

# 124<sup>th</sup> FIGHTER SQUADRON



## LINEAGE

124<sup>th</sup> Observation Squadron constituted and allotted to NG designated, 30 Jul 1940

Organized and Federally recognized, 25 Feb 1941

Ordered to active service, 15 Sep 1941

Redesignated 124<sup>th</sup> Observation Squadron (Light), 13 Jan 1942

Redesignated 124<sup>th</sup> Observation Squadron, 4 Jul 1942

Redesignated 124<sup>th</sup> Reconnaissance Squadron (Fighter), 2 Apr 1943

Redesignated 124<sup>th</sup> Tactical Reconnaissance Squadron, 11 Aug 1943

Disbanded, 1 May 1944

Reconstituted, 21 Jun 1945

Redesignated 124<sup>th</sup> Fighter Squadron and allotted to ANG, 24 May 1946

**124th FS (SE) extended federal recognition 23 Aug 1946**

**Redesignated 124th FBS Jun 1952**

Redesignated 124<sup>th</sup> Fighter Interceptor Squadron, 1 Jul 1955

Redesignated 124<sup>th</sup> Tactical Fighter Squadron, 1 Jul 1969

**Redesignated 124th TFS 2 Aug 1969**

Redesignated 124<sup>th</sup> Fighter Squadron, 15 Mar 1992

## STATIONS

Des Moines, IA, 25 Feb 1941

Sherman Field, KS, 26 Sep 1941

Ellington Field, TX, 17 Apr 1942

Galveston AAB, TX, 24 Jul 1942

New Orleans AAB, LA, 10 Sep 1942

William Northern Field, TN, 11 Mar 1943

Key Field, MS, 17 Aug 1943-1 May 1944

Des Moines IA

**Alexandria AFB, LA**

Des Moines IA

## ASSIGNMENTS

Iowa NG, 25 Feb 1941

II Air Support Command, 15 Sep 1941

72<sup>nd</sup> Observation Group, 26 Sep 1941

75<sup>th</sup> Observation (later Reconnaissance; Tactical Reconnaissance) Group, 12 Mar 1942-1 May 1944

## **ATTACHMENTS**

I Bomber Command, 3 Jul-15 Oct 1942

AAF Antisubmarine Command, 15 Oct-20 Nov 1942

26<sup>th</sup> Antisubmarine Wing, 20 Nov 1942-4 Jan 1943

## **WEAPON SYSTEMS**

### **Mission Aircraft**

O-47, 1941

O-38, 1941

P-39, 1942

P-40, 1942

P-51B, 1943

P-51D, 1946

F-80C, 1953

F-84E, 1956

F-86L, 1958

F-89J, 1962

F-84F, 1969

F-100C, 1971

F-100F

F-100D, 1975

A-7D, 1976/1977

F-16C

F-16D

### **Support Aircraft**

C-47

C-54

U-3

## **ASSIGNED AIRCRAFT SERIAL NUMBERS**

P-51: 473122; 473026; 473131; 474344

F-80: 35957; 58305

F-84: 0-25497; X1508

F-86: 30907 (MISHAP); 30877; 30903; 31067; 33683

C-45: 210811

T-33: 35025; 29590

F-89:0-21912

F-86L

53-843

53-750

53-862  
53-877

F-89  
521912  
532652  
XX1927  
32516  
32550  
521931

F100  
XX765  
XX854  
53580

A-7D

T-33  
48365  
58357  
34903

F-16	89022	89076	89179	87236	87225
89032	89025	90731	89129	88407	86303
88502	89037	90748	85546	86333	86347
88520	89045	90789	86366	87340	86349
88527	89051	89012	87291	86355	87388
88539	89142	89034	87272	87230	86352
88542	88534	89148	86294	87238	86327
89019	88545	89135	87265	87250	87324

#### **ASSIGNED AIRCRAFT TAIL/BASE CODES**

F-89: IA  
F-100: IA  
A-7D: IA  
T-33: IA

#### **UNIT COLORS**

Iowa ANG F-86Ls wore a red-bordered pale green tail band with unit badge and da-glo trim.

Red and yellow checkerboard

A-7 The IA tail code and serial numbers were white. An orange and yellow checkerboard band was located across the top of the tail and rudder, and the wing badge was displayed on the

forward fuselage.

A-7 This aircraft was painted in the standard scheme with white markings, and was photographed in May 1979. The squadron band on the tail and rudder was yellow and contained SIOUX CITY In black.

F-16 Tail band with IOWA; large snake on vertical stabilizer, 1997.

## **COMMANDERS**

Maj Lester G. Orcutt, 25 Feb 1941  
Cpt John Bradshaw, Feb 1942  
Cpt Albert Snider, Nov 1942  
Cpt Edward White, Sep 1943  
LTC William Feiler, Aug 1946  
Maj Donald Songer, Jul 1949  
Cpt James Thomas, Jan 1952  
Maj Robert Shetterly, May 1952  
Maj Robert Gilbert, Jan 1953  
Maj Robert Moorehead, Dec 1953  
Cpt Earl Koele, Oct 1957  
Maj Calvin Duke, Jun 1965  
LTC William Fowles, Jun 1970  
LTC John Schissel, Jul 1970  
Maj Ronald Long, Nov 1971  
Maj David Sanderson, Apr 1976  
LTC Gerald Swartzbaugh, Oct 1979-1980  
Maj Jon Larson, Nov 1980-1986  
LTC Griffith, 1986-1989  
LTC Acheson, 1989

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

Antisubmarine, American Theater

### **Armed Forces Expeditionary Streamers**

### **Decorations**

None

## **EMBLEM**

On a disc Air Force blue, within a border red, a personified caricatured winged hawk, yellow, beak red, eye exaggerated, wearing a helmet bluish white color and carrying a pitchfork, fork tines steel color, handle yellow, dressed in flying clothing green, shading and outline black,

shoes black, high-lights and soles light blue. The hawk, wearing a fierce determined look, represents diving toward the objective. (Approved, 8 Oct 1952)

### **EMBLEM SIGNIFICANCE**

The winged associates the emblem to an Air Force unit. The scowl on the hawk's face shows determination and eagerness. The white helmet and green flying suit are items of pilots' personal equipment. The sharp talons, protruding from the heavy flying shoes are representative of the stinging sharp tenacity of the fighting planes. The pitchfork carried by the hawk is symbolic of the farming State of Iowa where the unit had its parenthood from the Iowa National Guard. Iowa is known as the "Hawkeye State." The tines of the fork covered with blood represent the squadron's threefold mission. The hawk is diving from the blue sky out of a red ball representing the sun.

### **MOTTO**

#### **NICKNAME**

Hawkeyes

### **OPERATIONS**

The first indication that Iowa might be allotted an air squadron came on 15 May 1940, when the National Guard Bureau asked Governor George Wilson and Adjutant General Charles H. Grahl if the state of Iowa still desired the allocation of an air squadron. Their affirmative answer of 20 May 1940 also stated the unit would be located at the Des Moines Municipal Airport.

On 30 Jul 1940, the Secretary of War authorized the National Guard Bureau to effect the following addition to the Iowa National Guard. Organize the 124th Observation Squadron under Table of Organization 1-25 5N6, with federal recognition not prior to 1 Jan 1941.

With this authorization in hand, the City Council, Chamber of Commerce, and a nonprofit corporation of local Des Moines citizens began to work on obtaining a hangar and armory at the airport for the new unit. Plans for a hangar costing \$575,000 were initially approved, but were reduced to stay within a \$350,000 limit. The total project would be funded by a \$250,000 Work Program Administration (WPA) grant, \$50,000 from the National Guard Bureau (NGB), and \$50,000 from a nonprofit corporation of Des Moines businessmen. The President signed the work order on 16 January 1941. Due to numerous shortages of money, labor, materials and design errors, the first military planes would not be parked on the apron at the National Guard hangar until 2 November 1943.

As plans were being developed to build a hangar/armory for the new air unit, organization/recruiting plans were also progressing. In Jan 1941, the Adjutant General appointed Maj Lester G. Orcutt as Commander of the 124th Observation Squadron. Maj Orcutt's primary duty was to start recruiting members for his squadron. An ad in the Des Moines Sunday Register, 9 Feb 1941, asking for recruits for the new unit brought over 300 applicants in the first few days to the recruiting center, a defunct orange juice stand. Maj Orcutt personally interviewed all applicants and made the selections. The new recruits were sworn in and the 124th Observation Squadron was federally recognized on 25 Feb 1941.

NCOs from the Army Guard gave the new recruits their basic training at the Argonne Armory. After "basic training," they received technical training at the Tech High Aviation Lab, then located at 10th and Clark Street.

The first unit aircraft, a BC-1A arrived 9 Mar 1941, followed by a ZO-38E and an O-47A on 17 Apr 1941. Flying operations were headquartered at the southeast end of the municipal airport (currently the employee parking lot). A total of 1250.5 flying hours were accumulated by the time the unit was mobilized on 15 Sep 1941. The "Iowa Hawks" consisted of 27 officers (15 pilots, 1 flight surgeon), 110 enlisted men and 5 aircraft.

Fort Des Moines gave the "Hawks" a 15 day indoctrination to full-time military life before they moved to Sherman AAF, Ft. Leavenworth, KS. There they were joined by the 127th Observation Squadron of the Kansas Guard. The major emphasis was flying training; this was hampered by lack of airplanes. If it had wings, they attempted to fly it: O-31, O-37, O-49, O-52, even a Piper Cub on floats. During Nov 1941, the standing order was "no airplane in commission would be on the ground more than 10 minutes for fuel and a pilot change between sunup and sundown."

Cpt John O. Bradshaw commanded the 124th when it was transferred to Ellington Field, Houston, Texas, Apr 1941, to begin anti-submarine patrol. Since the O-47 was armed with a gun only, the crew would report sighting to bomber aircraft for the attack. The enterprising armament section rigged the O-47 with depth charge racks and could now "attack."

When submarine attacks started occurring near the mouth of the Mississippi River, the 124th was moved to New Orleans MAP to increase air surveillance in the area.

15 Jul 1942, Cpt Berle Sampson and TSg Ralph Bottolfson killed Galveston Bay, TX, O-47

Lt. Albert Snider was named Commander in Nov 1942. He was very instrumental in the unit being redesignated the 124th Tactical Reconnaissance Squadron and moved to Key Field, Meridian, MS, as a Replacement Training Squadron, a role the unit would retain until being deactivated on 30 Apr 1944. The squadron had P-39s, P-40s, and a P-51B. Upon his promotion to major, Sep 1943, Snider was transferred to a combat unit overseas. Many of the remaining original 124th Observation Squadron went with him.

Edward White, a combat veteran, commanded the 124th TFS until deactivation. The unit had only one fatal accident during its RTU mission. An inexperienced student became lost and ran out of fuel, Dec 1943. In Feb 1944, the unit's anniversary was celebrated by thirteen of the originals still with the unit.

The 124th TRS was officially retired from active service on 30 Apr 1944, for the duration of World War II. With World War II behind us, and the role of air power well established, plans were being developed for a vastly expanded Air National Guard. The planned air arm of Iowa would consist of approximately 1,100 men, and about 60 aircraft.

Col Lester G. Orcutt, former 124th Observation Squadron Commander, was appointed on 5 July

1946 by Governor Robert D. Blue to head this expansion. It consisted of the 132nd Fighter Group, the 124th Fighter Squadron, a Headquarters Det. of 232d Air Service Group, Det. A of the 232d Air Service Group, and a Utility Flight of the 124th Fighter Squadron, all based at Des Moines.

14 October 1947, as the unit's C-47 crashed on Pikes Peak, due to a sudden blinding snowstorm. The aircraft was returning from Hill AFB, UT, with a planned stop at Lowry AFB, CO. Three of the seven crew members on board were killed. MSgt John W. Knight, also a survivor of the 124th Observation Squadron crash in Galveston Bay, walked 6 miles for help.

By 1948, the 71st Fighter Wing, which consisted of 3 groups and 6 fighter squadrons from 5 states, was ready for "summer camp." The Minnesota and Missouri squadrons, organized in 1921 and 1923, respectively, were well experienced, but, this was a first for the Iowa, Nebraska, and South Dakota units, for the 132nd, summer camp was a home station/tent city operation. The "motor pool" shops on the east end of the hangar served as the mess hall. Hastily made screens deterred only a few of the "dumber" insects. A contingent did deploy to Rapid City, South Dakota to participate in a wing-wide gunnery exercise with the other squadrons. The summer camp ended 28 August 1948 with an inspection of the ranks by Governor Blue, a flyover, and the final formation at the pay table. The \$18,723.65 payroll was paid in cash to the 323 participants. This averages \$57.96 for two weeks annual training. This custom of paying in cash was to continue for many years.

In July 1949 Maj Donald E. Songer replaced Lt. Col William J. Feiler as 124th Fighter Squadron Commander. The first major task facing the new commander was in fulfilline summer camp requirements of the 71st Fighter Wing at Camp Williams. Wisconsin (Volk Field). A total of 3,500 men from 5 states (3 fighter groups and 6 fighter squadrons) participated. The ramp was packed with more than 120 F-51's and a various assortment of support/utility aircraft. There were few buildings at that time; a hangar, several vacant buildings converted to mess halls, and latrines, with tents providing sleeping quarters. The 132nd Fighter Group Iowa Contingent consisted of 511 men from Des Moines, 327 from Sioux City, and 45 aircraft.

Effective 16 Apr 1951, the wing was assigned to the Strategic Air Command at Dow AFB, Bangor, Maine. The move from Des Moines, Sioux City, and Lincoln was made by private conveyance without a serious accident, delay, or AWOL. Total personnel making this move was 1281, plus family members increasing the number by over 2,000 new inhabitants of Bangor, Maine.

Dow AFB had been deactivated since Oct 1948. The facilities were being used by the City of Bangor for housing, recreation, etc. Many barracks had been converted to apartments, and the gymnasium was a roller rink. Most barracks required considerable rehabilitation, accomplished mostly by their new occupants. By midsummer, activities had become fairly routine. Flying activities were seriously hampered by the lack of parts. The 124th had P-5IDs

The wing participated in two major winter exercises at Griffiss AFB, New York, during December 1951, and January 1952. The exercise code names Exercise Snowfall and Operation Cold Spot very appropriately described the Maine winter. It was recorded as one of the worst for

the amount of snow and very low temperatures.

In June, the wing was transferred to Alexandria AFB, Louisiana. Again the wing had the job of reactivating a base. Although much construction was underway, it was mostly for operational facilities. The barracks were still WW II T.P.S. (tar paper shacks). Definitely no air conditioning. The wing continued fire power demonstrations and placed 2nd in the 9th AF Gunnery Meet.

At the completion of the 21 months, all aircraft, equipment, and personnel extending their tour transferred to the newly formed 524th Fighter Squadron at Alexandria AFB. The squadron was commanded by Lt Col John D. England. The base was renamed in his honor following a fatal accident during a deployment to France in 1954.

The wing returned to state control and the rebuilding. Many key personnel elected to stay on active duty, as did a majority of the pilots. Therefore, recruiting again became the major concern. On 22 June, 1953, the 124th received a T-33. The short runways at Des Moines made jet flying a hazardous endeavor. A transient F-80 demonstrated this fact when it failed to become airborne and crashed through a house on Army Post Road. The unit's F-80A started arriving in July and the transition was completed during the cooler months. Because of the rebuilding efforts, there was no annual training in 1953.

During 1954, the F-80As were returned to the factory for modifications to the engine and installation of an ejection seat. This became the F-80C. Annual training, 1954, was accomplished at Casper, Wyoming, with aircraft borrowed from Colorado, New Mexico, Wyoming, and Texas. The 124th second peacetime fatal accident occurred on 22 Oct 1954. Capt Junes E. Maddy was killed in a mid air collision with another F-80 just south of the Des Moines Airport. The other pilot ejected safely.

In 1955, many of the pilots were former enlisted members of the unit who had completed USAF Pilot Training and enjoyed their first annual training in that role, again at Natrona Co. Airport, Casper, Wyoming. The troop train ride to and from Casper was considered the highlight of the two weeks by the poker players. The wing gunnery made up of aircraft and personnel from the 124th, 173rd, and 174th Fighter Squadrons won the Air Guard Gunnery and the right to represent the ANG in the USAF Meet.

After winning the ANG gunnery meet, the decision was made to immediately transition the gunnery team to the F-84E. It was a better gun platform and better high altitude capability for air-to-air events of the world-wide meet. The glory of victory and the preparation for this meet was marred by the death of Maj Bill Koch when his F-80C crashed for unknown reasons on 17 Feb 1956 in New Mexico. The hard work and practice paid off as the gunnery team brought home the fourth-place trophy.

With the gunnery meet history, all efforts were turned to completing the transition to the F-84E. The last F-80C departed in June 1956. UTA (Unit Training Assembly) schedules were changed to increase the training time and help with the transition. The length of the two evening UTAs was extended from 1930 to 2130 hours to 1900 to 2300 hours. The eight-hour Sunday UTA remained the same. The FTP (Flying Training Period) was also initiated to increase pilot



participation.

The transition to the F-84E went very smoothly due largely to the expertise gained in preparation for the gunnery meet. An accident resulting in the death of Maj William Griffin on 18 Jan 1957 was the only black mark on the conversion.

Fighting for possession of the gunnery range land. In addition, a tragic mid-air collision took the lives of 1Lt Keith McCollough and 2LT Charles Settlemyer. The trips to Casper ended with that last annual training exercise. 26 Aug 1957, F-84E

As plans were developed for the transition to the F-86L, it was obvious additional land would be required for a rocket storage building, and other additions. After several stormy sessions with the City Council, the land leased to the Guard was increased to 113 acres from the original 37, for fifty years. Construction began immediately. All construction was completed and a flight simulator operational before the first F-86L arrived.

In May 1958, Maj William Fowles flew in the unit's first F-86L, starting a new era that of the All-Weather Interceptor. The conversion to the F-86L was a difficult one. The aircraft were barely flyable; most without radar, and most of the spare parts were received in unmarked crates.

Because of the problems with flyable aircraft (the need to use the simulator daily, the size of the bench test sets, etc.) the decision was to hold annual training in Des Moines with encampment at Camp Dodge. The people required to fly and maintain airplanes were bused daily to the air base. Old school thinking caused circumstances to develop that would brand this THE FAMOUS SUMMER CAMP of '58. An objective was set that would not be achieved for 23 years. The authorized manning was 850 people with 815 present for THE FAMOUS ONE. The pay table disbursed \$125,000.00 cash an average of \$153.33 each, an increase of almost \$100.00 in 10 years. The transition to the "L" continued at a slow pace, hampered by lack of spare parts, inexperience in maintaining the radar system, and lack of pilot proficiency. The flying training was made difficult by the short mission length the F-86L had less than an hour's fuel supply. The flight simulator proved to be a most valuable aid.

In December, eight F-86L's deployed to Mobile AFB, AL for their first attempt at firing the aircraft's only weapon 2.75 inch rockets. The results were less than impressive, but the experience was invaluable. By July 1959, the F-86L in-commission rate was good, as was pilot proficiency reflecting the hard work that had been done. Also, the planning for annual training at Alpena, MI was completed.

The unit's first ADC ORI clearly indicated the limited combat capability of the F-86L, and all rumors pointed to the F-102. Although the 132nd was programmed on two occasions, it was never to receive that aircraft. Rumors of replacing the limited but capable F-86L with the F-102 grew stronger. The limitations of the F-86L were dramatically demonstrated on 16 December 1961 as a sudden change in weather caused the loss of two aircraft. The limited capability of the F-86L, a new radar approach system, and freezing rain combined to force Capt Jim Erwin and Lt Harlan Quamme to eject safely from their flamed-out aircraft. Capt Erwin's aircraft glided from west of I-35 to 57th and Grand Ave. Although a house was destroyed, there were no casualties.

With a runway alert commitment, and more use of Data Link, the feasibility of deploying for annual training decreased. Therefore, the summer encampment of 1960 at Alpena, MI would be the last Wing deployment until the unit became part of the Tactical Air command in 1969.

The years 1961 through 1965 saw the 132nd Air Defense Wing mature into a "top-rated" Air Defense unit. The conversion to the F-89J gave the 132nd a weapons system with excellent capability, and the personnel of the 132nd achieved "outstanding" results with the "Scorpion." As a result, the unit received several USAF and ADC awards. Also during this period, the base remained open continuously, as a result of the 24-hour runway alert commitment. This increased alert commitment also caused a change in the annual training concept. Training requirements could best be accomplished operating from home base, therefore, all annual trainings were conducted "Home Station." Deployments were limited to AIR-2A rocket-firing exercises at Tyndall AFB, Florida, and once to Yolk Field during runway repair at Des Moines. The F-89J also brought the two-man aircrew, pilot and Radar Interceptor Officer (RIO) as well as the two-man policy concerning the AIR-2A rocket.

A change in aircraft occurred early in 1962, but not to the F-102. The first F-89J was delivered in April 1962. Although disappointed, everyone enthusiastically accepted this new challenge. The F-89J was a far superior weapon system with a range of over 1,000 miles, better radar, and a deadly weapon, the AIR-2A "Genie" rocket. To facilitate the conversion, six home station annual training periods were conducted from April through September. Each group received training on the F-89 from an FTD. Also, the 5BX physical fitness tests insured everyone would remember the first "Texas Plan" annual training. The unit successfully completed its first F-89J ORI in November 1962, conducted by 30th AD.

In April 1963, the Wing received an "Excellent" rating on an ORI conducted by ADC. With the inspection completed, plans were formulated for another "Texas Plan" annual training, as weapon loading crews were trained to handle the "Genie" rocket, and the contract was signed to build a "special" weapon storage site.

The unit deployed to Tyndall AFB, Florida in June 1964 to fire the Genie rocket for the first time. A never-before achieved success rate of 100 percent occurred on the first day's operation 10 sorties planned, 10 launched, 10 missiles fired, and all scored as hits. 1964 saw the "try one" enlistment program instituted to acquaint former servicemen with the ANG, and it proved to be very successful.

Annual trainings were conducted at home since the ADC mission was best served in that manner. The only deployments were for firing the Air-2A missile and for participating in Air Defense exercises usually at northern bases in the winter and always at night.

The first months of 1967 were spent preparing for the F-102. The F-89 simulator was dismantled and the F-102 one un-crated. Supply bins were restocked with F-102 parts. The RIOs were bid a fond farewell and the scheduled ORI cancelled. In March, the conversion was cancelled. The F-102's were needed for another commitment. The F-89s would stay for a while longer; therefore, undo the three months' preparation and prepare for the ORI in April. The 89 parts were uncrated,

RIOs were unfarewelled, and the simulator put back. The unit achieved an "Outstanding" on the ORI.

The unit's many years without a fatal aircraft accident ended abruptly on 9 Dec 1968, when an F-89J crewed by Cpt John Rooks and Lt Larry Thomas crashed near Story City for unknown reasons. They were responding to an ADC scramble order. The aftermath of this accident lingered for many years as the State of Iowa and USAF fought over legal responsibilities.

In early 1969, the unit's conversion to the F-84F and to the Tactical Air Command was announced. The phase out of the F-89 began for the second time. The first F-84F arrived flown by Maj. Calvir Duke.

Other F-84 units from Springfield, Ill., Springfield, Oh., Terre Haute, Ind., and Toledo, Oh., all assisted with the training of pilots and maintenance personnel. TAC also brought with it "mobility." It took many hours of "organizing" before we were ready to even try a practice. The conversion was made more difficult by a lack of additional man days to train in the new duties.

All efforts were geared to preparing for the first TAC OR in Sep 1970. The pilots were trying to master air to ground and air to air gunnery, air to air refueling, and low level navigation. The munitions people were learning about bombs, rockets, and bullets. Everyone was learning mobility. These efforts suffered a setback when the Group Commander, Wayne C. Nebben was killed in the crash of his F-84F near Winterset, Iowa, on 24 Jul 1970.

Nov. the wing was surprised to learn that they were converting to F-100C with the first one due in Dec. The start of a new era at Des Moines. Officers of the Wing were looking at the F-84F on 20 April 1969. The Air Defense mission was at an end to be replaced by a Tactical Fighter role. The Air Defense units were deactivated and replaced by the 132nd Tactical Fighter Wing, 124th Tactical Fighter Squadron and supporting squadrons in June 1969. The tactical fighter mission required a complete change in our ways of doing business. The emphasis shifted to one of rapid reaction to any spot on earth with the capability to start operating on arrival. The change in missions reduced military spaces by 63, 30 RIOs and 33 enlisted spaces. Full time Air Technicians were reduced by 85 positions in security, weapons and avionics areas.

The sudden transfer of F-100Cs to Des Moines was caused by the sudden transfer of F-105's to the Kansas ANG. A temporary arresting gear was installed to receive the F-100's, but was not adequate to conduct transition flying. Therefore, the initial checkouts were conducted at Sioux City and later at Volk Field.

While the F-100's waited out the winter on the alert ramp, Supply was busy with the transfer of parts and equipment from Wichita. With borrowed semi-trailers, they made 28 trips to complete the transfer.

Lt Col Ron Long and Lt Col Daryl Speicher, with a small contingent of maintenance personnel started flying the "Hun" on 1 Mar 1971 at Sioux City, IA. Meanwhile, Civil Engineering was working feverishly to install the permanent arresting gear. By June, the 124th flying operation had outgrown Sioux City and was moved to Volk Field. A U-3 had replaced the C-54 as a

support aircraft; Lane's Limited Airline, named after the first pilot. This was used extensively in transporting pilots, maintenance personnel, and small parts to the deployed operations.

Des Moines MAP became usable in August and the transition progressed rapidly after that. The unit reached a combat ready status in November, with an ORI scheduled for April. A deployment to Cannon AFB, NM for some extensive gunnery-practice paid off and the ORI was rated Satisfactory.

In September, the ANG accepted the task of delivering F-100Cs to our NATO allies. Lt Col Long, Maj Sanderson, and Capt Thorup made the first trip to Iskirshir, Turkey. Before the project ended in 1974, most 124th TFS pilots had flown at least one such trip. In all, ANG pilots delivered over 250 F-100's without serious incident.

A major project for the Wing in 1973 was providing assistance to the 138th TFG, Tulsa, OK as they transitioned from the C-124 to the F-100. All units of the Wing provided an untold number of man days in assisting them with this most difficult task.

The 124th's introduction to a large-scale JCS exercise was "Brave Shield 6," as "Red Air." The beddown base was Kirtland AFB with the exercise area being Fort Bliss, TX.

In 1974, two changes occurred. First, the F-100Cs were replaced by the "D" model, as they became excess to the USAF. A major runway repair project forced all flying operations to Volk Field from 21 August to 20 October.

The Wing's participation in JCS exercise "Brave Shield 10" was a unique test in the compatibility of the Wing's units. conducted in the Fort Carson area from Buckley ANG Base, CO.

The unit's first deployment outside of the continental United States was to Aviano, Italy, to participate in the joint NATO (North Atlantic Treaty Organization) exercise "Dashing Impact." The unit's role was to provide close air support for the Italian Army Forces utilizing Italian Forward Air Controllers (FACs). The F-100s of the 132nd (6 from 124th, 6 from 174th, and 6 from 175th) departed Des Moines on 3 May 1976 and landed in Aviano after a 10 hour non-stop flight with 11 air refuelings. The unit was in place and ready to fly when a major earthquake, 6.9 on the Richter Scale and centered approximately 40 miles northeast of Aviano, caused severe damage and considerable loss of lives in the numerous small Italian towns. Minor damage occurred in Pordenone, where the unit was billeted in hotels. Even though one of the hotels sustained partial structural failure, no personnel were injured. Because of the proximity of quake weakened structures, no flying was permitted.

Finally, on 12 May, the F-100s, along with the necessary support troops, were ordered to Ramstein AFB, Germany for at least a few flight operations in the European environment before redeployment to the U.S. The personnel that remained at Aviano assisted the Italian Army with disaster relief.

1976 also saw the unit's seventh aircraft conversion since 1946. Capt Donald Armington was the

first 132nd TFW pilot to complete the A-7D transition course. The first six A-7Ds received were direct from the factory, a welcome change from past conversions. Taking full advantage of the advanced avionics systems, the pilots quickly qualified in the aircraft and found it ideally suited for the assigned TAC mission. The first ORI/MEI after acquiring the A-7D was in November 1977 the unit received an overall "Excellent!"

In 1978, the unit was tasked to project the ANG's assumption of the Air Force's role in the defense of the Panama Canal. Air National Guard A-7D units throughout the U.S. take their turn on "Coronet Cove" rotations following the plan developed and "tested" by the 132nd during the month of October.

The highlights of 1979 were undoubtedly "Coronet Stallion" deployment of 18 A-7s and over 400 people to RAF Waddington, Lincoln, UK was an opportunity to practice our "Checkered Flag" training.

From 1996 to 2004, the 132<sup>nd</sup> Fighter Wing stepped to center stage on the world scene and validated the Air Expeditionary Force concept with an unprecedented six overseas contingency deployments to patrol the No-Fly Zone over Iraq in Operations Northern and Southern Watch. Two of the six contingency deployments occurred within a ten-month period attesting to the unit's professionalism and high state of readiness. The 132nd Fighter Wing is engaged in the Homeland Defense mission. Immediately following the events of September 11, 2001, the 132nd Fighter Wing's F-16s, pilots, and maintenance members were placed on alert, poised to defend Iowans and all Americans against any possible attacks. Additionally the Wing has accomplished the Air Sovereignty Alert mission three times since September 11, 2001. During these periods, the unit's F-16s were prepared to launch within minutes in the event of a "scramble" order – 24/7. The unit has also provided continuous Combat Air Patrols during Presidential visits. The 132nd Fighter Wing is currently an "alert capable" base fully ready and able to execute this mission. The Wing was validated as the "Best of the Best" following its Operation Readiness Inspection, in 2004, by Air Combat Command (ACC). Seventy-three percent of 154 rated areas graded as Outstanding or Excellent. The "Excellent" received in each of the four major rated areas of Initial Response, Employment, Mission Support, and Ability to Survive and Operate, was a precedent that had not been accomplished by a fighter wing in recent inspections. The 132nd Fighter Wing's rating was one of the highest achieved by an Active Duty, Air Reserve, or Air National Guard wing in the last several years. As a result of its outstanding efforts and commitment to excellence, the Wing was awarded its seventh Air Force Outstanding Unit Award. The unit deployed to Al Udeid AB, Qatar in 2005 in support of Operation Enduring Freedom and Operation Iraqi Freedom. The Wing performed in an exceptional manner, exhibiting an impressive array of capabilities. Outstanding leadership and superb aircraft maintenance skills produced 456 sorties and 3145 flying hours in austere conditions. Total flying hours during this contingency equaled to over three-fourths of a year's normal flying allocation in only 52 days.

With budgets shrinking, military leaders are looking for new, innovative and cost-effective ways to keep our airmen trained. One such innovation is occurring right here in Iowa. The 132nd Fighter Wing, Detachment 1, Distributed Training Operations Center (DTOC) is electronically connecting pilots from across the country. This one-of-a-kind operation provides realistic

simulation training opportunities all over the world. This is accomplished by establishing and maintaining a network that connects simulators across the country, thus the term “distributed”. The staff at the center is able to create enhanced virtual battlefields that challenge pilots with realistic and demanding scenarios. The end result is that pilots and command and control operators from all over the United States can participate and collaborate in high fidelity mission training events in the virtual environment without ever leaving their home bases. The unit is capable of employing Precision Guided Munitions and Inertially Aided Munitions day and night using Night Vision Goggles. A number of the unit’s pilots are also trained to accomplish the challenging Combat Search and Rescue Mission. Through the BRAC (Base Realignment and Closing) process, the Department of Defense recommended that the 132nd Fighter Wing exchange its 15 Block 42 F-16s for 18 Block 30 F-16s. This transition, which began in January 2007 and involved the retraining of one-third of the Maintenance Group personnel, was ongoing during the AEF deployment to Iraq. Today, serving our country as a member of the Air National Guard involves much more than simply attending “drill” two days a month and training two weeks a year. Serving often involves missions around the globe as part of Expeditionary Combat Support (ECS) deployments. Whether deployed as individuals or as groups, members from all squadrons of the 132nd have accepted the challenge to support the Global War on Terrorism as well as participating in various humanitarian missions. Unit members have participated in missions to the following countries: Antarctica, Belize, England, France, Guatemala, Germany, Iraq, Japan, Kuwait, Kyrgyzstan, New Zealand, Peru, Qatar, Romania, Saudi Arabia, Spain, Turkey, Uganda, United Arab Emirates, and Venezuela. The Wing’s involvement in the local community ranges from programs mentoring youth to support of employers of our airmen.

#### A-7s

70-0932 Pilot Tom Miller came from Sioux City ANG, since a Sioux City Aviator bellied in on my other A-7D at Howard AFB, Panama. Since I have crewed this fine piece of equipment, it's been good, and not so good ... but I will always say this about 0932 - the old gal has always returned for the better or worse, code 1 or code 3. Another thing, she's been a pretty straight shooter, and a fair bomber on occasions!!!! I never have missed a pay check because of this fine piece of Air Force equipment.

70-0959 Viet Nam Veteran. Pilot: Fred Simpson

959 came from Tulsa, then spent time in the Viet Nam war where she was flown by a famous General on several secret missions. When the 132nd acquired this battle scarred and damaged aircraft, extensive repairs had to be made in order to render her serviceable again. To this day, 959 has continued with numerous successful missions ... still going strong.

70-1044 Pilot: Mike Stanley 044 is one of two 1970 model A-7Ds to be modified for LANA ... quality lasts for years in some products. 044 was assigned to Davis Monthan AFB, AZ initially until Jan 1973, when it was transferred to Myrtle Beach AFB, SC for 4 years ... apparently enjoyed a tour in Southeast Asia. In 1977 the aircraft was rescued by the 132nd and given a home. Larry Mahaffey was its first C/C. He was responsible for bringing it up to our Wing's high standards ... a positive start to a career with us. This plane went in for its million dollar LANA modification in 1988. Soon after, over Nebraska on one of the first LANA night missions, 044

unfortunately met a flight of geese; the impact resulted in such severe damage to the intake lip area that the plane underwent six months of sheet metal repairs. Thanks to its excellent crew, 044 went on to participate in several deployments and inspections.

71-0295 Pilot: Charles Lloyd 295 was delivered to Davis Monthan in March 72, where she remained for three months before being transferred, in June 72, to the 57th FWW, Nellis AFB, NV - then on to England AFB, LA in August 75. She later found her way to the 132nd in June 81, where her only Crew Chief here to date, Leonard Norris, received her. 295 has been on a number of deployments to places such as England, UK, Japan, Panama, and various Stateside locations.

71-309 Vietnam Veteran C/C: Bob Bagg & Bob "Pit" Myers Pilot: Craig Thorson Ass't: Jay Evans 309 had quite an illustrious career before arriving at the 132nd. Out of the factory in 1971, it was assigned to the 354th TFW, Myrtle Beach, SC. Answering the call to duty, 309 went into combat in Vietnam with the 388th in Thailand. From the Vietnam jungles, 309 came back to the USA ... to the 23rd TFW, England AFB, LA. On May 7th 1981, it arrived in Des Moines. Initially 309 was nicknamed "The Cream of the Crop" by MSgt Bob Bagg, one of two dedicated Crew Chiefs (later Bagg referred to this plane as the "Hydraulic Nightmare"), until SSgt Robert "Pit" Myers took over. He renamed it "She's Real Fine, my 309." This plane has dropped bombs on time on target for the 132nd - to this day!

71-0349 was transferred to the 132nd from the 114th TFG, Sioux Falls, SD. It became "The Shadow," so named as it was the first aircraft here to receive the dark gray paint job. MSgt Vern Dahleen has crewed her since she came to the 132nd in 1987.

71-0353 was transferred to the IANG in May 1981 England AFB, LA. Tim Warner was her first Crew Chief, and Fensterman took over in 1982. He states, " This aircraft has been very challenging for me at times; other than the occasional over Gs 1 and a few in- flight emergencies, it has been a pleasure to watch 353 flying through the years."

71-0365 Pilot: Charlie Peterson 365 was originally assigned to the 23rd TFW, England AFB, LA. After a stint with the 169th TFG, McEntire ANGB, SC between 75 & 84, we finally acquired 365 in Jan of 1984. She came and stayed. Since being with the 132nd, TSgt Gary Howe and MSgt Ron Sanders were her two previous Crew Chiefs.

71-0370 "Killer Instinct" Pilot: Keith Acheson 370 is an aircraft with a ping pong past. LTV Aerospace Corp delivered her to England AFB, LA on 22 Nov 1972 with 10.6 air-frame hours. She was reassigned to Davis Monthan AFB, AZ on 9 Jul 73 with 132.1 airframe hrs. Then she went back to England AFB on 7 Aug 73 ... this time with 139. 6 airframe hours to her name. Reluctantly, they gave her up to the 132nd after amassing 2065.3 hrs. Upon being greeted by Bob Harlan, this aircraft's new crew chief, she was named "Killer Instinct" ... his reason to this day ... undisclosed.

71-1038 "Casper the Grey Ghost" Pilot: John McDonald Ass't: Leah Klein  
038 was one of the unit's original A-7Ds. She came from Myrtle Beach, SC in 1976. Jim Graham was her Crew Chief until 1985, when Jerry Sebben took over. He called 038 "Casper the Grey

Ghost," because she was the Unit's first aircraft to receive the light grey camouflage paint job.

72-0213 "Measured by many tested by few" Pilot: Roger Lewis 213, "Measured by many tested by few." There are many who offer to tell of capabilities or limitations, but very few who know them. 213 came to us from England AFB, LA, and meets or exceeds manufacturer's specs on a regular basis."

72-0215 entered service on 17 May 73 at England AFB, LA after only 10.1 total flying hours to her name. Transferred to the 132nd on 6 June 1981, this aircraft met crew chief Richard Harms. Since this partnership formed, "The Bat" seems to have foiled her wheel well - David Wildman's responsible! - art depiction. "Bat" and Harms must have struck up quite a rapport, as 215 has proven to be a truly reliable A-7D ... known to need a pilot and a white stick in order to see where she's going!

72-0241 was born in 1972, and was delivered to the 355th TFW, Davis Monthan AFB, AZ on 25 Feb 1973 with only 15.2 hrs. This aircraft found herself in Vietnam, where she was shot in the tail section; but managed to make it back, so she could be brought back to fine health. 22 May 1978 found 241 a new family with the 114th TFG, SD. The 132nd TFW accepted "Happy Hour" on 30 Aug 1985. By now, she'd clocked up 3157.5 hours. Since coming here, she's been fitted with the LANA modifications. It is rumored that "Happy" originated while the plane was in Vietnam ... the painting of Tweety Bird (who always seems to out-wit and out-manuever that "mean ol' puddy tat!") with a champagne bottle and glass was added after one of K. Griggs's inspirational moments on the Flight Line. "Happy Hour" depicts two- for-one happy hours at many lounges.

72-0253 came from Myrtle Beach, SC. This is one of the original A-7D aircraft assigned to the 132nd. Marten's been its crew chief since it arrived. The great door art reflects that both assigned pilot and crew chief are farmers.

72-0254 Pilot: Joe Lucas 254's first home was Myrtle Beach, SC, where she was delivered on 2 Nov 1973 with 12.5 hrs to her name. Later, Mike Munson became renown as 254's first 132nd crew chief, where he received her on 25 Feb 1977. In June 84, this aircraft unfortunately overshot the runway at Sioux City during an exercise, landed in a corn field, and was extensively damaged. As a result of this escapade, 254 was lifted by helicopter to Tinker AFB, OK, and on to the Vought factory, Dallas, TX for further repairs. Eventually, after almost two years undergoing repair, she returned to Des Moines in December 1986, where Munson eagerly awaited her arrival. Mel Burton took over as 254's crew chief in 1988 and she's been flying well ever since.

72-0334 "One Trick Pony" Pilot: Ted Furland 334 was a Low Altitude Night Attack (LANA) swap-out from Pittsburgh. This plane had a number of crew chiefs before being awarded to Dan Orona as punishment for going to the Flight Line in February 1988. Don Gingerich has been the assistant crew chief since he joined the IANG in 1989. Her name, "One trick pony," comes from the fact that after the LANA conversion there were many days when ... if you could get her in the air ... would put the bombs on target... so she was good for one trick! The pony part comes from the unconfirmed story that Orona was raised by ponies!



73-1004 "Problem Child." Pilot: Bryan Carpenter 004 first came to the 132nd in May 1980. She was sent to Vought for a Ring Laser Gyro Modification (RIMS) modification on 20 Dec 1989. She returned in June 1990, only to be plagued with apparent RIMS related problems-hence earning the nickname "Problem Child." Also, aircrew training pertaining to the new cockpit was lacking - an obstacle now overcome. This craft is one of only 6 modified aircraft in our A-7 fleet. Furthermore, she is unique because she is the only modified D model equipped with LANA capabilities. "The Child," also known by many who've flown her as "The Moneymaker," has an extremely accurate navigational system, making her an exceptional bomber. Through all her trials and tribulations, this craft has proved to be a reliable and valued asset to the Wing.

75-0397 came to the 132nd squeaky clean from the factory in 1976. Robert Watson first crewed this plane. The illustrious Paul Carder took over in 1980. After him came former Marine "Bad to the Bone" Greg Schultz ... no questions asked!

75-0399 "Ninja Turtle" Pilot: RC Roll 399, known as "The Turtle" by her present crew chief, is another of the unit's original A-7Ds, which came to us factory - fresh. Originally this aircraft was named "Sweet Jenny" by her first crew chief, James "Bud" Walter, in honor of a certain lady whom he was newly married to at the time - still is. Apparently, then Commander, Gen Gilbert - upon first seeing Sweet Jenny painted on 399 ... after learning of its origin, commented, "... hmm I like that ... shows pride in the aircraft!" The reader is invited to ponder this a moment, as this may have seriously affected the future of 132nd's wheel well art ! After Walter, came Dave Cameron, Larry Fisk, then Doug - and his Ninja Turtle!

75-0400, Pilot Donald Armington "Pretty Bird," came straight from the factory in 1975. The Commander's aircraft.. was and is always maintained in tip-top condition. She was first crewed by Robert Williams, and won the 12th Air Force "Shiny Airplane" award (Pretty Bird) more than once in her career.

75-0401 Pride of Iowa Pilot: Gregory Schwab 401 came to the IANG directly from Vought Corporation in 1976. Gaylen Devine (Bigfoot) was its first crew chief. Under Devine, "Pride of Iowa" deployed to several unique TDYs, including England and Panama. When Devine retired, Crabb took over, with SSgt David Stream as assistant until July 1989.

75-0402 is a 1975 model that, like a fine bottle of wine ... seems to be a very good year! Although this aircraft has been passed from crew chief to crew chief, Kralik states,"... I, being number five, will care for this aircraft for the remainder of her duration with the Iowa Air National Guard. Pilot Douglas Pierce

75-403 "Bluegrass Express' Pilot: Bruce Smith 403 came to the 132nd straight from the factory in 1975. She was affectionately named "Bubba's Paycheck" by then crew chief Al "Bubba" Olson. 403 went through a series of air conditioning problems, but soon became accustomed to flight. When Bruce Copeland took over in 1982, he renamed and painted 403's "Bluegrass Express" himself... it's appropriate as he's an accomplished Bluegrass musician.

80-0286 "In the Mood' Pilot: Brent Moore 286 spent all its early years in Arizona. This plane had

the pleasure of being accepted by the 132nd in Sept 1990. Yes, 286 had its share of down time, but it should be coming around to Iowa's weather by now. Of our three A-7K models, "In the Mood," is the 132nd's only "K" with the RIMS modification.

81-0076 "Freedom Fighter" (Spirit of '76) Pilot: Eric Jeppson 076 was delivered new to the 127 TFW, Selfridge, MI on 17 April 1984, where it remained until 1987. Tucson's Air Guard needed a two seater "K" model, so it went on loan to them as a necessary addition to their training program. "Freedom Fighter" came to the 132nd on 23 Sep 1988. Under the care of Kraig Bonner and his assistant Charles Trammel, this "K" model made a promising start in its new career with the Iowa Guard. Robert Reid took over from Bonner in Aug 1989, when the latter assumed the engine management position.

81-0077, affectionately called "Damien," is the only aircraft in the 132nd that proves Murphy's law exists- what can go wrong, will go wrong ... 077 was the last A-7K built by Vought - and the first "K-car" owned by the 132nd . Known as "Double Trouble" for its two cockpits, this aircraft has been through numerous maintenance nightmares; from a full year of down time to an almost complete cannibalization of most of its internal components. 077 is probably the most prolifically named aircraft in the 132nd's A-7 fleet... "Battlestar Galactica," and "Humpback" are among its "AKA" repertoire. Notables such as Randy Greenwood, Dave Cameron ... and Mike Munson - often remembered as "The crew chief of crew chiefs"- had the dubious pleasure of crewing this memorable aircraft.

Two Iowa ANG squadrons flew the Corsair, the 124th TFS 132nd TFW and the 174th TFS 185 TFW. After WWII the 124th flew P-51Ds, F-80Cs, F-84Es, F-86Ls, F-89Js, F-84Fs, F-100C/Fs then D/Fs, before receiving Corsairs in 1987. The A-7D/Ks were replaced with F-16C/Ds in 1993. The 174th flew P-51Ds, F-84Bs, F-51DS, F-80Cs, F-84E/RF-84Fs, F-100C/Fs then D/Fs, before receiving Corsairs in December 1976. In 1992, the A-7D/Ks were replaced with F-16C/Ds.

124th TFS A-7K 81-0077 in blue-grey scheme with FLIR pod over Des Moines, IA. Tail stripe was yellow and red checkers.

Sioux City 174th TFS A-7K 81-0073 in June 1990 in Belgium.

430216	L-4A	42-36561	124 Obs Sq	75 Obs Grp	Pope Field, Fort Bragg, NC	CREF	Goldman, Edward B	Swan Station, NC
430320	P-40F	41-13682	124 Obsn	75 Obsn	Northern Field, TN	LACMF	Delp, Loren A	Northern Field, TN
430511	P-39D	41-28340	124 Recon	75 Recon	William Northern AAF, TN	TAC	Dolk, Carl E	Myrtle Beach, SC
430516	P-39F	41-7334	124 Recon	75 Recon	William Northern AAF, TN	BOEF	Vicha, Joseph J	4 Mi ESE William Northern AAF, TN

430517	P-39D	41-38281	124 Recon	75 Recon	William Northern AAF, TN	LAC	Burkey, George E	William Northern AAF, TN
430522	P-39D	41-28281	124 Recon	75 Recon	Myrtle Beach, SC	KMACT	Moore, Philip R	Into Atlantic Ocean near T-20 Gunnery Range, SC
430526	P-51	41-37339	124 Recon	75 Recon	Tullahoma, TN	TAC	Henry, Ivan R	Myrtle Beach, SC
430529	P-40F	41-13682	124 Recon	75 Recon	William Northern AAF, TN	LAC	Vincent, John M	William Northern AAF, TN
430610	P-40F	41-13624	124 Recon	75 Recon	William Northern Field, TN	TAC	Lacey, William D Jr	William Northern AAF, TN
430612	P-39N	42-18503	124 Recon	75 Recon	Tullahoma, TN	CRoG	McAtee, Levi W	3 Mi NE Dickson, TN
430615	P-40F	41-13982	124 Recon	75 Recon	William Northern AAF, TN	LAC	Buchanan, Ulmer L	William Northern AAF, TN
430625	P-40E	40-449	124 Recon	75 Recon	William Northern AAF, TN	FLMF	Vincent, John M	Arpt, Huntsville, AL
430628	P-39F	41-7266	124 Recon	75 Recon	William Northern AAF, TN	KCRGC	Shawkins, George	9 Mi W Winchester, TN
430628	P-39D	40-3020	124 Recon	75 Recon	William Northern AAF, TN	MACOB	Smith, Frank S Jr	8 Mi W Winchester, TN
430704	P-39N	42-18506	124 Recon	75 Recon	William Northern AAF, TN	LAC	Ries, George M	William Northern AAF, TN
430711	P-39D	41-6806	124 Recon	75 Recon	William Northern AAF, TN	LAC	Hudson, William F	William Northern AAF, TN
430713	P-40E	41-03624	124 Recon	75 Recon	William Northern AAF, TN	BOoG	Skinner, Herbert J	2 Mi SW Morrison, TN
430721	P-39Q	42-19968	124 Recon	75 Recon	William Northern AAF, TN	LAC	Wright, John V	William Northern AAF, TN
430723	P-40F	41-13834	124 Recon	75 Recon	William Northern Field	TAC	Perry, John B	Myrtle Beach, SC
430728	P-39Q	42-1996	124 Recon	75 Recon	William Northern AAF, TN	KSSPDF	Rathbun, Robert T	1 Mi NW Decherd, TN
430729	P-39N	42-18485	124 Recon	75 Recon	William Northern AAF, Tullahoma, TN	KBOSSP	Johnson, John B	5 Mi W Shelbyville, TN

430804	P-39D	41-38281	124 Recon	75 Recon	William Northern AAF, TN	LACMF	McAtee, Levi W	William Northern AAF, TN
430804	P-51	41-37357	124 Recon	75 Recon	William Northern AAF, TN	LACEF	Rice, Joseph A	William Northern AAF, TN
430816	P-39Q	42-19946	124 Recon	75 Recon	William Northern AAF, TN	KCRLoC	Smith, Jackson L	5 Mi SW Winchester, TN
430818	P-51	41-37357	124 Recon	75 Recon	Key Field, MS	LAC	O'Keefe, William F	Key Field, MS
430824	P-51	41-37339	124 Tac Recon	75 Tac Recon	Key Field, MS	TAC	Rice, Joseph A	Key Field, MS
430824	P-51	41-37334	124 Tac Recon	75 Tac Recon	Key Field, MS	LAC	Lafferty, Arless C	Key Field, MS
430903	AT-6C	41-32182	124 Tac Recon	75 Recon	Key Field, MS	LACGL	Easley, Charles P	Key Field, MS
430911	P-39N	42-18506	124 Tac Recon	75 Tac Recon	Key Field, MS	CRoG	Thomas, Philip H	Collinsville, MS

510620	F-51D	44-72968	124FBS	132FBG	Dow AFB, ME	TOAMF	Dilley, Kenneth P.	Dow AFB
511124	F-51D	45-11622	124FBS	132FBG	Dow AFB, ME	TACMF	Whicker, Donal G.	Matagorda Island AFB
511204	F-51D	44-74628	124FBS	132FBG	Dow AFB, ME	LACGL	Nurre, Richard C.	Dow AFB
511206	F-51D	44-63803	124FBS	132FBG	Dow AFB, ME	TOAMF	Clark, Robert L.	Walker AFB
510514	F-51D	44-74393	124FIS	132FG	Dow AFB, ME	LAC	Heiser, Robert S.	Dow AFB
470427	P-51D-25NA	44-73595	124FS	132FG	Des Moines, IA	LAC	Feiler, William J	Cedar Rapids Municipal Apt
471014	C-47A	42-23503	124FS	132FG	Des Moines Airport, IA	KCR	Oliver, Robert R	4M NW Manitou Springs, CO
500219	F-51D	44-73288	124FS	132FG	Des Moine, IA	LACF	Griffin, James D.	De Moine

500616	F-51D	44-73191	124FS	132FG	Des Moines MAP, IA	LACGL	Armstrong, Rex E.	Des Moines MAP
500730	RF-51D	44-13035	124FS	132FG	Des Moines MAP, IA	LACGL	Wilson, Woodrow A.	Des Moines MAP
500817	F-51D	45-11435	124FS	132FG	Des Moines MAP, IA	LACW	Vanderwerf, Harold.	Oscada AFB
501012	F-51D	44-72724	124FS	132FG	Des Moines MAP, IA	LAC	Levalley, Robert E.	Des Moines MAP
420715	O-47A	38-291	124OS	75OG	Ellington Field, TX	KCRGC	Sampson, Berle	Near Eagle Point, Galveston Bay, TX
421011	L-4A	42-36525	124OS	75OG	New Orleans AAB, LA	FLostNU	Willis, William H	4 mi N of Union, SC
421107	L-4A	42-15274	124OS	75OG	New Orleans AAB, LA	FLEFNO	Bland, Richard P	New Orleans AAB, LA
420711	O-47A	38-316	124OS		Ellington Field, Houston, TX	FLEFNO	Johnson, Martin H	Beach, 14 mi SE, Grand Chenier, LA
421003	L-4A	42-15224	124OS		New Orleans AAB, LA	TOA	Snider, Albert H	Vicinity of LaGrange, GA
421012	L-4	42-36524	124OS		New Orleans AAB, LA	KMAC	Van Sickle, Raymond R	Vicinity of Winder, GA
421012	L-4	42-36525	124OS		New Orleans AAB, LA	BOMAC	Willis, William H	Vicinity of Winder, GA
431215	RA-24B	42-54375	124RSq	75RGp	Key Field, MS	TAC	Watson, Francis D	Hutchinson Muni Airport. KS
440207	P-39N	42-18492	124TacRec	75TacRec	Key Field, Meridian, MS	CBLoG	Gullahorn, Wallace S	Yellow Pine, AL
440207	P-40N	42- 105482	124TacRec	75TacRec	Key Field, Meridian, MS	FLoG	Ratchup, Daniel	Yellow Pine, AL
440104	P-40N	42- 106144	124TRS	75RG	Key Field, MS	TAC	Keller, Detlef J.	Key Field, MS
440118	P-40N	42- 105968	124TRS	75TRG	Key Field, MS	TAC	Wicks, George W.	Keesler Field, MS
440126	P-40N	42- 105503	124TRS	75TRG	Key AAF, Meridian, MS	KMAC	Goodman, Frederick R	10 Mi NW Key AAF, Meridian, MS

440126	P-40N	42-105510	124TRS	75TRG	Key AAF, Meridian, MS	KMAC	Lemmel, Douglas E	10 Mi NW Key AAF, Meridian, MS
440210	P-40N	42-106112	124TRS	75TRG	Key Field, Meridian, MS	TAC	Smith, Howard L	Key Field, Meridian, MS
440302	A-36A	42-83784	124TRS	75TRG	Key Field, Meridian, MS	BOF	Braymen, Keith W	3 1/2 Mi SW Sibley, LA
440307	P-40N	42-106028	124TRS	75TRG	Key Field, Meridian, MS	TAC	Farrari, Bartolomew J	Key Field, Meridian, MS
440307	P-39N	42-18725	124TRS	75TRG	Key Field, Meridian, MS	LAC	Wells, Alfred A	Key Field, Meridian, MS
440310	AT-6A	41-16115	124TRS	75TRG	Key Field, Meridian, MS	LACGL	Siegrist, Richard L	Key Field, Meridian, MS
440313	P-40N	42-105501	124TRS	75TRG	Key Field, Meridian, MS	LAC	Pearsoll, Everson F	Key Field, Meridian, MS
440316	P-39N	42-18482	124TRS	75TRG	Key Field, Meridian, MS	CBLMACB	Franklin, John H	Key Field, Meridian, MS
440323	P-39N	42-18544	124TRS	75TRG	Key Field, Meridian, MS	LAC	Veit, Fred R	Key Field, Meridian, MS
440324	P-39N	42-18492	124TRS	75TRG	Key Field, Meridian, MS	BOEF	Bland, Richard P	1 Mi E Key Field, Meridian, MS
440405	A-36A	42-83786	124TRS	75TRG	Key Field, Meridian, MS	TOA	Marshall, Jackson A	Key Field, Meridian, MS
440104	P-40N	42-106144	124TRS	75TRG	Key Field, Meridian, MS	TAC	Keller, Detlef J.	Key Field, MS
440118	P-40N	42-105968	124TRS	75TRG	Key Field, Meridian, MS	TAC	Wicks, George W.	Keesler Field, MS
440126	P-40N	42-105503	124TRS	75TRG	Key AAF, Meridian, MS	KMAC	Goodman, Frederick R	10 Mi NW Key AAF, Meridian, MS
440126	P-40N	42-105510	124TRS	75TRG	Key AAF, Meridian, MS	KMAC	Lemmel, Douglas E	10 Mi NW Key AAF, Meridian, MS
431103	P-40N	42-106093	124TRSq	75TRGp	Key Field, Meridian, MS	TACNU	Verket, Lloyd J	Key Field, MS
431210	RA-24A	42-6706	124TRSq	75TRGp	Key Field, Meridian, MS	KCRGC	Riggs, Hugh A	Mena, AR

431210	AT-6	41-38212	124TRSq	75TRGp	Key Field, Meridian, MS	LACGL	Black, Wallace B	Key Field, MS
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Air Force Order of Battle

Created: 12 Oct 2010

Updated: 17 Jan 2014

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