

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



## LINEAGE

328<sup>th</sup> Fighter Squadron constituted, 29 Sep 1942  
Activated, 1 Oct 1942  
Inactivated, 10 Nov 1945  
Redesignated 149<sup>th</sup> Fighter Squadron, and allotted to ANG, 24 May 1946  
Recognized the Virginia Air National Guard on June 21, 1947  
149<sup>th</sup> Fighter Squadron (SE)  
Redesignated 149<sup>th</sup> Fighter Bomber Squadron, 1951  
Redesignated 149<sup>th</sup> Bombardment Squadron, Light, Dec 1952  
Redesignated 149<sup>th</sup> Bombardment Squadron, Light, in November 1953  
Redesignated 149<sup>th</sup> Bombardment Squadron, Tactical  
Redesignated 149<sup>th</sup> Fighter Interceptor Squadron, 15 Jun 1957  
Redesignated 149<sup>th</sup> Tactical Reconnaissance Squadron, 10 Apr 1958  
Redesignated 149<sup>th</sup> Fighter Interceptor Squadron, 14 Jun 1958  
Redesignated 149<sup>th</sup> Tactical Fighter Squadron, 10 Nov 1958  
Redesignated 149<sup>th</sup> Fighter Interceptor Squadron (Day) (Special Delivery)  
Redesignated 149<sup>th</sup> Fighter Interceptor Squadron  
Redesignated 149<sup>th</sup> Tactical Fighter Squadron  
Redesignated 149<sup>th</sup> Fighter Squadron, 15 Mar 1992

## STATIONS

Mitchel Field, NY, 1 Oct 1942  
Bradley Field, CT, 7 Oct 1942  
Westover Field, MA, 1 Nov 1942  
Trumbull Field, CT, 18 Jan 1943  
Mitchel Field, NY, 17 Feb Jun 1943  
Bodney, England, 7 Jul 1943 (detachment operated from Asch, Belgium, 23 Dec 1944-27 Jan 1945)  
Chievres, Belgium, 28 Jan 1945

Bodney, England, 13 Apr-4 Nov 1945  
Camp Kilmer, NJ, Nov 1945  
Byrd Airport, Sandston, VA

## **ASSIGNMENTS**

352<sup>nd</sup> Fighter Group, 1 Oct 1942-10 NOV 1945

## **WEAPON SYSTEMS**

### **Mission Aircraft**

P-47D, 1942  
P-51D, 1944  
P-47D, 1947  
B-26B  
B-26C  
F-86E  
RB-57  
F-84F, 1958  
F-105D  
F-105F  
A-7D, 1981  
A-7K  
F-16C, 1991  
F-16D

### **Support Aircraft**

C-47  
T-33  
C-54  
C-131  
T-29

## **ASSIGNED AIRCRAFT SERIAL NUMBERS**

F-47: 4328XX; 433724; 432866; 549151; 489876; 549508  
B-26: 322707; XXX715; XXX707  
C-47: XX3521  
F-84: 19365; 26507; 19420  
F-86: 19482;  
F-105: 61086; XX449; 59822; XX498  
A-7D: 72192; 72226; 72192; XX942; XX223; XX333  
F-16: 86245; XX223  
T-29: 91926  
C-131: 42807  
T-33: 563661

P-47D

42-22467

42-22474

42-22513

42-22519

42-22529

42-22531

42-22534	42-8380	42-8437	42-8508	42-8556	42-8660
42-22547	42-8381	42-8439	42-8509	42-8563	42-8660
42-75057	42-8384	42-8439	42-8511	42-8580	42-8680
42-76320	42-8419	42-8454	42-8515	42-8627	
42-7944	42-8424	42-8456	42-8515	42-8635	
42-7997	42-8434	42-8481	42-8517	42-8653	
42-7997	42-8435	42-8486	42-8520	42-8657	
42-8057	42-8436	42-8493	42-8527	42-8657	

P-51B

42-106459	42-106703	42-106832	42-106914	43-7146
42-106459	42-106717	42-106844	43-24788	43-7165
42-106460	42-106744	42-106844	43-24801	43-7174
42-106624	42-106744	42-106852	43-6894	43-7174
42-106663	42-106756	42-106852	43-6894	43-7174
42-106668	42-106757	42-106859	43-6906	43-7200
42-106681	42-106801	42-106868	43-6934	
42-106686	42-106827	42-106872	43-6988	
42-106694	42-106832	42-106872	43-6988	

P-51C

42-103290	42-103747	42-103789	42-103801	
42-103316	42-103787	42-103789	42-103801	

P-51D

44-11153	44-13759	44-13930	44-14250	44-14906
44-11226	44-13759	44-13983	44-14273	44-14968
44-11229	44-13785	44-13996	44-14343	44-14968
44-13320	44-13801	44-14015	44-14343	44-15012
44-13401	44-13806	44-14061	44-14646	44-15037
44-13406	44-13806	44-14084	44-14710	44-15111
44-13406	44-13849	44-14084	44-14764	44-15273
44-13533	44-13865	44-14105	44-14828	44-15530
44-13533	44-13910	44-14111	44-14882	44-63179
44-13582	44-13921	44-14207	44-14882	44-63179
44-13685	44-13927	44-14250	44-14896	44-14207

P-51K

44-11560	44-11628	44-11644	44-11750	
44-11626	44-11628	44-11664		

RB-57

52-1475

A7D	69197	72223	700371	XX398	700955
72192	80-0288	XX6198		71350	XX198
XX198	70955	75386	710364	700979	
710376	75398	70942	700966	700979	
XX223	72226	6X199	710333	710364	

F-16					
86219	86227	86245	86260	86222	
85552	86229	86246	86261	86244	
86223	86231	86249	85460	86228	
86230	86232	86254	85509	85572	
86225	86242	86258	85546		
86226	86243	86259	86216		
XX246					

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

A-7: VA

F-16: VA, VIRGINIA

F-22: FF

### **UNIT COLORS**

Red white and blue

Tail band on most Virginia ANG aircraft was yellow, with VIRGINIA stenciled in black. The squadron emblem was located on the fuselage behind the cockpit.

A-7D, which illustrates a slight change in markings for this unit. The tail band has been changed to light gray, and it is edged in light blue. VIRGINIA is also light blue. The aircraft was still painted in the wraparound scheme. At right is a close-up look at the tail band. The portion at the leading edge was dark blue with three white stars. It seems that a member of the unit loves to make up stories about what the three stars represent, and has told them to a number of photographers. One such story is that they stand for the three great Confederate generals from Virginia. The fact of the matter is that two stars were not enough to fill the space, and four wouldn't fit! In short, they represent nothing.

The Virginia Guard also used the European I paint scheme on their aircraft. At first there was no tail code used on this scheme, but later the VA tail code was authorized for this unit.

The tail band had been changed to two white stripes with VIRGINIA painted in white between them. The front of the band was still dark blue with three white stars.

### **COMMANDERS**

Cpt John H. Poston, 1 Oct 1942

Maj Everett W. Stewart, 7 Apr 1943

Maj Harold G. Lund, 27 Jan 1944

Maj I. B. "Jack" Donalson, 11 Mar 1944

Maj Willie O. Jackson, 19 Apr 1944  
Maj Harold G. Lund, 19 Apr 1944  
LTC John C. Edwards, 21 Jul 1944  
Maj George E. Preddy, 27 Oct 1944  
Maj Earl I. Abbott, 26 Dec 1944  
Cpt Donald S. Bryan, 31 Jan 1945  
LTC Earl D. Duncan, Apr 1945  
LTC John R. Shurley, III  
Maj LelandH. Waters, Jr., #1949

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

Offensive, Europe  
Air Normandy  
Northern France  
Rhineland  
Ardennes-Alsace  
Central Europe  
Air Combat, EAME Theater

### **Armed Forces Expeditionary Streamers**

### **Decorations**

Distinguished Unit Citation  
Brunswick, Germany, 8 May 1944

French Croix de Guerre with Palm  
1 Jan 1945

Air Force Outstanding Unit Award

## **EMBLEM**

The insignia submitted to Washington (but never approved) was adopted by the 328th as its unofficial insignia. It was designed by Stephen B. Kinkel and his original sketch was titled: "The Spirit of Damon and Pythias - Fighter Escorting 'Big Friend'." It carried the legend: "Each would have willingly sacrificed his life for the other." The sketch also designated the color scheme. There is no evidence that this insignia was ever painted in color during WWII, and Steve Kinkel does not remember ever doing "finished art." Kinkel redrew the insignia (using color pencils) in 1988. In the meantime, Honorary Associate Sam Sox painted the insignia in full color using the original Kinkel sketch and color information.

The Virginia Air National Guard has picked up a new weapon on the squadron insignia. The new weapon is a bomb. It represents the squadron's change from a fighter to a bombardment unit. The

new insignia was reported today by Major William E. Haymes, commander of the Bombardment Squadron (Light), which is located at Byrd Field. The unit, formed in 1947, was a fighter squadron until its return from active duty after the Korean conflict. Then it was designated a light bomber unit, utilizing twin-engine B-26s. Officially, said Haymes, the unit did not have an insignia when it was a fighter squadron. An emblem similar to the one which has been adopted officially was considered the insignia. The difference in the unofficial and official insignia is that the older one showed the eagle with a machine gun in each claw. Now it has a machine gun in one claw and a bomb in the other. The bomb is representative of another weapon the unit can employ in case of battle. Major Haymes said the idea for the insignia came from several different members of the unit over a period of time. The black eagle on the insignia, consisting of a red disk with a blue saltire bearing 13 white stars, is representative of the national bird, Haymes explained. The saltire and stars are representative of the emblem of the Confederacy. In displaying that emblem, the unit appears destined to be known—as it was before as the Rebel squadron.

On a disc Azure, a torteau fimbriated and environed by thirteen mullets Argent (Silver Gray), charged with an American bald eagle flying to dexter Proper, grasped in dexter talon a bendwise bomb and in sinister talon, a missile bendwise of the second, each garnished with a band Or, all within a narrow border Silver Gray. Attached above the disc, a Blue scroll edged with a narrow Silver Gray border and inscribed "SIC SEMPER TYRANNIS" in Silver Gray letters. Attached below the disc, a Blue scroll edged with a narrow Silver Gray border and inscribed "149TH FIGHTER SQUADRON" in Silver Gray letters. Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The torteau represents the dedication and sacrifice displayed by citizen airmen of the past, present and future. The circular fimbriation symbolizes the continuous nature of the Squadron's support. The eagle flies into the future and embodies strength and freedom. The weapons carried by the eagle emphasize the varied combat missions assigned to the Squadron. The thirteen stars represent the original Thirteen Colonies and honor the unit's militia heritage. The motto, "SIC SEMPER TYRANNIS," is the official State motto of Virginia and translates in English to "Thus Always to Tyrants."

## **MOTTO**

## **NICKNAME**

The Rebel Squadron

## **CALL SIGN**

Turndown

to 22 April '44 then:

Ditto (A Group) (Screwcap from April '45)

Tarmac (B Group)

## **OPERATIONS**

Combat in ETO, 9 Sep 1943-25 Apr 1945.

23 March 1943 P-47C, 41-6292, crashes into Barnard Hall at Hofstra College shortly after take-off from Mitchel Field, Long Island, New York, early this date, hitting the west side near the roof, setting the building afire, police announced. Pilot Earl D. Hayward died. The blaze was brought under control within 45 minutes by firemen from Hempstead, East Hempstead and Uniondale. No students were in the vicinity at the time. The Eastern Defense Command in New York City announced that the pilot was killed. He had taken off from Mitchel Field on a training mission shortly before the crash.

The 328<sup>th</sup> Squadron was disbanded after the war ended. It was redesignated in May 1946 as the 149<sup>th</sup> Fighter Squadron. The squadron existed on paper in a Pentagon file while the National Guard Bureau notified Virginia Gov. William M. Tuck the following month that an Air National Guard unit would be assigned to Virginia and would assume the identity of the 149<sup>th</sup> Fighter Squadron. Tuck had his adjutant general, MG S. Gardner Waller, appoint a committee to find a nucleus of qualified pilots and support personnel. Col Ivor Massey headed the search. He persuaded LTC Thomas Todd Dabney, to take command of the not-yet-organized squadron. The unit was scheduled to be given 25 P-47s, the same propeller-driven aircraft the 149<sup>th</sup> Squadron's predecessor flew during World War II.

The National Guard Bureau officially recognized the Virginia Air National Guard on 21 Jun 1947. The new unit, with 18 officers and 42 enlisted men, occupied wooden war-era buildings at Byrd Field. The first Thunderbolt arrived in July.

The VaANG consisted of the 149<sup>th</sup> Fighter Squadron (SE), the 149<sup>th</sup> Utility Flight, and Detachment C of the 213<sup>th</sup> Air Service Group.

After building the Air Guard unit to about 200 men and activating the 149<sup>th</sup> Weather Station, Dabney resigned in May 1948 to return to his business. He was succeeded by his operations officer, Waters.

Waters wasted no time in imprinting his personality on his unit. Within a few weeks he formed a four-plane acrobatic flying team called "The Rebel Riders of the Sky." The team performed at air shows along the East Coast.

They participated in Nov 1947 in an aerial "defense of Washington, D.C." against a simulated air attack by "enemy" Air Guard units.

In summer of 1948, 16 P-47s made a 40-mile goodwill flight to Blackstone. When bad weather prevented the pilots from making their scheduled departure back to Richmond, Blackstone residents threw open their doors. Pilots were treated to free hotel accommodations and to free meals in homes and restaurants.

2LT John H. Loving was the unit's first official air fatality when his F-47 crashed into the woods at Roxbury in Charles City County 28 Aug 1948.

Tragedy followed five months later, when four Guardsmen died in the crash of a B-26 bomber, which was a support aircraft for the F-47s, in the James River near Fort Eustis. The pilot, 2LT

John L. Harris, and three enlisted men, Sgts. Robert F. Drewry and Carl J. Toomey and Pvt. Benjamin F. Renick were killed.

JANUARY 1949 January found 116 visiting aircraft at Byrd Airport, which was used as a staging base for the mass aerial demonstration in connection with the President's inauguration. Personnel were quartered in Virginia Air National Guard barracks and fed from the mess hall of that organization. The events of the visiting airmen included a military ball, sightseeing trips in and around Richmond, and a basketball game between the local Naval Reserve and our "Rebel Team".

FEB 1949 Fifty-third Fighter Wing over Washington, D. C., utilizing ground-controlled intercept.

MARCH 1949 Our Air Units brought into Richmond the Air National Guard Warning Exhibit, which was set up in the show rooms of the Richmond Motor Company. A photo montage of "Operations Vittles" was located in a prominent store window. Centrally located in Richmond was a B-29 fuselage with plexiglass sides. A JB-2 Rocket was also located in the immediate vicinity of the B-29 fuselage. The State Capitol Grounds found nesting a new F-80 Jet Fighter of the U. S. Air Force.

APRIL 1949 April heralded "Operations Dawn", an Air Staff Exercise or CPX, which was attended by officers and men of the Virginia National Guard at Harrisburg, Pennsylvania. The exercise lasted two week-ends.

MAY 1949 May began the extended tactical operation of the 149th Fighter Squadron, with three week-ends being devoted to gunnery practice. The Virginia Air National Guard provided quarters for an "Aviation Clinic" at Byrd Airport. The Civil Aeronautic Administration had a display of educational literature and aviation training aids for the benefit of the delegates. Teachers, school principals and other delegates from the State Department of Education dwelt on the aspects of the "Aviation Age". Governor Tuck and other distinguished persons addressed a gathering at a luncheon given at Skyways Club.

JUNE 1949 After many months of tedious planning, the Virginia Air National Guard presented an Air Show to Richmond in June 1949, which included as participants nationally known acrobatic teams, individual acts that have thrilled the audiences at Cleveland and Miami for the past three years. The show was a great success in all respects. During this month our National Guard Air Units gave air support to the Quartermaster Corps (ROTC) students stationed at Camp Lee, Virginia. For their further training, the Virginia Air National Guard bombed and strafed A. P. Hill Military Reservation, near Bowling Green, Virginia, before an audience of over five hundred (500) officers and men.

JULY 1949 The month of July saw extensive planning and preparations for the ensuing Summer Encampment. Officers and airmen of the Virginia Air National Guard spent many extra days at Byrd Airport in the preparation for the culmination of a year's training—the Summer Encampment Exercise.



During the period 13-27 August 1949, the Virginia Air National Guard held its Summer Encampment at New Castle County Airport, Delaware. "Rebel Squadron" massed 1,100 flying hours in missions varying from minimum altitude skip bombing to 35,000 patrol missions, all combined Group and Wing efforts. Ground ranges felt the thunderous attack of over 125 fighters simultaneously. The encampment was a great success as was evidenced by letters of commendation after this exercise.

The Virginia Air National Guard was inspected (Federal) by the Inspector General, Ninth Air Force on 28-30 October 1949.

On 17 Jan 1951, that the 149<sup>th</sup> Fighter Squadron would be called to active federal duty on 1 Mar in response to a growing conflict on the Korean peninsula. Ironically, the activation resulted in splintering and dissolution of the VaANG. After the move to Turner AFB, the unit was transferred to Godman AFB near Fort Knox, Ky. At the same time, 149<sup>th</sup> Squadron pilots like Capt. William E. Haymes were dispatched to overseas units.

The result was the formation of the 149<sup>th</sup> Bombardment Squadron, Light, in November 1953 with B-26 Invader. There was one additional hitch. As New Year's Day 1954 passed, the re-organized unit had one critical deficiency. It did not have any trained bomber pilots. Within a short time, the pilots were trained. Despite the recruiting drive the 149<sup>th</sup> Bombardment Squadron suffered from a lack of navigator-bombardiers and never attained complete combat readiness.

Ten months later, in April 1958, before more than one pilot could be checked out in the new jet, the unit's mission was changed to tactical reconnaissance and the RB-57 was scheduled as the squadron's primary aircraft. They received one RB-57A, tail number 475 in April and it departed in June since the unit converted to F-84s instead.

Overcoming bureaucratic indecision and sputtering, the Virginia Air National Guard entered the jet age in June with a plane that was to serve it well for the next 13 years: the F-84F. As years go, 1958 was a good one for the VaANG. The 149<sup>th</sup> was restored to its status as a fighter squadron and it moved into the long-awaited hangar complex on the southeast part of Byrd Airport.

Even before the guard had fully settled into the job of flying its new airplane, the "SD" designation was appended to the fighter squadron title. This "special delivery" connotation indicated the pilots would concentrate on dropping nuclear weapons. The SD designation was later dropped and the unit returned to conventional bombing techniques.

Then, only a few months later, came still another swap when they were redesignated again, once more as a Fighter-Interceptor Squadron but now with a "Special Delivery, Day" mission (that means atomic weapons).

Now they're the 149 Ftr-Intep Sq. (D) (SD), flying the F-84F and they've already traded in many of their venerable old B-26's for the new jet-driven planes.

In October 1961, the 149<sup>th</sup> Squadron was ordered to active duty to help cope with the Berlin Crisis. But the unit never left Byrd Airport. General Heath said the decision to activate the unit

and keep it in Richmond possibly was part of a "show of force." If that was its purpose, General Heath said, it also had another result: "Morale just went zunk!" "Once the force was shown, our unit should have done one of two things," he said. "It should have been deployed to an Air Force Base or been released from active duty. Keeping the activated unit at Byrd for 10 months, he said, "was a terrible mistake." Mark Sunday, 1 Oct 61, as Mobilization Day Twenty-two VaANG members were sent to Chaumont AFB, France, in December 1961 to support the 7180th Tactical Fighter Wing, a deployed unit of the 108th Tactical Fighter Wing. They spent eight months in Europe. The 149th will come under direct control of 12th AF, Likewise, the 149th's parent unit in New Jersey, the 108<sup>th</sup>. For the present time, the squadron will be based here, The Defense Department has said call-up orders now carry no termination date.

Lt Frederick R. D'Amico, flying an F-84F, crashed fatally into the York River on 17 Nov 1962.

10 Mar 1981, a F-105 piloted by LTC James P. Gunter, Jr. exploded during an Army support exercise at Fort Bragg, N.C.

Second Lt. Garry Drummond, newly commissioned and fresh out of A-7 training, flew the 192nd's first Corsair into Byrd in June 1981.

The unit officially began converting from the F-105 to the A-7 in October of that year. Six months later, on April 1, 1982, the VaANG was declared operationally ready in the new aircraft. And two months after that, the 192nd was judged "combat ready" by a 9th Air Force inspection team when the unit passed a deployed operational readiness inspection at Travis ANG Base, Savannah, Ga.

The danger inherent in any fighter pilot's daily job was underscored later when Maj. William Jay Monahan, a Richmond lawyer, crashed off Pamlico Sound 20 miles north of Cape Hatteras, N.C., 9 Feb 1982, in the A-7D.

28 April 1983 A-7D 71-0361, crashed near Richmond, Virginia, shearing unoccupied house in half and setting second structure on fire. Pilot Capt. Robert Welch, 30, of Atlanta, Georgia, ejected just before impact, suffering a slight back injury.

The year 1985 was a particularly busy one internationally for the 192d. Shortly after finishing a deployment to Ecuador, the 192d deployed in September to Evenes Air Station, Norway, 150 miles above the Arctic Circle. A few weeks later, a Virginia contingent competed in Gunsmoke '85, the Air Force's tactical fighter competition, and the 192d was named the world's "Best A-7 Unit."

The unit soared into a new era of aviation technology in 1991, when it received 24 F-16C models and two F-16D models. By early 1994, defense cutbacks had reduced the unit's assigned inventory to 18 F-16s, and eventually to 15.

In addition to its customary mission of training for war, the 192d performed as a test base for higher headquarters by taking on two new, diverse projects in 1995. At the direction of the commander of Air Combat Command, in January the 192d became a test regional repair center

for F-16 engines. The 18-month assignment called for the 192d propulsion section to strip and rebuild General Electric F110-GE-100 engines for its own F-16s as well as for F-16s assigned to Pope AFB, NC. With Pope designated to become a composite wing with several types of aircraft, ACC officials sought more efficient and economical ways of providing maintenance for its F-16 engines. By setting up a regional repair center at the 192d, the Air Force aimed to reduce the number of F-16 maintenance people needed in this region, consolidate their training, reduce duplication of resources and equipment, and lower maintenance costs per flying hour. While that project was underway, the 192d was selected to evaluate and bring on line a new, portable reconnaissance pod designed for F-16s to take on the added mission of aerial reconnaissance. The RF-4C, which had been the Air Force's manned reconnaissance aircraft, was retired in October 1995. The Air Force initially decided to discontinue its manned reconnaissance program but reversed itself. To provide maximum flexibility, it decided to see whether reconnaissance pods could be added to fighter aircraft, giving operational units the additional function of reconnaissance. The 192d Fighter Wing was selected to test the capability of electro-optical "recce" pods. After becoming mission capable with the pods in April 1996, the fighter wing deployed to Aviano AB, Italy, in May 1996 for the first real-world contingency use of the new pods and computerized imaging equipment. For 45 days, the 192d FW flew "recce" missions over Bosnia, in support of international peacekeeping efforts there.

The 192d continued to upgrade its equipment and train in a variety of multinational combat exercises, ranging from Alaska in June 1999 and Hawaii in February-March 2000 to three Maple Flag exercises in Canada – 1997, 1998 and 1999.

6/15/2007 The Virginia Air National Guard's 192nd Fighter Wing records its last F-16 Fighting Falcon training mission June 20. The wing, which has flown the F-16 since 1991 and is the nation's first ANG unit to fly the F-22 Raptor, will conduct associated operations with the 1st Fighter Wing here. More than 20 192nd Fighter Wing pilots are trained to fly the F-22 and a growing number of the wing's fulltime and traditional status Guardsmen are working alongside their active-duty counterparts, changing the face of the Virginia ANG. At Langley, 192nd FW Airmen will associate themselves with the F-22A Raptor mission, the 480th Intelligence Wing's Distributed Ground Station imagery analysis mission and the Combat Air Force Logistic Support Center, said Col. Jay Pearsall, 192nd Fighter Wing commander. The move is part of the Air Force's Total Force Integration initiative, which spans the entire Air Force mission and represents the service's reality of "One team, one fight, with a shared, disciplined combat focus." "The Air Force is a team, made up of active, Guard and Reserve Airmen who work together to accomplish the mission," said Gen. T. Michael Moseley, Air Force chief of staff. "You can't look at an Airman and tell if he or she is active, Guard or Reserve. We all wear the same uniform, do the same jobs and help make this Air Force the best in the world."

6/22/2007 The Virginia Air National Guard's 192nd Fighter Wing has become the first Air National Guard unit in the country to fly the F-22 Raptor. The transition from the F-16 Fighting Falcon to the F-22 took place June 20. More than 20 pilots in the wing are trained to fly the F-22 and a growing number of the wing's full-time and traditional status Air Guardsmen are working at Langley Air Force Base, Va., changing the face of the Virginia ANG. Langley is home to the active-duty 1st Fighter Wing, the first Air Force unit to fly the F-22. "After 16 years of flying the F-16, which included training missions, combat in Iraq and combat air patrols over Washington,

D.C, we have three new, exciting opportunities at Langley," said Col. Jay Pearsall, 192nd FW commander. "The 192nd will associate with the active duty's 1st Fighter Wing F-22 Raptor mission, the 480 Intel Wing's distributed ground station imagery analysis mission and the Combat Air Force logistic support center."

The 192nd Fighter Wing, the Air National Guard Associate unit at Langley AFB, Virginia, recently flew its first F-22 mission in support of Operation Noble Eagle, the military operations related to homeland security initiated after the 11 September 2001 terrorist attacks. The 192nd FW's 149th Fighter Squadron flies Raptor aircraft assigned to the active duty 1st Fighter Wing at Langley. The 1st FW and 192nd FW combined in October 2007 under the Total Force Initiative, and made the 192nd the first Air Guard unit to fly the F-22. The 1st FW's 27th FS flew the first active duty F-22 Operation Noble Eagle mission in January 2007.

6/13/2008 The Virginia Air National Guard's 192nd Fighter Wing here is the first Air Guard unit to fly the F-22 Raptor in support of Operation Noble Eagle. "The mission for the protection of the homeland has not changed for us since the inception of Operation Noble Eagle," said Lt. Col. James Cox, 149th FS commander. The capability of the 149th to carry out the mission has been greatly increased because of the abilities of the F-22. The Raptor performs both air-to-air and air-to-ground missions providing a diverse aerial combat capability for operational concepts. One concept the F-22 has become involved with here is Total Force Integration. An example of TFI is the combination of two force components - active duty and Air Guard in this case - sharing the responsibility of one mission Operation Noble Eagle. Under the TFI construct, the active duty 1st FW and the 192nd FW provide combat forces in a more cost-effective manner to support the defense of the nation, said Lt. Col. David Nardi, 149th Fighter Squadron operations officer. This is the first time the Air Guard has operated with a front-line fighter soon after it reached full operational capability. The 1st FW and 192nd FW combined in October 2007 under TFI. That move made the 192nd the first Air Guard unit to operate the F-22. "The integration of the two wings provides the combat capabilities we need to execute the Operation Noble Eagle mission," said Colonel Nardi. The TFI construct adds a tremendous amount of ability from all critical areas required in protecting the nation and fulfilling the Air Force mission around the world. The F-22 flew its first active-duty flight in support of Operation Noble Eagle in January 2007. The 1st FW's 27th FS was the first unit to conduct an operational flight with live ordnance loaded in the Raptor. "We do the same thing for Operation Noble Eagle as we would do in theater, in support of the troops," said Colonel Cox. "The F-22 has performed brilliantly and we have seen our best response times to date."

Members of the Virginia Air National Guard's 149th Fighter Squadron, flying four F-22s from Joint Base Langley-Eustis, conducted their first operational integration-training mission with F-35 strike fighters at Eglin AFB, Fla., according to a release. "The F-22 and F-35 squadrons integrated very well," said Maj. Steven Frodsham, pilot with the 149th FS. "The lessons learned and tactics developed from this training opportunity will help to form the foundation for future growth in our combined fifth generation fighter tactics," he said. The F-22 and F-35 pilots flew offensive counterair, defensive counterair, and interdiction missions during the Nov. 5 drills, states Eglin's Nov. 17 release. "When the F-22 and F-35 come together, it brings out the strength of both airplanes," said Lt. Col. Matt Renbarger, commander of Eglin's 58th Fighter Squadron, an F-35A training unit. "The F-22 was built to be an air-to-air superiority fighter and the F-35

was built to be a strike fighter. These airplanes complement each other and we're trying to learn how to take that from a design perspective into a tactical arena and be the most effective combat team we can be," he said. 2014

430914 P-47 42-22531  
 431010 P-47 42-8635  
 440203 P-47 42-8563  
 440208 P-47 42-8556  
 440208 P-47 42-8419  
 440208 P-47 42-8527  
 440311 P-47 42-8424  
 440605 P-51 42-106717  
 440608 P-51 43-24801  
 440608 P-51 43-6988  
 440610 P-51 42-106756  
 440409 P-47 42-8434  
 440422 P-51 42-106624  
 440428 P-51 42-103290  
 440718 P-51 43-7165  
 440718 P-51 44-13320  
 440719 P-51 43-7146  
 440721 P-51 43-24788  
 440721 P-51 42-106459  
 440721 P-51 43-6906  
 440731 P-51 42-106827  
 440731 P-51 44-13910  
 440806 P-51 42-103787  
 440813 P-51 42-106460  
 440911 P-51 44-13785  
 440912 P-51 42-106872  
 440923 P-51 44-13996  
 441005 P-51 44-13983  
 441102 P-51 44-11153  
 441109 P-51 44-14273  
 441127 P-51 44-15012  
 441231 P-51 44-13759  
 450124 P-51 44-14710  
 450224 P-51 44-11750  
 450330 P-51 44-14882  
 510619 F-47D 45-49302  
 510425 F-47D 44-32745  
 500802 F-47D 44-89978  
 430124 P-47B 41-6039  
 430130 P-47B 41-6013  
 430131 P-47B 41-6013  
 430208 P-47B 41-5915  
 430226 P-47C 41-6159  
 430227 P-47C 41-6567  
 430301 P-47C 41-6164  
 430321 P-47C 41-6569  
 430321 P-47C 41-6553  
 430323 P-47C 41-6292  
 430328 L-4B 43-809  
 430503 P-47D 42-222351  
 430506 P-47D 42-8031

LACW Gray, Richard A. Turner AFB  
 MF Gravatt, Percy O. MacDill AFB  
 LACGL Frasier, Robert E. Byrd Field  
 LAC Palazzi, Andrew P Trumbull Field, Groton, CT  
 TOA Briggs, Earle W Trumbull Field, Groton, CT  
 MLAC Mcindoo, George A Trumbull Field, CT  
 LAC Metzger, William J Trumbull Field, CT  
 FLEF Olson, Fred D Mitchel Field, NY  
 TAC Lackey, Roland O Mitchel Field, NY  
 LAC Nyquist, Clarence G Mitchel Field, NY  
 BOMAC Farley, Robert H Mitchel Field, NY  
 KBOMAC Egan, James M Mitchel Field, NY  
 KCRT Hayward, Earl D Mitchel Field, NY  
 LAC Cornick, Ray L Mitchel Field, NY  
 LAC Sharp, Robert H Mitchel Field, NY  
 BOSSP Bernholz, Philip Mitchel Field, NY

430514	P-47D	42-8158LAC	Myhre, Severin A	Mitchel Field, NY
430630	P-47B	41-6026TACGC	Moose, William H	Evansville, IN
430913	P-47D	42-8371KLAC	Eacker, Arthur C	Earls Colne/Sta 358
430915	P-47D	42-8503LAC	Frye, James E	RAF Ford
430923	P-47D	42-22513	LAC Cornick, Ray L	Bodney/Sta 141
431116	P-47D	42-8384LAC	Phillips, Raymond T	Sywell
431210	P-47D	42-8439CR	Zimms, David T	Neaton/Sta 505
440114	P-47D	42-8419TOA	Zimms, David T	Bodney/Sta 141
440114	P-47D	42-8515TOA	Nussman, Harold G	Bodney/Sta 141
440215	P-47D	42-75057	TAC Zellner, Edmund (NMI)	Bungay/Sta 125
440222	P-47D	42-8515TAC	Halton, Willian T	Bodney/Sta 141
440419	P-51B5	43-6894GAC		Bodney/Sta 141
440425	P-51B10	43-7165TOA	Laing, James L	Bodney/Sta 141
440513	B-24H	42-95014	TOA Stampley, Clarence R	Hardwick/Sta 104
440611	P-51B15	42-106757	BOEF Fieg, Lothar (NMI)	Ashill
440628	P-51B15	42-106832	LAC Gehrke, Walter (NMI)	Bodney/Sta 141
440718	P-51B15	42-106914	TOAEF Powell, Robert H Jr	Bodney/Sta 141
440721	P-51B10	42-106663	CBLoG Rogers, Charles E	Coggishall (on beach)
440721	P-51D5	44-13582	CRLoG Clark, Glenn R	Thornage Hall/nr Holt
440804	P-51B15	42-106872	CBL Maxwell, Dewayne J	Bodney Sta 141
440806	P-51B10	42-106681	KCR Quinn, Quentin L	Thetford/ 3/4mi N
440824	P-51D5	44-13983	LAC Lambright, James F	Bodney/Sta 141
440922	P-51B5	43-6894TOAEF	Hurley, James C	Bodney/Sta 141
441113	P-51C	42-103817	TOAMF Comfort, Bernard R	Lakeland AAF, FL
441102	P-51D5	44-13865	CBL Briggs, Earle W	Bodney/Sta 141
441125	P-51D10	44-14343	LAC Howard, Hugh A	Bodney/Sta 141
441202	P-51D5	44-13927	TOA Taylor, Emery L	Bodney/Sta 141
450110	P-51B15	42-106852	LAC Taylor, Emery L	Bodney/Sta 141
450113	P-51D5	44-13685	CBLog Abbott, Earl L	Brest Peninsula
450203	P-51D5	44-13406	KTAC Sanford, William H	Chievres/A-84
450310	P-51C10	42-103801	TOAEF Story, Ralph C	Chievres/A-84
450313	P-51D15	44-15273	LAC Petty, James R	Chievres/A-84
450407	P-51D10	44-14250	LAC McAuliffe, Richard G	Chartres/A-40d
450419	P-51D5	44-11229	KTOA Reiners, John F	Bodney/Sta 141
450517	P-51D	MACCRL	Provost, Charles W	Clichy
450517	P-51D15	44-15273	MAC Hill, Francis R	Paris/ SW
450614	P-51D10	44-14646	LAC Brocklehurst, James A	Bodney/Sta 141
450707	P-51K5	44-11644	MIS St John, Glen W	Girkhausen/nr



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