

111th UTILITY FLIGHT

LINEAGE

111th Utility Flight, Federally recognized, 9 Feb 1947

STATIONS

Ellington Field, TX

ASSIGNMENTS

WEAPON SYSTEMS

Mission Aircraft

A-26

C-47

L-5

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

B-26C 44-35608

B-26C 44-35905

B-26B 44-34184.

T-6C

42-49016

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Cpt Maurice U. Westerfeld

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

The flight consisted of an authorization of one Captain, five Lieutenants, 29 enlisted personnel, two B-26 and one axe: chopping, single-bit, standard grade with handle.

Along with the 111th Fighter Squadron, the Utility Flight received mobilization orders effective 10 October 1950, but the flight was severed from the Fighter Squadron and ordered to Larson AFB, Moses Lake, Washington, to arrive no later than 25 October 1950 with transfer to Tactical Air Command effective 26 October 1950, So on the morning of October 25th without the B-26s and axe (the airplanes required engine changes and we couldn't find the axe) we assembled at the old Houston Municipal Airport for a charter flight to Larson AFB.

The flight was uneventful until we reached Minneapolis where we were to transfer to a commercial flight to Spokane, Washington. Smartly dressed in our best khakis we stepped off the plane into a blinding snow storm. Unfortunately this was a portent of things to come as we were to see more snow on this tour than most of us had ever imagined.

Upon arriving at Spokane we transferred to an awaiting bus and arrived at our new home in the middle of the night. Having always heard the slogan "Help Keep Washington Green" we were a little surprised the next morning when we arose to find our tar papered barracks surrounded by a landscape which closely resembled West Texas. There were no trees of any size, only tumble weeds and rocks.

Once arrived we found ourselves immediately faced with a few minor problems, namely our two B-26's were 2100 miles away in Texas, no one knew we were coming, there was no barracks space for us to stay and last but not least there was no hangar space for the planes we didn't have. In addition there was no intermediate command between the Captain and Lieutenant General John K. Cannon, Commander, Tactical Air Command. Now, that made everybody happy at Larson AFB, since they had no control over what we did, and when we did it. Everything went fine except that our newly appointed first sergeant would not let one kid go to the dentist because he did not know how to change the morning report.

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Sources