. Simmons, V. J. Coddington, Alfred Tharp and others. The squadron has 11 S volunteer enlisted men, who are given rides as often as possible by pilots who used to make part of their expenses by hopping passengers.

AFTER a month in camp, the 122d had only five H airplanes, the rest being "on paper". But its pilots doubled up and averaged from 10 to 12 hours of flying time during the month. The rest of the time was spent in various ground courses, which are conducted on a 40-hour-per-week basis. These include drills with photos to recognize various types of friendly and enemy airplanes and armored vehicles, how to find camouflage, and how to use army maps.

The 122d Observation Squadron is under direct supervision of the Third Air Support Command, which has headquarters at Savannah, Ga., but expects soon to be assigned to an army air corps and moved to a more or less permanent station.

So for the present the 122d is a transient. But you wouldn't think so after looking around its base—especially if you were used to finding temporary bases in a condition suggesting that the men settled down to fit the surroundings rather than to make the surroundings fit the men. We were surprised, therefore, by the high degree of efficiency and orderliness in the 122d.

They arrived at the site on a rainy day, were unloaded on a stump-cluttered hillside and told to make the most of a row of shotgun frame buildings and a clearing big enough for some tents. Soon, the 122d was informed, orders would come sending them to some base already prepared. But unlike some units which sit around and wait for orders, the 122d went to work.

Without waiting for requests to find their way through red tape, the men pitched in and renovated the place. The shotgun buildings had earth and sawdust floors, but wooden floors soon covered these. Neat partitions were erected to mark off various offices and sections. Paint and brushes were obtained the best way—by buying them—and sunlight was invited indoors, especially in the little dispensary, which was the neatest to be seen thereabouts.

Other units on the same airdrome, which has excellent concrete runways and fueling facilities despite the rugged living quarters, looked on with admiration as the new arrivals opened up a post exchange all their own for the convenience of the enlisted men. They made the combination kitchen-mess hall so attractive a neighboring squadron worked out a deal for its men to be served there. Although the 122cl was the newest squadron on the field, it became the first to build a

skeet range on which all pilots and observers are required to practice to develop sight and reflexes. The neighbors were invited to use that, too.

But the part which impressed Major Jones—and the army, too—was the outcome of the I. Q. tests given to personnel of the squadron. Organizations of such size usually place about 31% of their men in the "superior" class or better. But the 122d went farther with its barnstormers. It placed 80% of them in "superior" and better. Records were already in the hands of the government, and a registration of all aliens has already been made. The principal result of this arrangement was that almost every private fiver had to stand in line for hours and wait to see his local inspector, who worked from daylight to dark for several days, it was of considerable inconvenience to everyone and we don't know what it proved, if anything.

We know this: If we were saboteurs we would either operate without a license, or have a fake birth certificate or passport or whatever else was necessary. Records show that practically every saboteur and practically every subversive agent of any kind does have perfect credentials. Therefore, such a review as this would not pick up such fellows.

Another move which causes considerable expense and grief is the fact that it is no longer possible to call the weather bureau and obtain weather information over the phone. We were told that such practices had been stopped because enemy agents might get the weather information and use it to the nation's disadvantage.

That would be reasonable if the weather broadcasts were also stopped. However, the other day when we had to go to the weather bureau and show our credentials before they would give us any weather information, they were still broadcasting the weather; all anyone needed to get all the weather information was simply the proper kind of radio set.

We do not wish to appear to be just generally griping. There is a real problem here. In almost every city there are numerous airports, and yet there is only one weather bureau. In Oklahoma City or Tulsa or Kansas City or Chicago or St. Louis about 50 per cent or more of the people keep their airplanes at some port other than the local municipal airport. In order to get the weather, however, they have to present themselves at the municipal airport.

That means, in the case of a person living in Oklahoma City, that he will have to drive a minimum of 15 miles in order to get the weather at the municipal and arrive back at the Wiley Post airport to take his plane. In Tulsa and Dallas the situation is roughly identical.

We suggest to the government that it make some arrangement whereby we can identify ourselves over the telephone and obtain weather information. Otherwise the utility of private flying may be cut in half in many cases. A code letter could be assigned to each pilot or he could, by registering with the local weather bureau, arrange such identifying signal or words as would permit him to get the weather report,

We do not wish to be in the category of critics of the government, especially now that we are in war. We are 100 per cent behind every U. S. agency, but we think there are many problems to be licked, and we want to advance as many constructive ideas as we can.

We hope you all had a very Merry Christmas and that 1942 will serve you well. Keep 'em In the air, boys—that's the only place they do any good!

1 October 1941 finally arrived and with this momentous date came rain and more rain and more rain. All three planes made trips to Esler Field (Alexandria, Louisiana) with the 0-47 and the BC-1 each making two, ferrying advance personnel to the site. Esler Field was an excellent airport—two long runways, control tower, etc., but no facilities for housing the troops and only a few old buildings for our headquarters, operations, supply, communications, etc. When this news was brought back to the men at Shushan, who had been pitching tents between the airport and the

railroad tracks in the rain, spirits were dampened further. After three days, our equipment and personnel were transported to waiting cars at the Texas & Pacific Railroad Station for a trip to Pineville, Louisiana. Our "fleet" of three planes moved to Esler on 7 October and our operations, we hoped, would soon be in full swing.

The pilots and observers received a much needed boost to their morale when we were assigned two additional O-47A's, another BC-1 A and an O-46A. We now had seven aircraft and we were ready to accept mission requirements that we were told to expect. These missions were a little bit of everything - ferrying personnel, simulated bombing and strafing runs, dropping and picking up message pouches, reading message panels spread out in the fields, directing artillery fire, etc. We were certainly learning and the massive number of troops in the immediate area deluged us with mission requests that could not have been satisfied with twice our assigned planes.

Too much cannot be said in respect to the outstanding job performance and esprit de corps of the enlisted personnel on the various sections. Living in less than ideal conditions in tents during the cold winter, if there was a morale problem, it was unknown to the officers and administrative personnel.

With the coming of November, we were assigned additional officers, two pilots, Second Lt. Byron Foreman and Second Lt. Arthur Davies and Capt. Leon Brooks and "Pat" Patterson, two experienced National Guard officers. The young pilots were fresh out of flying school.

Three of us were sent to the Stinson factory at Berry Field in Nashville and picked up three O-49's. This was truly a remarkable aircraft, possessing superb short-field takeoff and handling characteristics, and was a great plane to have in the squadron for all manner of jobs. It was even used to simulate bombing missions (at 90 miles per hour!) and my observer made a direct hit on a tank turret ("bomb" in a paper bag filled with flour). Adequate quarters for the officers were, of course, not available and we had taken over about one half of the rooms at a motel a few miles from Esler near Alexandria. This small Louisiana town was now overrun with military personnel. Twice a week, we would go to the bowling alley or a restaurant - which would require us walking in the street because of the thousands of GI's strolling the sidewalks. The weekend of 5-6-7 December 1941, a group of four of us invited our wives to motor to Esler and spend the weekend. All had been up there previously, but we brought them out to the field to show off the new planes. We also took them to the skeet range, bowling areas and other such exotic places. On Sunday, 7 December, we had arranged a duck hunt on Lake Catahoula and we were all up at 5:00 a.m. so as to strive to get to the blinds by 8:00. It was a perfect day and within a few hours we had our limit. The guide said it was time to head back to the landing, so we picked up the decoys and headed back - about a 20 minute ride. We finally saw the boat landing in the distance and were surprised by the amount of activity, arms waving, etc. As we approached the shore, we could distinctly hear the words - "Japs" and "Bombed."

"The Japs have bombed Pearl Harbor! The Japs have bombed Pearl Harbor!"

On the ride back to Esler, we were given some more sketchy details - many ships sunk, thousands killed, etc. We were all genuinely shocked. All leave had been cancelled and we were to attend a meeting of senior non-commissioned officers and officers at 1700 hours. Wives were given a teary good-bye and we hurried back to the base.

The meeting at headquarters was rather brief and somber. In an unemotional voice, Major Jones repeated what we had heard on the radio. He stated he had no further details, but that he expected movement orders at any moment. He concluded by saying that all officers would be issued a .45 caliber pistol. Most of us had never seen a .45 caliber pistol, much less shot one. All manner of rumors were floating around in regard to where our next station would be. In looking at my Form

5 (flying record), I had no flights from 6 December until 13 December. The night before (12 December), we were officially informed that we would be moving out immediately to return to Shushan (New Orleans Airport) and our mission was to fly submarine patrols over the Gulf of Mexico. On 13 December, I flew a BC-1A to New Orleans and I believe the troop train had left the night before. One can only imagine the high spirits and morale of all personnel to be returning home to New Orleans. The prospect of actual "combat" missions was an added factor and to be returning home where we would be operating out of buildings (even if temporary ones), with all personnel also in buildings, was too good to be true. Engineering was in the large hangar on the southwest side of the field (later Pan Air) and both Headquarters and Operations had a building on the west side of the north south runway.

Before we could begin preparations for missions, word came down that both major Jones and Capt. Herbert Bott were to be transferred. This occurred around the 14th of December 1941 and resulted in a major change in squadron job assignments. Capt H. Farley Vincent assumed command, First Lt. Milton Barth became Engineering Officer and I became Squadron Operations Officer. For a number of days we worked on plans and problems associated with flying the submarine patrol missions. These missions were designed to spot the submarines on the surface while they were recharging their batteries. The first problem, of course, was the obvious fact that we possessed completely inadequate aircraft to accomplish anything of a significant nature. We lacked everything - range, speed, armament with the O-47's and the BC-1A's. This did not raise any serious discussions and in the "gung-ho" climate prevailing, no obstacle was too formidable.

Flights were planned - two planes in a fight - headings would take us near Breton-Islands north of South and Southwest Pass at the mouth of the Mississippi. We would then head east for 30 minutes or so searching for submarines. Altitudes would vary between 2,000 and 3,000 feet, unless we saw a ship, and we would then go down to the deck to wave and take a picture. Flights were in a.m. and p.m. and sometimes four planes would take off in twos, flying a slightly different pattern.

In checking my Form 5, it shows the average flight was about 2 hours and 45 minutes. The longest was slightly more than 4 hours.

All crew members wore life vests and a two-man life raft was stowed behind the rear seat in the BC-1A and in the belly of the O-47. In the event that a sub was sighted, the crew was to radio base immediately with the approximate position and to keep the sub in sight as long as possible. B-18's from Keesler Field were to fly to the position upon notification from our unit.

On January 19, we received a B-18. This was the old twin engine Boeing bomber that had served with such great distinction for so many years. The very next day we received a C-45 (twin engine Beech craft) and both planes were flown extensively to transition all pilots to twin engine type aircraft. The combination of the mission schedule, which resulted in many additional flying hours, and the arrival of the two twin engine aircraft, placed an exceptionally heavy burden on all squadron operations. Lt. Barth and Master Sgt. Holland and his crew continued to perform in great fashion and Lt. Dan Hynes, Technical Sgt. Taucier and all communications personnel were ably handling a heavy load of work. The supply section, headed by Capt. Leon Brooks, who was also flying patrol missions as a student observer, came in for their share for having to work long and very arduous hours. Master Sgt. Ralph Links of the Photo Section, then a corporal, tells a story that typifies some of the problems that were encountered. (Master Sgt. Links remained in the squadron during the operations in North Africa.) The morning patrol flight on this particular day was scheduled for 7:00 a.m. with Capt. Vincent as pilot of one of the planes. Links wanted to

assure a good mission for the squadron commander, so he arrived at 6:00 a.m. The photo lab was a trailer parked along the west sea wall. During the night a cold front with 40 mph winds and freezing temperatures came through and heavy ice from the spray covered the trailer doors in a vise like grip. Links, Sgt. Lebaron and Sgt. LeBlanc worked mightily with hot water and crowbars without success to pry the door open. Capt. Vincent finally arrived and showed his displeasure in no uncertain terms. That afternoon, the photo lab was moved to a small room in the Pan Air Hangar.

A tragic event struck the squadron's morale and confidence on 30 January 1942 like a sledge hammer. Lt. Felix Foreman, as pilot, and L. Fabacher, as observer, were flying an O-47 and Lt. Arthur Davies was piloting a BC-1A, no. 39804, with First Lt. Walter Gardner as observer. Foreman led the two plane formation and the aircraft completed their reconnaissance some 50 miles east of southwest pass. They turned to a northerly direction and about 20 minutes later, Davies reported his engine was running rough with a loss in rpm. The weather at the time was good, visibility with broken clouds at 5,000 feet. Davies was starting to lose altitude and Foreman advised him to head for Gosier and Breton Islands. Foreman later reported that Davies continued to lose altitude. Seas at the time were fairly calm. Davies made a good ditching toward the north and Foreman reported the position as about 25 miles south, southeast of Breton Island. Davies and Gardner were seen swimming away from the aircraft, which sank immediately. Foreman circled the position, dropped his raft, and during the course of many passes, Davies and Gardner were seen attempting to reach the raft some 50 yards away. Lt. Foreman headed back to Shushan when his fuel supply became dangerously low.

The entire squadron mounted an extensive search for the two officers for three days with the C-45 flying long morning and afternoon missions. The Coast Guard also joined in. No trace of them was found and no report of the raft being sighted was ever received.

For the remaining days of January, we continued the submarine patrols, but the enthusiasm and spirit, which marked the flights originally, were no longer present. Other disconcerting factors were also involved. No sub had ever been sighted, although we were told that the vibration of a plane's engine in itself was a deterrent. In addition, rumors of another move and a change in assignment were floating around with a vengeance.

By later January, 1942, all pilots had been certified as qualified in twin engine aircraft and we were all eager to fly the Douglas A-20 attack airplanes that were promised.

On 5 February, 1942 movement orders to Daniel Field, Augusta, Georgia were received, along with word that we were joining other units, the 16th, 111th and 154th Squadron in the 68th Observation Group. In retrospect, had the submarine patrol missions been a success? For training squadron personnel - definitely a yes. Were they a deterrent? Who knows? No ships were sunk during the period off the mouth of the river, but some were reportedly hit not much later.

AUGUSTA. GEORGIA We started flying operation at Daniel Field in early February, 1942 and had already flown a few missions with the many ground troops in the area by Feb 12-13. Missions involved our L-49's and the BC-1A's. We were primarily transporting personnel and performing reconnaissance missions.

Daniel Field was an excellent base for our operations: two long runways, fairly good parking areas, even for four squadrons, and more importantly, good housing, mess and buildings for the various squadron operations. The field was also being used by commercial airlines during our stay. The base was equipped with two LINK trainers and all pilots were regularly scheduled for this important phase of instrument flying.

On 18 February 1942, the 122nd received orders which read essentially as follows:

The following named officers of the 122nd Observation Squadron will proceed immediately to Portland, Oregon by commercial aircraft for the purpose of ferrying six P-43 type aircraft from that station to Daniel Field, Augusta, Georgia. Planes will be flown in VFR daylight hours and will remain together. Aircraft will return by Southern route with a stopover at Duncan Field, San Antonio, for maintenance requirements; First Lt. Robert Monsted- Flight Leader Second Lt. Felix Foreman Second Lt. W.I. Coddington Second Lt. R.F. Salmen Second Lt. Wilfred Simmons Second Lt. Byron Foreman.

The order contained other information and I was given additional orders by Captain Vincent. The two most important factors given me were that we were to stay together and that no flying was to be done in marginal weather conditions.

Our group left that evening and had a four hour layover in Chicago, arriving in Portland in the late morning of 19 February. The first order of business after checking into the hotel, was to notify the proper authority of our arrival and to find out the status of our aircraft. We were somewhat shocked at the reply: "We are awaiting P-38 replacements. No P-43's can be released until they have arrived. These are firm orders."

Every day we would call and were told the same story - no P-38's. Finally, we made arrangements for some basic ground training and information on the P-43. On 24 February we received a "check out" which consisted of getting in the cockpit with the instructor standing on the wing answering questions and giving us pertinent information.

The entire process was completely inadequate, particularly when not one of us had ever flown a high speed aircraft before, especially one with a reputation like the P-43 - Ground Loop King, no brakes, poor stall characteristics, etc.

During my indoctrination, my instructor repeated over and over: "Lay off the brakes and land on your wheels."

On 26 February, we all shot three landings and we were all elated that there was no hint of trouble. The P-43 was a gem once airborne (huge skid as the wheels retracted). Navigation instruments were nil - basic ones including gyrocompass, altimeter and horizon - no radio compass, but only radio for tower frequencies and between planes.

We departed Portland 28 February in beautiful weather, formed up over the field and cleared the mountains to the south at 10,000 feet on the flight to San Francisco. Five planes landed at Hamilton Field 2 hours 30 minutes later. Byron Foreman stopped off and landed at Medford, Oregon to check his canopy. He was also frank enough to admit he had gone off the runway - no accident. We flew on, with Foreman, to Los Angeles without further delay - a 1 hour 50 minute flight.

We spent two nights in Los Angeles awaiting good weather. One evening, we received a telephone call that was terribly shocking and disturbing to us all. We were told that our dear friend and fellow pilot, Second Lt. Alfred Tharpe, had committed suicide by shooting himself with a single .45 caliber shot to the head.

After the weather delay, we flew to Tucson (2 hours and 30 minutes) and then onto Biggs Field in El Paso. (Coddington landed at the Municipal Field, which is adjacent to Biggs and we watched his takeoff with great glee.) Our next stop was Midland, Texas landing in a sandstorm. After a RON, we proceeded on 5 March to Duncan Field (1 hour and 15 minutes) in San Antonio and a stop for the required maintenance inspection.

It was with a certain sense of elation and pride that I looked at our six P-43's smartly lined up on the ramp. Just as I was getting out of the cockpit, an officer jumped up on the wing and said: "Lieutenant, are you in charge of this flight of 43's?"

"Yes, Capt., I am."

"Well," he replied, "the last 43 that landed scared the shit out of my wing T so you had better check his tail wheel when it ran over the runway light."

"Yes, sir, I certainly will!"

Back to earth and reality!

The flight from Duncan to Shushan took 2 hours and 20 minutes. It was a gorgeous day, clear weather and as we all made excellent landings, our friends in the control tower broke into cheers. They knew we were civilian trained pilots returning to home base.

Just before takeoff the next day, while loading a small bag in the storage compartment, I accidentally tripped the arm on the door. The small metal cover fell across the bridge of my nose, causing a small cut, which continued to bleed in spite of my best efforts to stop it. It bled all the way back.

We landed at Augusta just after lunch on 9 March after a refueling stop at Maxwell with 5 planes due to Wilfred Simmons diverting to Keesler with a rough engine. (He arrived later.)

Capt. Vincent was there to greet us and climbed upon the wing before the prop stopped spinning. I was all set to receive the congratulatory messages and plaudits. I was feeling on top of the world!

"What happened to your nose?" he asked.

Two nights later we had a mild celebration in the Officer's Club and I was presented with an aged rubber duck and a 12 inch wooden "purple heart," painted bright purple with white tips. Bill Coddington read the citation describing my "wound." The flight took 10 days and we flew 15 hours and 45 minutes and made 9 landings.

The two BC-1A's and the O-49's had been very busy during our trip to the West Coast. Artillery spotting fire was performed with the troops at Camp Gordon and we were being used to ferry personnel to the various landing strips that dotted the maneuver landscape.

Our pilots all wanted to check out immediately in the P-43's, but Capt. Vincent let them all know it would not be an instant happening, especially with the 3 newly assigned pilots who had come to us directly from Flight School.

In the midst of the activity, we lost a P-43 in a ground loop landing accident on March 17 by Byron Foreman (no injury). Captain Vincent questioned Foreman at length regarding his accident.

"How can you fly a P-43 clear across the country unscathed and then wreck it a few days later on your home field?"

"I blinked," Foreman was reputed to have replied.

The next day, two A-20A's Havocs were assigned to the unit.

This great aircraft was a godsend to our squadron arriving at this time. Rolling straight and true on its nose wheel, two dependable Wright 1600 hp engines and a dream in rounding out to a landing, it was like a comfortable rocking chair to handle. It was fast, had an excellent range,

and was able to carry a formidable variety of guns and bombs. The pilots, maintenance crews and observers were all in agreement that it was a superb airplane.

Capt. Vincent, after checking himself out, insisted on riding shotgun with the other pilots. He would crawl into the narrow tunnel, without a parachute, behind the pilot into the space that .ed

to the rear gunner. From this position, he would offer suggestions or monitor the student's ability to handle the airplane.

During this period and in the ensuing weeks, personnel in the other 3 squadrons were also checking out in the P-43's. The accident rate was atrocious and Group Operations ordered the base fire department to keep the engines on their trucks running at all times.

Many of the accidents occurred while landing or taking off and did not result in serious injury, although a fatality, unfortunately, was sustained by a pilot in the 154th Squadron during this period.

March 30, 1942 marked a very important date for many of the officers of the 122nd. second lieutenant's became first lieutenant's and most of the first lieutenants were promoted to Captain. Farley Vincent, our commanding officer, was promoted to Major.

LAWSON FIELD

With the coming of early April, the rumor mill fired up again and "inside" information had us going in all directions, particularly overseas. Pilots had all checked out in the P-43's and the A-20's. We finally realized, that we would not be going into combat with the P-43's and we had never fired the guns or dropped a practice bomb with the A-20. We were not too surprised then, when movement orders came in to transfer 2 squadrons of the group to Lawson Field, Columbus, Georgia. We would move 16 April 1942 and work with the 6th Army Corps. Lawson Field was the home of the Fort Benning Parachute Troops and we were aware that we would be operating from a field in a maneuver area that was highly congested, both with aircraft and thousands of troops. The exercises were officially called "Demonstration Air Task Force Maneuvers."

Lawson Field, of course, was a permanent base and all facilities were first class. Runways were good and buildings and living quarters were quite adequate. Ramp activity was excessive and led to a tragic accident which will be described later.

During the last part of our tour at Daniel and mostly at Lawson, we continued to receive an infusion of additional officers. Capt's. Dempsey, Chisolm, Patten and Lt. Peterson (all observers) and First Lts. Munroe, Patterson, Harness, Burke, Gruber, Gibson and McCluskey (all pilots).

Our L-1's (formerly designated O-49's) were exceptionally busy flying a variety of observation missions and ferrying personnel within the maneuvers area. Major Vincent made a practice of flying high ranking officers and, superb and experienced pilot that he was, missions would come in with a request for the Major that "could land anywhere." Given the coordinates at which he would be asked to land within walking distance, Major Vincent would land at any exact spot-road, backyard, highway, clearing, you name it.

Corporal Doug McIlhenny, then in the Engineering section and later captain of a Maintenance Squadron in France, tells an amusing story of Major Vincent's ability to land any aircraft in tight quarters. McIlhenny was riding in the nose of an A-20 that Vincent was flying after a minor maintenance repair. They headed south and in a few minutes were over the small town of Eufaula, Georgia. McIlhenny describes what followed: "We flew a wide circle over the town and I then realized that Major Vincent was losing altitude and the gear was down. I looked all over, but couldn't see any airport. Suddenly, we were lined up with a grass strip that looked like a postage stamp. We cleared the edge of the field at minimum speed and altitude and I can assure you I was pushing on the Plexiglas of the nose with my heels and watching the fence and trees getting bigger with my eyes bugged out. We finally came to a stop and Major Vincent asked me to evacuate the plane so I could check his wingtip clearance as we turned around. We

took off with no problems with full power before releasing the brakes. That was my last landing at Eufaula."

A few days later and perhaps spurred on by the report of Major Vincent, Capt. Barth, another outstanding pilot flew to Eufaula and attempted to land in a P-43. During the ensuing roll, Barth lost control and the P-43's left gear collapsed and the left wingtip and prop dug in. As Barth quickly climbed out of the cockpit onto the wing, he noticed a man carrying two buckets, running toward the plane. Assuming the man was carrying water, Barth called out:

"There is no fire. No Fire!"

The man continued to run and, as he approached the P-43, Barth called out again:

"There is no fire!"

"I know it," the man called back, "the buckets are empty and I came out to see if you are leaking gas." Sgt. John Brandt, of the Engineering Section, who later served in North Africa and became line chief when the 122nd Bomb Squadron was reactivated during the Korean War, heard that Barth had washed out a P-43 made the succinct comment:

•"A P-43 is a ground loop ready to happen and the pilots will be the first to admit it. It's a danger to be on the same field when they are landing." The Operations building at Lawson was a long structure with Operations at one end and a ready room with tables piled with parachutes and flying gear for the observers and pilots. It was also an excellent place to get in a little sack time when the inevitable delays came up. Sam Zemurray, the big, gentle giant was a regular on the tables and the perfect target for a "hot foot." Sam's big shoes all had blackened toes where the jokesters had inserted a match above the sole. Sam had been the recipient of so many of these pranks that when he felt the heat, he would lean down, brush off the match, then lie back down without opening his eyes.

During our stay at Lawson, Major Vincent advised that he planned to feel out the pilots on checking out the P-43's at night. Pilots gathered in the ready room and when all was quiet, stated that we were all getting time in the P-43's and maybe this was the time to shoot night landings. The silence was deafening. Finally, in the back row, Lt. Zemurray spoke up:

"Major, I can't land that son-of-a-bitch at high noon, so I don't know what I'll do in the dark."

After the laughter died down, he continued:

"I suggest that we check out in alphabetical order. When it's my turn, we won't have any 43's left."

No further discussion in regard to night flying was ever resumed. The 154th Observation Squadron was sent back to join the 68th Group at Daniel Field on 2 May, so we all assumed we would remain at Lawson awhile longer and join the group at Daniel.

Operations were going along well at Lawson, with most of the flying time being concentrated in the L-1's and the A-20's.

On 10 June, we received orders sending us back to Daniel Field to rejoin the 68th Observation Group, effective 14 June.

An event took place before we departed that saddened our entire unit. Second Lt. Burke, one of our new pilots, had just started the engine of his L-1 and was moving away from the ramp by "fishtailing." Before he could clear the area directly in front of his aircraft, a parachutist carrying a dummy darted across the ramp toward a C-47 into the path of the L-1. The parachutist was killed instantly. Of little solace to anyone, Lt. Burke was cleared of any responsibility for the accident.

BACK TO DANTEL FIFLD

Our aircraft were flying back to Daniel on June 14 and, back in familiar surroundings, nothing seemed to have changed.

This feeling was brought home a few days later when we received a P-43 which was equipped with three cameras capable of taking pictures, which would be exceedingly sharp, vertically and horizontally, as the plane flew over a target at an altitude of 100 feet and a speed of 300 mph. Sgt. Ralph Lincks, in charge of our photo lab, had little time to experiment with the new, expensive toy. Word was received that one of our pilots had successfully bailed out of a P-43 about 25 miles northwest of Pollards, Georgia. It was late evening by the time the pilot (a new one whose name escapes me) reported in. Major Vincent made it clear that he wanted to be present when the pilot was questioned. We were seated at a desk with the pilot, still wearing his flight coveralls and looking very disheveled, standing awkwardly before us waiting for what he was certain would be a lengthy chew-out.

"Well, what happened?" I began.

"I was doing a loop and must have lost speed because it started spinning - so I bailed out." "Did you read the notice that no acrobatics were allowed in the camera P-43's?" Major Vincent interrupted in a loud voice.

"You are on the ground until further notice. If I see your ass sitting in any type plane, I will file court martial papers against you! Is that clear?"

"You are dismissed." This Lt. did no more flying in the 122nd that I can recall.

The next day, with Major Vincent as pilot, we flew to the crash scene in an L-1. A circle sleek little P-43 and the new cameras.

By the latter part of June and in early July, rumors of an impending troop movement were circulating without denials and Major Vincent called the entire squadron together on a Sunday, stating that there would be firm orders out within 3 days. We were so certain that this was the real thing that Barth, Coddington and I went to the barber and had our heads shaved.

Nothing in respect to movement orders was forthcoming until a directive known as the Davidson Table of Experience Level was sent out to group and squadrons. It was to change our lives. Operating under the guidelines of this table, units evaluated their pilots and observers in respect to their rank, experience and flying time. Civilian flying time was taken into consideration. A unit was then graded to a certain level of experience, up or down, and a squadron with excessive personnel above this level would face wholesale transfers with less experienced personnel as replacements. This was the case of our squadron, the 122nd.

These orders were effective 17 July 1942 and major changes in the 122nd swept through our unit.

Major Vincent is sent to 2nd Army Headquarters to become the air liaison officer.

First Lt. Sam Zemurray, Jr. assumes command of the 122nd.

First Lt. Barth is sent to the 4th tow target squadron at Langley, Virginia.

I am sent to Wadesborough, North Carolina as air liaison officer for 11th Corps maneuvers. Lts. Salmen, Coddington and B.H. Foreman go to Oklahoma City as instructors in the A-20 replacement school.

Lt. F.H. Lewis and Lt. Jesse Parker join the 75th Observation Group at Fort Knox. Lt. Morris Newman goes to glider school. Lt. Larry Fabacher is sent to flight school and Lt. Jim Percy is assigned to Headquarters 3rd Air Support Command.

11 officers are reassigned in a matter of days and the 122nd Observation Squadron, as we original "old timers" knew it, has a completely different look.

Good-byes are difficult, in the military and especially during a time of war, but parting is expected. More quickly, but just as sincere as the handshakes and the hugs of "good luck." We were all aware that many of us would not see each other again.

In the interest of continuity and for those readers who have an interest in the 122nd Observation Squadron from the period that this brief narrative ends, reference is again made to the excellent history of the squadron written by Lt. Colonel Leon Brooks and Sgt. Freche. (Both men were in the 122nd during the period referred to in this report from Esler Field to Daniel.)

The squadron was transferred from Daniel to Winston Salem and then to Morris Field, Charlotte, North Carolina 16 August 1942 for further training in A-20's. The air echelon flew to West Palm Beach and then Oran in Algeria, landing on 10 November 1942. The ground echelon trained at Langley in September, October and went ashore in North Africa as reserve troops 8 November from landing ships while under fire. Only 8 of the original officers were a part of this operation.

The new library of the historical section at Jackson Barracks contains a treasure trove of information meticulously being organized by Mrs. Sherrie Pugh. Exceptionally dedicated and extremely competent, she came across a file dealing with the possible use of aircraft by the Louisiana Guard in 1915. On page 14 is information from the Adjutant General's office as follows:

"The most outstanding aspect of the 122nd's induction was the intellectual caliber of its personnel. An IQ test placed 80% of them in a "superior" and better rating while organizations of comparable size placed about 31% of their men in such a category."

On October 23, 1942, the unit left Langley and was put to sea in convoy with 150 naval vessels and troop transports to attack the western coast of Africa. At 2200 hours on November 8, 1942, the 122nd joined the infantry who were already fighting on the beach at Fedela, French Morocco. Early on the morning of November 12, the squadron reached the Gazes airport at Casablanca, and there it was assigned the task of refueling all Allied aircraft in the area. The air echelon landed on the Gold Coast of Africa and the two echelons reformed at Oran, Algeria.

The 122nd moved on when the western coast of Africa was secured and arrived at Oujda, French Morocco, on December 10, 1942.

Here it again began antisubmarine patrols over the Mediterranean Sea then participated in the Kasserine Pass action as a bombing squadron. It continued these patrol missions until March 22, 1943, when it was transferred to Ber Rechid, French Morocco, where it became part of the Twelfth Training Command. As the need for more bases grew, the 122nd was moved to Sidi Rahal, French Morocco, ten miles from Ber Rechid. Part of the duty of the 122nd was to train pilots, which necessitated its moving from base to base. Its next stop was Berteaux, Algeria, to train French and American pilots in gunnery and navigation using P-38 and P-39.

On November 8, 1943, one year after its initial landing in North Africa, the 122nd Squadron number was retired from active duty with the Army Air Corps. The officers and enlisted men were assigned to other Army Air Corps and went on to fight in Africa, Egypt, the Near East, and,

eventually, to Europe to participate in the defeat of Germany.

Its World War II battle credits include antisubmarine duty, December 7, 1941, to September 22, 1942, and North Africa, November 8-10, 1942.

In the latter part of 1946 five air units, comprising over seven hundred officers and men, were allotted to the Louisiana Air National Guard for the purpose of defending the critically important New Orleans area. As a vital link in its "M" Day defensive setup, the Air Force allotted to the 122nd Bombardment Squadron (Light) the 122nd Weather Station, the 122nd Utility Flight, the 211th Air Service Group (Detachment C), and Headquarters of the 135th Radar Control and Warning Squadron (Large Scale). New Orleans was chosen as the site for all units except the two supporting radar organizations of the 135th which were to be activated in Houma and Baton Rouge.

The 122nd Bombardment Squadron and allied units were activated on December 5, 1946, and were among the first air units in the United States to be organized with the former under the command of Lieutenant Colonel Hubbell F. Vincent. Requiring high qualification and performance, combat-trained personnel from the 122nd Observation Squadron, which existed prior to World War II, formed the backbone of the newly authorized units.

Tactical training of the bombardment squadron was limited for a short time in 1947 because the tactically equipped A-26 was restricted from operation on the short runways of New Orleans Lakefront Airport where the unit was based. A right of entry to Michoud Airstrip and the adjacent hangar facilities relieved this operational deficiency. The facilities at Michoud also provided a home for the headquarters of the 135th Radar Control and Warning Squadron with its two radar sites selected at the Naval Air Station in Houma and on the Louisiana State University Campus in Baton Rouge.

Previously operating F-80Cs from Gulfport, Mississippi, the 122nd FIS received its first F-86D in October 1957 (from Nebraska's 173rd FIS) in order that squadron personnel could become accustomed to the aircraft. , this first Sabre was actually received at the unit's home base in New Orleans as engine mechanic "Goody" Goodrich explains: "The [first] F-86 flew in for a 'show and tell' so the troops could get an idea of what it looked like, points of service and things like that. We shared a hangar on a civilian airport, which was called New Orleans Airport, which protrudes out into Lake Pontchartrain. We shared the hangar with the Army National Guard. We were flying F-80s and T-birds out of Gulfport, which was an old WWII military field in Mississippi because the runway at New Orleans Airport was only 4500 to 5000 feet in length. Thank goodness when they decided to fly the '86 in, the drag chute worked and they were able to get it stopped in time."

"They brought it in the hangar, and we'd hired quite a few boys with ex-Air Force service that had worked the D's so they were giving us a demonstration of the different points of service. There was one particular utility reservoir up on the backbone behind the canopy that was pressurized and he even made mention, 'Make sure you relieve the pressure before you remove

the cap'. Well, in his zeal to show his intelligence and his knowledge of the aircraft, he did exactly the opposite of what he'd said to do. He popped the cap and we had about 2 gallons of fluid running all over the place."

"After the 'show and tell', which was on a weekend drill, the aircraft was going to go back to Gulfport because we were starting to receive them over there one at a time. The only problem was that to get it out, we could only put about a third of the fuel load aboard to make sure that the aircraft was light enough that it could get off that 4800-ft runway - which it did. All our other training and schooling in receipt of aircraft was accomplished at Alvin Callender Field, which is south of New Orleans at Belle Chasse, Louisiana. This was built as a joint reserve-training base. We had Navy, Navy Reserve, AFRES, Air Guard, Marine Reserve, Coast Guard - you name it, we had some of it there."

122nd accepted its first F-86Ls in January 1960.

As Goody indicates, the unit moved out to Alvin Callender Field/NAS New Orleans and this was accomplished on 5 December 1957. The majority of F-86Ds actually arrived in February 1958, allowing the last F-80s to depart for storage, despite receiving more modern aircraft, the maintenance crews in particular had their work cut out. As an example, no engine test facility existed at Callender Field, so all engine testing and leak checking was done installed in the aircraft. And if a problem occurred, the engine usually had to be removed again for rectification; accessibility was not a trail of the "Dog". On the F-86D, the radar/fire control and engine were probably hardest-worked: "It wasn't until we got down to Callender that we actually started our schooling on the '86. Everybody went through school and then you split off into whatever your specialty was going to be either airframe or engine, hydraulics, whatever. Mine wound up to be engine, which I stayed with until I retired in '91. I totally enjoyed my experience. I saw a lot of changes in the evolution from 1956 until 1991 but I can't say I'd go back and change any of it. It was definitely an experience that most people don't get a chance to go through."

"Our maintenance system was broken down into different entities. We worked strictly engine - once it was either in or out of the aircraft, but they had the other shop for the electronic fuel control that was called the Integrated Engine Control. They did all the testing and troubleshooting for the electronic fuel scheduling system for the J47. We would change the main engine component, but they would do all the settings for temperature, max. RPM and nozzle position."

"Talking of nozzles, it did have a strange burner assembly on it. It had a burner that looked just like two clamshells that would close off the exhaust nozzle for 'military' [thrust] and swing to the sides for when they initiated burner. The nozzle arrangement was electrically actuator driven, the actuator was mounted in the six o'clock position on the afterburner rear duct."

"Due to the short time that we had the aircraft, our scope of maintenance was limited to only hot section combustion chamber, nozzle, transition duct, turbine, after-burner and accessory repair and replacement. We didn't get into any compressor rework because we didn't have the tooling and the Air Force figured it was cheaper to just swap engines out (which it was) than to give each unit the tooling to do compressor rework."

"We also did have a problem with multiple flangular circumferential cracks in the burner area. Unfortunately, when we got these we were down at MAS down at Belle Chasse. It took a long time for our supply system to get the appropriate equipment we needed and unfortunately we ran into these duct cracks about ten days before we were supposed to deploy someplace. The only people on base that had a Heliarc welder were the Navy. Consequently, we had to pull the burner off every aircraft and truck it down to the Navy and had our welder who had gotten checked out by then go through and re-weld all those flanges."

122nd F-86Ds at Gulf port in 1958. Fuselage and tail arrows were dark blue. The tail arrows had three white stars and a yellow half-moon on them and the fuselage arrows had two white stars and a yellow half-moon painted on it. (Dan Goodrich) Bottom, fuselage markings were removed when LA AIR GUARD script was moved to the forward fuselage.

Unusually for an ANG unit, 122nd FIS almost immediately began applying unit markings to its aircraft. On the F-86D, this comprised a blue arrow along the fuselage side on which was painted two white stars, two golden yellow bands and a golden yellow crescent. The latter denoted New Orleans, "The Crescent City". On the tail, the arrow design was repeated, though this time just three small stars and a crescent were applied.

On 26 January 1960, the 122nd FIS began to receive its first F-86L aircraft, and the last F-86D departed for Davis-Monthan the following month. All F-86Ls came directly from 157th FIS SC ANG at Congaree, but only remained with the unit for a short time. Re-equipment with F-102As began in July of that year and the last Sabres departed for Davis-Monthan and 128th FIS GA ANG in September 1960.

During the whole action-packed two years the unit flew the Sabre, only a handful were lost in flying accidents, as 'Goody' Goodrich relates: "We had lost a total in the two-year period of, I think, three '86s. One was lost on takeoff. He had got to about 1500 feet and the engine flamed out. He was able to supposedly make three air re-starts, or attempted, which all failed and he punched out. That's a hell of a lot of times to try to get an engine restarted at 1500 feet, but you can't dispute the pilot. It crashed at an old Navy ordnance depot which was about four miles away. Thankfully, no ordnance was in storage at that point in time."

"Another one we had which was quite spectacular, was that [the pilot] had a locked control system. The only thing he had was very minimal movement of ailerons and elevators. Basically, he was flying the aircraft with the trim system and managed to get it back in the vicinity of Alvin Callender Field at Belle Chasse. Back in the 1950s there wasn't much down there besides us and the alligators. He came across the south end of the field closest to Navy Ops and we were all out on the ramp. I guess he was at 1500-2000 feet and we could witness a complete ejection sequence. The canopy went, you saw the puff of smoke and fire, and we saw him and the seat go out. [We] saw he had a good separation from him and the seat, except that when he landed, he landed in a tree-line right outside of the base on the south end of the field. In his haste he disconnected his upper harness strap disconnects first and went upside-down. He had to sit there for 15 minutes until Navy Rescue could get to him and cut his crotch straps to get him out. We

never did find anything in the wreckage or by duplication that could have caused the lockup of the flight controls.

"Another one we lost because the oil pump shaft sheared, depleted the engine of oil and locked it up. All the ejections on the '86 were successful though."

18 June 1999. Two Louisiana Air Guard F-15As from the 159th Fighter Wing that had deployed to Naval Air Station Keflavik in Iceland for a NATO exercise intercepted Russian TU-95 Bear bombers that had penetrated the Icelandic Military Air Defense Identification Zone in a long range probe not seen since the Cold War's end. Two more Louisiana ANG Eagles, launched from Keflavik, escorted the bombers out of the area.

Two Louisiana Air National Guard F-15 pilots from the 159th fighter Wing responded to an alert last week, intercepting a small civilian aircraft that turned out to be pilotless because, according to various news reports, pilot Marcus Schrenker had bailed out in an attempt to fake his own death. Maj. Matt Rippen and Capt. Josh Fogle were on alert at their base in Belle Chasse when their unit received a task to find an airplane that the FAA said had made a distress call. The two F-15 pilots picked up the airplane as it headed toward the Gulf of Mexico and saw that there was no pilot. They shadowed it until it crashed and directed local authorities to the crash site.

Glynne M. Jones

Major Jones was the first Commanding Officer of the Squadron and served for many years as Manager of Shushan Airport (New Orleans). He was highly instrumental in obtaining a National Guard Squadron for Louisiana. He commanded the squadron from the date of Federal Recognition on 7 February 1941, during the early days of inactive duty, the period of active duty at Esler Field, Alexandria and was transferred on 17 December. This was the date on which the unit began submarine patrol from Shushan Airport. Jones rose quickly in rank and responsibilities after joining Troop Carrier operations in the 8th Air Force of the European Theater. He was involved as Force Operations Commander during campaigns in Tunisia, Italy, France and the Rhineland. As a Brigadier General, he was awarded the Air Medal, Bronze Star with cluster, the Legion D'honneur, Croix de Guerre and other decorations. He retired from the Air Force in 1958.

Captain H. Farlev Vincent

Captain Vincent became Squadron Commander on the transfer of Major Jones, 17 December, 1941. He served in that capacity during the period of submarine patrol, the operations at Daniel Field, Augusta, Georgia, Lawson Field in Columbus, Georgia and for a period again at Daniel. He was transferred to II Army Headquarters as a Major and became the Air Liaison Officer. He served in that capacity for more than two years as a Lt. Col. until being detached to head a special forces unit conducting night bombing with Liaison type aircraft (L-5's) in Germany. Later, he also led an experimental team to test the feasibility of landing L-5's with a hook and

loop contraption on the side of the freighter. After the war, he commanded the 122nd Bomb Squadron on inactive duty from August 1946 until November 1949.

1st Lt. Samuel Zemurray

Captain Zemurray assumed command of the 122nd on July 17, 1942. The writer again refers to the history of the 122nd described by Lt. Col. Leon Brooks and the activities in North Africa. Then returning from a submarine patrol mission 7 January 1943, Zemurray (then a Major) was pilot of an A-20 that encountered severe weather and crashed into the mountains of North Africa. Other crew members who were killed in this accident were Captain John Marcellus, Sgt. Thomas Oechsle and Sgt. Clarence Faller.

1st Lt. Wilfred Simmons

Lt. Simmons was a part of the ground echelon when the unit went ashore at Fedala, North Africa. He served in Sicily and Italy and remained in the service to retirement. As a Colonel he was awarded the Air Medal, Bronze Star, Purple Heart and other decorations. led an experimental team to test the feasibility of landing L-5's with a hook and loop contraption on the side of the freighter. After the war, he commanded the 122nd Bomb Squadron on inactive duty from August 1946 until November 1949.

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Captain Robert M. Monsted

This officer left the 122nd to become Air Liaison Officer for 2nd Corps maneuvers in North Carolina. He was Commanding Officer of the 9th Tow Target Squadron and then attended school in Florida at the Army Air Force School of Applied Tactics. He became Commanding Officer of the 22nd Tactical Reconnaissance Squadron at Campbell Air Field, Kentucky and DeRidder, Louisiana. He was also Group Operations Officer of the 74th Tactical Reconnaissance Group. In the China-Burma-India theater, he served as Group Operations Officer of the 3rd Combat Cargo Group and Deputy Group Commander of the 443 Troop Carrier Group. As a Lt. Col. he was awarded the Distinguished Flying Cross, two Air Medals and a Unit Citation. He was commanding officer when the 122nd Bomb Squadron was recalled to active duty at Langley AFB in 1951 during the Korean War.

Captain Herbert A. Bott

Captain Bott was transferred from the 122nd to Headquarters of the 3rd Air Support Command in late December of 1941. He became Group Operations Officer of the 74th Tactical Reconnaissance Group and later, as a Lt. Col., Group Commander. The unit and its three squadrons moved from Charlotte, North Carolina to Campbell Air Field, Kentucky and then DeRidder, Louisiana. Bott was transferred to Hq., 10th Air Force in the China-Burma-India theater. During this assignment he was awarded the Silver Star Medal for heroism in landing

behind enemy lines under fire to rescue two wounded British paratroopers. He commanded the 3rd Combat Cargo Group and was also Commanding Officer of the 443rd Troop Carrier Group. As a Colonel, Bott was also awarded the Distinguished Flying Cross, two Air Medals and Unit Citation. Colonel Bott remained in the service after World War II and performed a tour of duty in troop carrier aviation in Korea. He retired in 1965.

1st Lt. Milton Barth first assignment after leaving the 122nd was with the 4th Tow Target Squadron. He was then sent to B-17 flight school and then B-29 flight school where he became a B-29 aircraft commander and instructor. As a Major, Barth was called back to Active Duty with the 122nd Bomb Squad during the Korean War and served a tour of duty in Newfoundland and Greenland as a squadron commander. In 1952 after separation, he reentered the National Guard as Commander of the 122nd Bomb Squadron and Base Detachment Commander. He was promoted to Colonel. Barth moved up to State Military Headquarters as Chief of Air Staff in 1960, in which capacity he served until his death in 1973.

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500818	C-47A	42-100927	122BS	137FG	New Orleans IAP	TAC	Kearnes, Charles P.	Kelly AFB
510903	B-26C	43-22694	122BS	4400CTG	Langley AFB, VA	KBOoG	Hunsaker, Rowland L.	2.5 Mi S Clinton
511027	F-51D	44-73988	122BS	4400CTG	Langley AFB, VA	LAC	Libell, Robert W.	Langley AFB
501114	B-26C	44-35733	122BS		New Orleans IAP	LAC	Justice, Charles G.	New Orleans IAP

431008	P-38F	41-7605	122LS	68RG		CBLEF	Einwechter, Augustus T	Telergma
440120	B-25C	41-13192	122LS	68TRG		KCRDF	Sautter, Carl U	Manduria/ 20mi from Base
430111	P-400	BX283	122OS	68OG		LAC	Fuler, Edwin W	Burtonwood/Sta 590
420317	P-43	41-6673	122OS	38OG	Daniel Field, Augusta, GA	TOAGL	Foreman, Byron H	Daniel Field, GA
420130	BC-1A	39-804	122OS	68OG	New Orleans AAB, LA	KDTCEF	Davis, Arthur F	3.5 mi SSW of Chandlieur Island, LA

420310	P-43A	40-2905	122OS	68OG	Daniel Field, Augusta, GA	LACGL	Blanchard, Charles E	Daniel Field, GA
420320	P-43A	40-2938	122OS	68OG	Daniel Field, Augusta, GA	LAC	(parked aircraft)	Daniel Field, GA
420511	P-43A	41-31487	122OS	68OG	Daniel Field, Augusta, GA	LACGL	Barth, Milton O	Eufaula Airport, AL
420530	L-1A	41-19008	122OS	68OG	Daniel Field, Augusta, GA	LACNU	Morgan, Robert C.	1 Div Area Field, Ft Benning, GA
420610	L-1A	41-19075	122OS	68OG	Daniel Field, Augusta, GA	LAC	Hughes, C.E.	Lawson Field, Ft Benning, GA
420620	P-43B	40-2898	122OS	68OG	Daniel Field, Augusta, GA	BOSSP	Schaefer, Frank J	4 mi W of Evans, GA
420719	P-40F	41-13845	122OS	68OG	Daniel Field, Augusta, GA	LAC	De Lapp, John R	Reynolds Field, Winston-Salem, NC
420725	P-40F	41-13837	122OS	68OG	Daniel Field, Augusta, GA	TACNU	Deemer, Evan J	Reynolds Field, NC
420729	L-4A	42-36733	122OS	68OG	Daniel Field, Augusta, GA	LACNO	Lundrigan, Leo H	Monroe, NC
420729	P-40F	41-13608	122OS	68OG	Daniel Field, Augusta, GA	LACGL	Zeller, Roger L	Reynolds Field, NC
420803	L-4A	42-15174	122OS	68OG	Daniel Field, Augusta, GA	LACNO	Rice, James H	1.5 mi N of Pageland, NC
420821	L-4A	42-36637	122OS	68OG	Morris Field, Charlotte, NC	FLEF	Peters, Constantine C	Stanley, NC
420831	DB-7B	AL-888	122OS	68OG	Morris Field, Charlotte, NC	LACNU	Cronan, Robert A	Morris Field, NC
420905	L-3A	42-7795	122OS	68OG	Morris Field, Charlotte, NC	LACGL	Olinger, Lee H	Gastonia Airport, NC
420909	A-20B	41-2975	122OS	68OG	Morris Field, Charlotte, NC	TAC	Chandler, Don B	Morris Field, NC
420912	P-40F	41-13689	122OS	68OG	Morris Field, Charlotte, NC	TACNU	Gentzler, Victor J	Morris Field, NC

420924	L-4A	42-36671	122OS	68OG	Morris Field, Charlotte, NC	FLMF	Assad, Joseph Jr	1 mi E of Clover, SC
421228	P-39L	42-4544	122OS	68OG	RAF Atcham, Shropshire, ENG	KCRGC	Trulock, Robert M	3 mi S Much Wenlock, Shropshire, ENG
410605	O-38E	34-13	122OS		New Orleans, LA	LAC	Simmons, W F	New Orleans, LA
420506	L-1A	41-19008	122OS		Daniel Field, Augusta, GA	KTAC	Burke, Louis R.	Lawson Field, Ft Benning, GA

440828	B-24H	41-28995	885BS			LAC	Stone, Robert (NMI)	Maison Blanche
450402	B-24H	42-94802	885BS	2641SP		TAC	Schwarze, Frederick C	Rosignano
450526	B-24J	42-51998	885BS	2641SG		GAC	Haug, Jesse O Jr	Stornara
450301	B-24H	42-51208	885BSS	15SpG		LAS	Alleman, Paul M	Foggia/ 25mi N
450301	B-24J	44-10604	885BSS	15SpG		KCRW	Simons, William V	Carasino/ 1mi E
450307	B-24J	44-48958	885BSS	15SpG		KCR	McKeon, Edward J	Brindisi/ 1mi N in harbor





Air Force Order of Battle
Created: 12 Oct 2010
Updated: 17 Jan 2014

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