

62 EXPEDITIONARY ATTACK SQUADRON



MISSION

LINEAGE

382 Fighter Squadron (Single Engine) constituted, 11 Feb 1943
Activated, 1 Mar 1943
Redesignated 382nd Fighter Squadron, Single Engine, 20 Aug 1943
Redesignated 162 Tactical Reconnaissance Squadron, 25 Aug 1944
Inactivated, 3 Feb 1946
Redesignated 162 Reconnaissance Squadron, Night Photographic, 9 Jul 1946
Activated, 29 Jul 1946
Redesignated 162 Tactical Reconnaissance Squadron, Night Photographic, 14 Jun 1948
Inactivated, 25 Feb 1951
Redesignated 62 Tactical Reconnaissance Squadron, 12 May 1971
Activated, 15 Oct 1971
Redesignated 62 Tactical Reconnaissance Training Squadron, 1 Jul 1982
Inactivated, 31 Dec 1989
Redesignated 62 Expeditionary Reconnaissance Squadron and converted to provisional status,
26 Feb 2003
Redesignated 62 Expeditionary Attack Squadron, 16 Sep 2016

STATIONS

Hamilton Field, CA, 1 Mar 1943
Santa Rosa AAFld, CA, 23 Aug 1943
Hayward AAFld, CA, 4 Oct-2 Dec 1943

Keevil, England, 23 Dec 1943
Rivenhall, England, 22 Jan 1944
Staplehurst, England, 14 Apr 1944
Maupertus, France, 3 Jul 1944
Azeville, France, 23 Aug 1944
Montrevil, France, 13 Sep 1944
Dijon, France, 24 Sep 1944
Azélot, France, 2 Nov 1944
Haguenau, France, 31 Mar 1945
Wiesbaden, Germany, 21 Apr 1945
Furth, Germany, 26 Apr 1945
Reims, France, c. 24 Jun-Jul 1945
Drew Field, FL, 3 Aug 1945
MacDill Field, FL, 21 Dec 1945-3 Feb 1946
Brooks Field, TX, 29 Jul 1946
Langley Field, VA, 20 Dec 1946-28 Jul 1950
Itazuke AB, Japan, 18 Aug 1950
Taegu AB, South Korea, 8 Oct 1950
Komaki AB, Japan, 26 Jan-25 Feb 1951
Shaw AFB, SC, 15 Oct 1971
Bergstrom AFB, TX, 1 Jul 1982-31 Dec 1989

DEPLOYED STATIONS

RAF Alconbury, England, 5-24 Mar 1976, 24 Jul-24 Aug 1979, 20 May-22 Jun 1982
RAF Coltishall, England, 12-26 Jun 1978

ASSIGNMENTS

363 Fighter (later, 363 Tactical Reconnaissance) Group, 1 Mar 1943
XII Tactical Air Command, 29 Sep 1944
Ninth Air Force, 15 Nov 1944
XIX Tactical Air Command, 21 Apr 1945
10 Photographic (later, 10 Reconnaissance) Group, 25 Apr 1945
United States Strategic Air Forces in Europe, 24 Jun 1945
Third Air Force, 3 Aug 1945-3 Feb 1946
363 Reconnaissance (later, 363 Tactical Reconnaissance) Group, 29 Jul 1946
543 Tactical Support Group, 10 Oct 1950-25 Feb 1951
363 Tactical Reconnaissance (later, 363 Tactical Fighter) Wing, 15 Oct 1971
67 Tactical Reconnaissance Wing, 1 Jul 1982-31 Dec 1989
Air Combat Command to activate or inactivate at any time after 26 Feb 2003

ATTACHMENTS

Reconnaissance Group [Provisional], XII Tactical Air Command, 16 Oct 1944-21 Apr 1945
9 Reconnaissance Group [Provisional], 21 Apr 1945
10 Photographic Group, 22-25 Apr 1945

Fifth Air Force, 18 Aug-26 Sep 1950
543 Tactical Support Group, 26 Sep-10 Oct 1950
10 Tactical Reconnaissance Wing, 5-24 Mar 1976, 12-26 Jul 1978, 24 Jul-24 Aug 1979, 20 May-22 Jun 1982

WEAPON SYSTEMS

P-39, 1943
P-51, 1944-1945
F-6, 1944-1945
F-6, 1946
FA (later, RB)-26, 1946-1951
RF-4C, 1971-1989
B-57, 1971-1976

COMMANDERS

Maj Robert C. Mcwherter, 30 May 1943
Capt Robert B. Mcgee, 25 Aug 1944
Capt Douglas H. Buskey, 27 Aug 1944
Lt Col Robert S. Ware, 31 Aug 1944-1945
Maj Merritt G. Garner, 29 Jul 1946
Lt Col Edwin A. Russell Jr., 1947
Lt Col W. Trippet, #1948
Maj Victor N. Cabas, Aug 1948
Lt Col Walter W. Berg, 16 Oct 1948
Maj Victor Cabas, Feb 1949
Lt Col Walter W. Berg, May 1949
Lt Col Lewis S. Andrews Iii, 15 Oct 1971
Lt Col James D. McNicholas, 29 Feb 1972
Lt Col Gale L. Hearn, 25 Oct 1972
Lt Col Scott M. Schoolfield, 20 Jul 1973
Lt Col George M. Bernert, 1 Jul 1975
Lt Col Michael D. Pavich, 4 May 1977
Lt Col Ralph W. Holm, 30 Jun 1978
Lt Col Hiller P. McCartin Jr., 15 Nov 1979
Lt Col Robert M. Penny, 14 Dec 1981
Lt Col Glyndon A. Bruhl, 1 Jul 1982
Lt Col John D. Petersen, 2 Sep 1983
Lt Col Dale O. Haselhorst, 17 Dec 1984
Lt Col Larry W. Black, 19 Dec 1986
Lt Col Louis D. Braun Iii, 2 Dec 1988-31 Dec 1989

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

World War II

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

Korean War: UN Defensive

UN Offensive

CCF Intervention

First UN Counteroffensive

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation: Germany, 22-23 Feb 1945

Air Force Outstanding Unit Awards

1 Jul 1974-1 Jul 1976

2 Jul 1976-30 Jun 1978

1 Oct 1981-[30 Jun 1982]

[1 Jul] 1982-31 May 1983

1 Jun 1983-31 May 1984

1 Jan 1985-1 Feb 1986

Republic of Korea Presidential Unit Citation

[10-25 Feb 1951]

EMBLEM

162 Tactical Reconnaissance Squadron, Night Photographic emblem: On a royal blue disc, an owl black, gray, and white, with yellow eyes and claws, in flight with wings-up-turned, having a yellow beam emanating from the eyes toward dexter base, holding in claws a black, gray, and white camera pointed toward dexter base. (Approved, 24 Feb 1949)



62 Expeditionary Reconnaissance Squadron emblem: On a disc Azure, an owl Proper volant, wings upturned, claws and eyes Or, emanating from each eye toward dexter base a beam of the same, holding in its claws a camera pointing toward dexter base Sable, Silver Gray, and Argent, all within a narrow border Black. Attached below the disc, a Yellow scroll edged with a narrow Black border and inscribed "62D EXPEDITIONARY RECON SQ" in Black letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The owl, a legendary bird of prey with excellent eyesight, hearing, and intelligence, symbolizes the hunter-killer mission. It represents the unit's stealthy but lethal persistence over the battlefield, the capability to see the enemy even in the dark and the unit's precision striking ability. The beams of light emanating from the owl's eyes emphasize the unit's power to detect and observe the enemy and to illuminate it to others. The camera recalls the unit's long distinctive heritage as a reconnaissance squadron along with its ability to immediately relay vital intelligence. (Originally approved, 24 Feb 1949; newest rendition approved, 28 Jan 2009)

MOTTO

OPERATIONS

Air defense within the United States until Nov 1943. Combat in European Theater of Operations, 24 Feb 1944-9 May 1945.

Combat in Korea, 25 Aug 1950-25 Feb 1951.

When alerted for overseas movement on 5 Jul 1950, the squadron was training in its mission of providing ground, air, and naval forces with visual and photographic intelligence concerning the disposition, movement, and other activity of friendly and hostile forces during daylight and darkness.

The original movement orders placed the unit on temporary duty in excess of ninety days to

Far East Air Force. The unit was to go into combat at full peacetime personnel authorization but short two aircraft.

Immediate steps were taken to fill the personnel vacancies. Of the 59 officers and 153 airmen who eventually went overseas with the unit, only 14 officers and 109 airmen were assigned when alert orders were received. Although the majority of the newly assigned personnel had not had previous reconnaissance experience, their service time was longer and their Air Force experience was more varied than average.

The flight echelon (sixteen RB-26C's) departed Langley Air Force Base 11 July for Hill Air Force Base, Ogden, Utah, where additional photo equipment was installed and the engines were changed. The surface-transported echelon left Langley Air Force Base on 28 July 1950 by troop train and proceeded overseas on the USNS General Nelson M. Walker on 6 August, arriving at Yokohama 17 August.

The original destination had been Johnson Air Base but destination was changed to Iwakuni Air Base, then Itazuke Air Base. The surface-transported echelon arrived at Itazuke Air Base 19 August, joining the flight echelon there.

Actual night reconnaissance operations were begun the 26th of August. Weather permitting, between seven and ten missions were flown nightly, and missions exceeded 650 by 31 December 1950.

During September 1950 the squadron was based at Itazuke Air Base, Kyushu, Japan, and flew missions in support of operations in Korea. At this time, the unit was still assigned to the 363d Tactical Reconnaissance Group, Langley AFB, and attached for administrative and logistical support to 8th Fighter-Bomber Wing. Operational control was exercised by the Commanding General, Fifth Air Force.

On 8 October the squadron moved to Taegu Air Base, Korea, remaining operational throughout the move. Two days later the squadron was reassigned to 543 Tactical Support Group and the TDY orders were changed to permanent change of station orders. The squadron remained assigned to 543d Tac Spt Gp, stationed at Taegu Air Base for the remainder of the year.

The change to a PCS assignment was naturally a bitter pill, yet it was but a part of the necessary U. N. medicine. Now having a definite assignment as part of Fifth Air Force, the squadron assignment was soon augmented to a total of 56 officers and 234 airmen, although not all the vacancies were actually filled.

Squadron personnel became acclimated rapidly to the conditions of living in the field. Tent quarters at Itazuke were no inconvenience, but the lack of adequate sanitary facilities caused considerable discomfort.

The discomforts at Itazuke seemed luxuries when compared with life in a Taegu rice paddy.

However, within a month, squadron personnel were comfortably settled in newly constructed buildings, sanitary facilities were also improved as time went by.

The squadron was continually hampered by lack of heavy equipment, left behind in the United States in anticipation of movement by air, improvisation and gradual accrual by requisition helped this situation.

The quality of reconnaissance photos improved greatly as the minor technical problems were solved, A new camera mount, devised by Lt. Col. Sharp, practically eliminated picture fuzziness caused by vibration, making the photos much more valuable.

At years end the squadron had lost one officer, Lt. Stanley E. Wafle, killed in a night landing accident at Itazuke Air Base on 4 October 1950, His loss was felt keenly by all personnel. Observations and photographs resulting from this squadron's reconnaissance operations provided a large part of the intelligence available to United Nations Forces on the movement of enemy forces, and the only available intelligence of night movements of the enemy, This intelligence became increasingly important as the campaign progressed because the enemy learned that it could be disastrous to move during daylight hours and restricted his movement to hours of darkness.

Evasive action and speed proved ample defense against the occasional ground fire encounters a circumstance for which the crews of our unarmed aircraft were grateful.



162 TRS aircrew and ground crew.



162 TRS RB-26C

As the new year began, combat crew members passed the fifty mission mark and looked forward hopefully to replacement and return to the United States. During the last week Of December, twenty five new officers joined the squadron, assuring that the squadron's mission would be accomplished even though the personnel might change.



LT COL Frank A. Sharp, 1950-1951

The 162 TRS consists of several sections:

The personnel and administration section is concerned with people; their management, utilization, pay, medical care, and morale, This mission is implemented chiefly through the preparation and maintenance of pertinent records.

An air force based on machine techniques requires the services of men with varied and advanced skills and knowledge. It is the job of the Personnel Officer, 1st Lt. Noah J. Henson, and the

Classification Clerk, S/Sgt. Jack Dobbins, to assure that these men are properly assigned, that their skills and knowledge are fully used, and that the way is clear for their advancement and increased usefulness to the Air Force.

The very important matter of pay for the troops is handled by Sgt. Manley E. Glaubitz, who also maintains the airmen's basic records. Sgt. Robert M. Chapman maintains the files of constantly changing directives and regulations and mimeographs the reams of forces and orders that are required. Cpl. Ronald C. Livingston, messenger and mail clerk, has the responsibility of distribution of official messages and personal mail, the latter being the greatest morale factor.

Cpl. Paul E. Ryan prepares the Morning Report, basic military record, and types correspondence and recommendations for awards and decorations. The First Sergeant, Charlie E. Smith, keeps abreast of all events and knows the location and duty status of everyone in the squadron; he is the Commander's liaison with the airmen.

The Operations Section of the 162 Tactical Reconnaissance Squadron (Night Photographic) can be compared to the hub of a wagon wheel. Combat orders received by this section are coordinated with all other sections necessary to completely carry out a Reconnaissance Photographic Mission.

Frag orders once received by Combat Intelligence Section are carefully read, and named targets are plotted on the Situation Map for use by the mission planning section who plots courses to and from target area.

At the 1300 officers call crews are briefed by the Ground Liaison Officer, Squadron Intelligence Officer and Photo Interpreter. There the operations officer announces the schedule for the night.

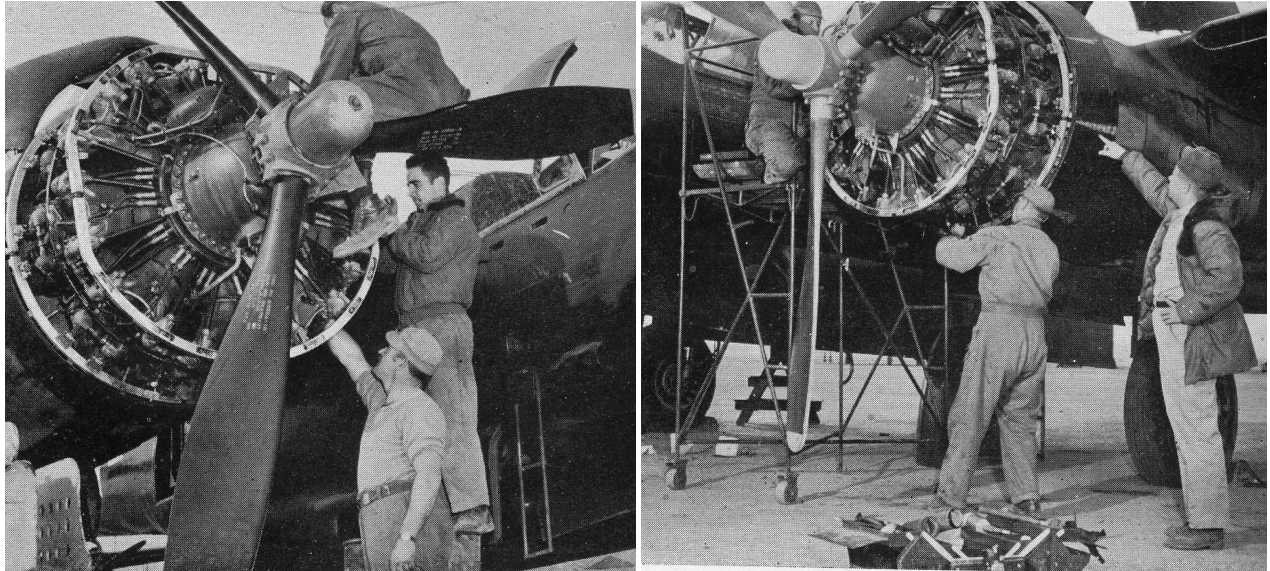
During the remainder of the afternoon combat crews are briefed individually as to their assigned targets, bomb line changes, weather, escape and evasion for each sortie is different. A sortie is flown by a single aircraft, alone and unarmed, with take-off times varying from 1700 hours to 0400 hours the following morning.

This squadron has flown 614 sorties and massed 2,500 hours of combat flying time from August through December 1950

Engineering, the largest section functioning under the commander, provides for the upkeep of the aircraft. Here the aircraft are maintained by appropriate maintenance, repair, and replacements.

The mission of the organization is initiated at this point. The number of sorties is controlled by the availability of the aircraft, and the outcome of the mission is determined by the condition of

the aircraft and the condition of the equipment installed. Highly specialized personnel are required to check and maintain the equipment daily.



162 TRS engineering section RB-26C engine maintenance

Here duty has a habit of occurring twenty-four hours a day. Day crews prepare the aircraft for flight, and night crews are present to assist the aircraft and air crews off for flight and return.

The important function of supply, handled by Lt. Morgan and assisted by Lt. Kucinski, is important to the successful accomplishment of any squadrons final mission.

This section, divided into two branches, Tech and Quartermaster, receive and issues all aircraft parts, tools, equipment, clothing, organizational equipment, and general supplies. To the Quartermaster supply, the questions are always; "Do you have my size? To Tech supply. "Do you have those plugs?"

The never ending demands on the sections personnel, often extreme, are met with efficient service. Such as laundry, which not being able to rely on local facilities, is flown to and from a base in Japan. All members of Tech supply are capable of assisting maintenance personnel in searching catalogues for interchangeable parts, proper nomenclature, and parts number.

Vast strides in Night Photography have been made since its origin. It's primary function and tactical employment of catching the enemy totally unaware has been displayed many times and to great advantage for intelligence purposes. In attaining this goal, the Photographic Section plays a major role although it is the last section along the assembly line in forming the "Hub" in the wheel of successful reconnaissance.

Since there is no parallel between night and day photography, advanced techniques must be employed in order to produce night photos of top quality. This is accomplished through the untiring efforts of the laboratory personnel. When quality night photos can be produced that

equal those of day time photos, the personnel of the laboratory can take pride in aiding in the defeat of the common enemy.

Due to the fact that this squadron performs night reconnaissance the Intelligence section is on duty round the clock.

During the day the intelligence personnel work in conjunction with the mission planning officer, who also performs the duty as assistant intelligence officer, they prepare the mission schedule, check the bomb line for changes, all targets are checked for erroneous coordinates, and forms pertaining to the coming night are made ready.

Though the hours may be long the night crew consisting of one officer and an airmen are always on hand to meet the returning crews and to record all sightings that are of military importance, the information is then relayed by teletype to the Joint Operations Center where fighter and bomber type aircraft are dispatched to the hot targets.

Photo interpretation: This section makes a study of aerial photographs and disseminates military intelligence gleaned from them.

Information of immediate importance is transmitted by telephone or teletype to the Joint Operations Center so that prompt operational action may be taken against targets discovered from the photography.

Photos processed by the P. I. section of this squadron are almost entirely made at night, in many cases targets found on these night photographs are brought under air attack before the night is over or immediately after daylight.

This section distributes sets of the photographs with photo intelligence reports and pilot's traces to three separate headquarters. This material is packaged and delivered early in the morning after the night the pictures are made. The bulk of the work of this section is therefore carried on at night as the flights return from the missions.

The photo intelligence officer briefs the commanding officer and the officers of the squadron each day on the results of the preceding night.

The function of the Armament Section is to inspect and maintain all the equipment in the aircraft pertaining to bombing such as the bombsight, C-I auto pilot, bomb racks and shackles and the electrical system used in synchronizing these units. Also this section procures the necessary number of M-46 photo flash bombs and M-12 photo flash cartridge which is used in the low altitude photographic system. In addition all small arms in the squadron are kept cleaned and maintained.

When combat or training mission is scheduled it is the duty of this section to uncrate, inspect and fuse the necessary number of M-46 flash bombs necessary to accomplish the assigned mission of

the aircraft. After this has been done the NCOIC T/Sgt. Gable sees to it that the bombs are loaded in the properly scheduled aircraft. However, before the bombs are loaded the complete bombing system of each aircraft is "run through" to insure the proper operation on the mission. From here on it is in the laps of the combat crews as the Armament Section has completed its job,

Camera Repair section: There are not many of these men and in their case, a little has gone a long way. Somehow, the ten assigned airmen have been spread into a Day Shift, a Night Shift, and a Special Equipment Section.

These men are there, round the clock, to load the film magazines and check them, to install the photo equipment in our RB-26's and then check it, to answer the questions of the flight crews and yes, to check THEM ! When the plane returns, they deservice the magazines and reload them with fresh film. Somehow, in between times, they keep the photo equipment in the best possible shape for combat missions. It is no secret that much of our equipment has been experimental and temperamental; these men have done a splendid job in making that equipment buckle down and do a job.

The communications section consists of one officer and eleven enlisted men and are primarily concerned with maintenance of aircraft communications systems.

Six of the enlisted men are radio specialists and are the ones primarily responsible for this maintenance. They make preflight and daily inspections of aircraft and check flight report forms for write ups or defective equipment. Where defects are listed they make necessary repairs so that the aircraft will be capable of performing its next mission.

The seventh enlisted man is the non-commissioned officer in charge of the section and supervises repair work as well as taking care of the administrative work of drawing maintenance supplies and keeping records of section property and duty schedules.

The communications officer is responsible for the overall operation of the section and in addition maintains a file of communications information available for flight crews and serves as staff officer to advise squadron commander in communications matters.

The electronics section is comprised of one officer and twelve enlisted men, all of whom are specialists in various phases of electronics. They maintain the various types of radar in use in squadron aircraft.

Their work consists of preflight, daily and major inspections of this radar; giving it operational checks, and tuning and aligning the equipment for correct and most efficient operation. When there is equipment failure, they make whatever repairs that are necessary to return this equipment to service. They are supervised by an officer and a non-commissioned officer, both of whom are trained radar technicians.

Trained to maintain aircrew proficiency and participated in numerous tactical exercises worldwide, 1971-1982.

Provided Compass Sight B-57E airborne data link relay, 1971-1976.

Trained USAF, US Marine, and allied RF-4C aircrews, Jul 1982-Dec 1989.

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

Air Force Historical Research Agency, U.S. Air Force, Maxwell AFB, Alabama.

The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.

Air Force News. Air Force Public Affairs Agency.