

142 AIRLIFT SQUADRON



MISSION

LINEAGE

342 Fighter Squadron constituted, 24 Sep 1942

Activated, 30 Sep 1942

Inactivated, 10 May 1946

Reconstituted and redesignated 142 Fighter Squadron and allotted to the NG, 24 May 1946

142 Fighter Squadron (SE) extended Federal recognition 6 Sep 1946

Redesignated 142 Fighter Interceptor Squadron, 17 May 1951

Redesignated 142 Fighter-Bomber Squadron, 1 Dec 1952

Redesignated 142 Tactical Fighter Squadron, 10 Nov 1958

Redesignated 142 Air Transport Squadron (Heavy), 7 Apr 1962

Redesignated 142 Military Airlift Squadron, 1 Jan 1966

Redesignated 142 Tactical Airlift Squadron, 12 May 1971

Redesignated 142 Airlift Squadron, 15 Mar 1992

STATIONS

Mitchel Field, NY, 30 Sep 1942

Bradley Field, CT, 30 Sep 1942

Westover Field, MA, 28 Oct 1942

Bedford Mun Aprt, MA, 13 Jan 1943

Westover Field, MA, 28 Apr-9 May 1943

Port Moresby, New Guinea, 23 Jun 1943

Finschhafen, New Guinea, 17 Dec 1943

Saidor, New Guinea, 30 Mar 1944

Wakde, 22 May 1944

Noemfoor, 22 Sep 1944

Tacloban, Leyte, 1 Dec 1944

Tanauan, Leyte, 16 Dec 1944
San Marcelino, Luzon, 6 Feb 1945
Floridablanca, Luzon, 15 May 1945
Ie Shima, 12 Jul 1945
Itami, Japan, 20 Oct 1945-10 May 1946
New Castle, DE

ASSIGNMENTS

348 Fighter Group, 30 Sep 1942-10 May 1946

ATTACHMENTS

XIII Bomber Command, 25 Aug-22 Sep 1944

WEAPON SYSTEMS

Mission Aircraft

P-51
P-47, 1947
F-84, 1950
F-94, 1951
F-51, 1952
F-86, 1954
C-97, 1962
C-130, 1971
C-130, 1985

Support Aircraft

L-5, 1946
AT-6, 1946
C-47, 1947
B-26, 1947
T-33, 1954
C-54, 1954

COMMANDERS

LTC Wallace Cameron
Maj David F. McCallister
LTC Clarence E. Atkinson, Mar 1962

HONORS

Service Streamers

Campaign Streamers

Air Offensive, Japan
China Defensive

New Guinea
Bismarck Archipelago
Western Pacific
Leyte
Luzon
Ryukyus
China Offensive

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
New Britain, 16-31 Dec 1943
Philippine Islands, 24 Dec 1944

Philippine Presidential Unit Citation

Air Force Outstanding Unit Award
15 Aug 1993-14 Aug 1995

EMBLEM



MOTTO

NICKNAME

OPERATIONS

The 142 was the heir to the lineage of the 342nd fighter Squadron which had flown P-47s and P-51s in New Guinea, the Philippines and Shima during World War II as part of the 348th Fighter Group, Fifth Air Force. 142 Tactical Fighter Squadron was originally constituted as the 342d Fighter Squadron at Mitchell Field, New York on 24 September 1942. During 'World War II, the squadron was based at Australia, New Guinea, Wakde Island, Noemfoor Island, Philippine

Islands and Japan and was inactivated on 10 May 1946. It was awarded the Presidential Unit Citation for outstanding performance of duty in action against the enemy in New Britain. Campaigns include: Bismarck Archipelago, Luzon, New Guinea, Northern Solomons, Ryukyus, Southern Philippines, West Pacific. Allotted to the Delaware National Guard, redesignated the 142 Fighter Squadron and recognized at New Castle County Airport, the Squadron received its federal recognition on 6 September 1946.

The initial organizational meeting to establish the Delaware Air National Guard was held on March 17, 1946 at the State Armory in Wilmington. After a planning meeting at the National Guard Bureau in the War Department in Washington, Brigadier General Paul Rinard, Adjutant General for Delaware and Colonel John Grier, U.S. Property and Fiscal Officer announced that a site had already been selected at New Castle Army Air Base. A mission had also been determined, and the nomenclature for the unit would be the 142 Fighter Squadron. All World War II veterans from the Army Air Forces were invited to attend.

General Order Number 9 dated 8 July, 1946 established the Delaware Air National Guard as the 142 Fighter Squadron ("Blue Hen").

On September 6, 1946, the 142 Fighter Squadron, Delaware Air National Guard would stand up with an authorized strength of 49 officers and 263 enlisted men. Actual strength on founding day was 15 officers, one warrant officer, and 36 enlisted men. These original 52 "plank-owners" were commanded by LTC Wallace A. Cameron.

Colonel Richard Ballard from the New York First Air Force Headquarters issued the oath to 16 officers of the State's "Blue Hen Air Force". He recommended federal recognition, making this day the first drill of the new unit. The next meeting of the men would be on the following Tuesday evening. BG Rinard announced that the strength of the unit when at full capacity would be 58 officers and 325 enlisted personnel including the air service group.

The founding fathers of the Delaware Air Guard were almost all veterans of World War II, many with combat experience. They had earned their stripes through the hard experience of war and were determined to start something that would be of lasting value as they returned to their homes and to their civilian jobs. They were a relatively homogeneous group, all fairly young, with a shared experience. They joined for the camaraderie, the chance to fly, and the opportunity to start something big and new.

A short dramatization of the activation of the Blue Hen Fighter Squadron was presented over WILM radio station. The program included an account of how the squadron was named and included talks by BG Paul Rinard, the adjutant general, Lt.Col. Arthur W. Kellond, Army Air Force instructor/advisor with the Delaware National Guard, Air, and LTC Wallace Cameron, commanding officer for the squadron. Maj. Presson S. Shane, public relations officer of the squadron, prepared much of the material.

Eleven of the original Delaware Air National Guard officers received federal recognition two

months later on November 14, concurrent with the onset of flying (A T-6 first flown on 14 November by Lt Col Cameron.)

For the first three months training was completely in ground school, familiarization, record keeping, and maintenance. LTC Wallace Cameron, squadron commander was credited with the first flight in the AT-6 Texan on November 14. On December 13, 1946, two L-5Gs and a second AT-6 training aircraft were received to assist in the training of new pilots. "After it (L-5G) came in, I was one of the only ones if not the only one, who had ever flown anything like it. So Billy Livergood and I took it up and flew it around", said Clarence E. Atkinson.

The mission aircraft, F-47N were reported on January 7, 1947 to arrive within two to three weeks. The first three would be flown from Hill Field in Ogden Utah. They were followed by a further 14 fighter aircraft, reported on January 9 to arrive within a week or ten days also from Hill field, and one C-47A transport on January 18. The first two F-47Ns actually arrived on Saturday February 1. They were practically brand new with only 25 hours on the aircraft. The P-47N was designed for use over the vast expanses of the Pacific Ocean and was the largest single place fighter ever used by the Army Air Force.

Primarily a fighter-bomber squadron, the unit also acquired the first of four on March 5, 1947, from Warner-Robins Field in Dalton Georgia. The Invaders were mostly used for target towing. 1947 brought the addition of several more airplanes including another C-47. The total complement was four B-26s, two L-5s, two AT-6s, two C-47s and 25 F-47 when the squadron was up to full strength on June 1, 1947.

A sophisticated radio network was installed at the squadron in December 1946 to monitor flying activities. Known as the Army Flight Advisory Service it made possible weather data for the entire area. The flight control room at the airport was connected with Mitchell Field, NY, Newark NJ, and Olmstead Field, Middletown PA.

A great strength of the national Guard is its strong roots in the community. Friends, family and neighbors tended to join the Guard together. The Guard has a "state" mission to be a resource for local emergencies at the bequest of their peacetime commander in chief; the governor. It is comforting to serve alongside friends and neighbors from the same community. this can be a double edged sword. Recruiting is often at the mercy of the local economy, or the peculiar demographics of the local recruiting area. Consequently, recruiting personnel is a challenge second only to training and equipping for the mission. Attracting and keeping qualified men is a make or break proposition for the National Guard, who simply cannot transfer people from one location to another as in the active force.

From the very start in March of 1946 emphasis was placed upon recruiting recent veterans, who were relatively plentiful at that time. Almost every newspaper notice with news of the 142 included information on the qualifications required, the benefits offered and the kinds of skills

required. "Two hours of light work with pay as high as \$5, plus 50 per cent additional for air crewmen, and a free ride to and from work is what the Air arm of the Delaware National Guard is offering Delaware youths who enlist this week", according to the Journal Every Evening May 13, 1947. A recruiting drive which concluded in May 1947 netted 60 men, bringing its total to 125 of the 300 personnel authorized at that time.

In December the men were offered the option of attending drills on Tuesday nights from 1900-2100 or Saturday afternoons, 1300-1500. The men must attend 48 such training session per year to maintain their readiness and proficiency. The expanded schedule offered more flexibility and opportunity to gain flying time in just the four aircraft the unit had at that time.

January 20, 1947 National Guard gets Airliner Members of the Blue Hen Squadron, Delaware National Guard, are making plans to go aloft in the new C-47A which arrived at the New Castle County Airport Saturday afternoon. This is one of two similar planes assigned to the squadron, but the first to arrive. With Capt. J.K. Ryan at the controls, the large ship eased to a landing at about 5 p.m. It was enroute almost a week from San Bernardino, Calif., because of being "weathered in" many times. LTC Wallace Cameron, squadron commander, announced the arrival of the ship and said that Capt. William Swartz is "pulling a check" on the ship before it is taken on a flight by squadron members. It is practically a new plane, having only 190 flying hours on its log. According to Maj. Presson Shane, squadron operations officer, the transport has bucket seats for 27 passengers in addition to space for a three-man crew, including a pilot, copilot and radio operator.

In February 1947 the 142 Fighter Squadron announced that it had set up five new engineering shops, according to Lt Col Wallace Cameron. Capt. William Swartz said the engineering shops included electrical, hydraulic, propeller, radio, and instrument equipment. Major Presson Shane resigned due to a civilian job transfer, and was replaced in the public relations assignment by Lt. Robert Laird with James N. Diacumakos as assistant.

March 6. 1947 A-26 arrived here late yesterday afternoon for use by the 142 Fighter Squadron The two-motor plane, from Warner- Robins Field at Dayton, Ga., will remain until the local pilots can be checked out. This model is a dual- control type. The local squadron has been assigned four planes, all of which are the single control type. The local squadron will use the "Invader" to tow targets. The ship has the same type 2,200 horsepower motor as the P-47s.

April 28. 1947 Guard to Run Transport Service by Air in State Delaware's National Guard air squadron will run an air transport service between Georgetown and its headquarters at the New Castle County Airport, with a stop at Dover. The service, to operate on Saturdays, beginning May 31, will be solely to transport downstate members of the squadron to the headquarters for the weekly training period. This was announced last night by Lt. Robert W. Laird, adjutant of the 142 Flight Squadron, Air National Guard of Delaware. The squadron's utility flight will use a C-47 for the service he said. Lieutenant Laird said, The transport service is designed to save both time and money for squadron members, some of whom have had to make a two-hour trip by car each Saturday to attend the outfit's formations." The service will

enable others to participate who couldn't before because of transportation problems. LTC Wallace A. Cameron, squadron commander, said the solution to the transportation problem will enable the squadron to become a state-wide organization by opening it up to more men outside the Wilmington area.

The Delaware Air Guard stressed its state mission in March 1947 when it announced a cooperative agreement with the Red Cross to provide airlift and aerial medical evacuation services in the event of an emergency with its two C-47s and two L-5. The C-47 can easily be reconfigured in minutes from passenger to cargo and lift up to 6000 pounds of medical cargo, or 18-24 medical litters. It is also equipped with up to four radios to serve communications needs.

Pilot Joe Monigle recalled, "I liked the C-47 immediately, beginning with the leather upholstered pilots seats and arm rests. It had less power than the B-25, but its engines had smooth power and a lovely sound." Most of the Utility Flight pilots were full time TWA pilots, including the commanding officer, Ross Adams who piloted Lockheed Constellations to overseas destinations. Monigle recalls that, "My friend Frank Stern often referred to the "Delaware Flying Club" as an appropriate name for our squadron.

The new C-47s were put to another use on 31 May 1947 when the 142 began an air transport service between Georgetown, Dover and New Castle to transport downstate members to headquarters for the weekly training period. The C-47 can carry up to 28 men and according to Lt Col Cameron, the solution to the downstate transportation problem will enable the squadron to become a statewide organization by opening it to more men outside the Wilmington area.

A newspaper article from May 14, 1947 reported that the 142 Fighter Squadron moved into the naval brackets with the announcement that a 108 foot boat similar to the Navy's PT Boat is en route here for use as a crash craft by the squadron. Capt. William E. Swartz of the "Blue Hen" squadron disclosed that the craft, which will supplement the 24-foot boat already on hand will be manned by a permanent crew of three. It will be stationed along the Delaware River probably at a pier at Fort DuPont he added. The two boats are in line with Air Corps policy to provide units based near rivers or the ocean protection should any of its aircraft crash in the water. Meanwhile the unit faced the problem of a location for the existing 24 foot craft on hand. Presently, it resides in the motor pool. The red and blue streamlined boat is similar to boats used by the Coast Guard in rescue work.

The unit's first annual field training encampment at New Castle was scheduled for July 20-August 3, 1947. It was cancelled just two weeks prior due to a lack of appropriated funds from Congress. A five-day training encampment was held in September in lieu of this cancelled field training encampment. The September camp included gunnery exercises and practice bombing missions as well as ground training and marksmanship for the enlisted personnel.

The first recorded incident is a landing accident on June 1, 1947 in F-47N (serial No. 44-89354)

flown by Lawrence S. Gibson Jr. The incident occurred at Sussex County Airport near Georgetown, causing minor damage to the aircraft.

James H. Shotwell had a landing accident in his F-47N (serial No. 44-89339) at New Castle on March 3, 1948 resulting in major damage to his aircraft. Shotwell would perish in another crash in 1955.

Robert P. Kemske lost power on his engine and made a forced landing near Gap Pennsylvania on June 1, 1948 resulting in major damage to his F-47 N (Serial No. 44-92081).

Three weeks later on June 25, Donald R. Christ would suffer a landing accident at New Castle in his F-47N (serial number 45-50024) resulting in minor damage.

David F. McCallister of the 142 Fighter Squadron, had a minor mid air collision that brought minor damage to his F-47N (serial number 44-89448) on September 14, 1948 near Rockwell North Carolina. Vincent Riley described the incident this way: "McCallister went on a cross country one day and was heading for Florida. He came back a few hours after he departed; came taxiing in and the thing looked like it had been through a war. Seems he had run into some high tension wires with it. Every rivet in the airplane was a least a bit loose and had been spot riveted together. The belly had been whipped by the cable and gouges in it. the prop had big gouges in it. It was a high tension wire he had hit that burned holes in the prop. He got another airplane and went down to "Florida. It's amazing that he got out of that one."McCallister would later die in the crash of a T-33 in 1961.

The final reported incident for 1948 was a ground accident at New Castle on November 18, involving a T-6D resulting in little or no damage on November 18. The following year would mark the unit's first fatal casualty.

Captain William D. Livergood, charter member. On May 13, 1949 Captain Livergood, the fulltime operations officer at the time, became Delaware's first fatal casualty when his F-47N (serial number 44-89350)) crashed on final approach to New Castle Airport. He had been on a gunnery mission over the Atlantic Ocean. Ed Atkinson described the incident: "If you remember in those days when fighters came in, they'd peel off, do a tight 360 degree three-"G" turn, losing altitude to reduce their speed, and land. He just kept going in the turn and rolled right over, and practically went straight in...just about opposite the old entrance".

In July, 1949 there were two taxiing accidents within three weeks as Charles D. Hogue had a mishap with major damage to a T-6D (serial number 44-81192) at Philadelphia Airport on July 9. On July 29, George W. Dunn pranged his F-47N (serial number 45-50065) at New Castle, making it a write-off with major damage.

The following month there were three more nearly back to back incidents. On August 13, 1949

Robert J. Byrne was forced to make a belly landing in his F-47N (serial number 44-89255) at New Castle when his engine either failed, or caught fire resulting in major damage. Just three days later on the 16th Charles R. Hearn Jr's. F-47 (serial number 44-88757) suffered damage in a landing accident at New Castle.

The two weeks annual training period from 13 August to 27 August 1949 was highly successful as far as the 142 fighter Squadron and allied units were concerned. The encampment started off with a literal "Bang" by having Captain Robert J. Byrne, "B" Flight leader; make an emergency landing, wheels up on the Airport during one of the first flights made on the 13th. Due to poor visibility, operations were curtailed for the day. Most of the flying accomplished was to increase the proficiency of the individual pilots in preparation for the Operational Readiness Test which began 18 August 1949. Weather again hampered our schedule for the 14th but the pilots were able to engage in brief periods of ground gunnery. The night of the 16th the squadron took off on a mass cross-country; a round Robin to Columbus Ohio. Five four-ship flights made the trip. On the 18th all personnel were placed on a standby alert to commence the Operational Readiness Test. The judge or scorer was Lt Col J.I. Steeves, who is also the Air Force Instructor for the Squadron. The missions were generally led on most flights by the Squadron Commander, Lt. Col Ross J. Adams, Jr. Some of the highlights of the O.R.T. were: a maximum effort flight for reconnaissance purposes; a scramble take-off on the 21st when flagmen were used on the end of the runway to direct traffic; and patrols of designated sectors as well as assignment of specific targets for the squadron to destroy.

Finally, Vincent L. Riley was taxiing P-47N (serial number 45-50094) at New Castle when he endured a mishap causing minor damage on August 17, 1949. MSgt C.T. Lee recalls, "One day, Rex "Nosedive" Riley was taxiing a jug out on the flightline during encampment, and his old buddy Albert came along in an oil truck. Riley put the brakes on and put the jug right up on its nose and burned off about three or four inches off the prop blades. There's still a mark out on the ramp to this day we call Riley's only mark in life!"

On September 18, 1949 Frank H. Stern Jr. would suffer an engine failure and damage his F-47N (serial number 44-89404) in a landing accident at New Castle. Stern would perish in a later accident in 1954.

And to cap off a very bad year, on November 12, 1949, Wallace B. McCafferty had a landing accident at Lynchburg Municipal Airport Virginia in his F-47N (serial number 45-50096) resulting in major damage. There were a total of eight reportable accidents in 1949, one of them fatal, arguably the worst year for flying safety in the unit history.

Although not a reportable accident, a scary close call was told by BG William Spruance in an interview in 1986. He said, "We used to tow targets for the Army National Guard; they would shoot these 120 millimeter anti-aircraft guns that would make one helluva boom. We had these airplanes (B-26s) primarily for air to air targets for our fighters. They asked if we would tow some targets for the Army Guard. Instead of using a thousand foot cable which was good enough for air to air gunnery, we used 5000 feet for these 120 mms. So one day Clem Lenhoff

and I were flying back and forth and big thunderstorm was coming. "This was our (DE ARNG) last day at Bethany Beach, and would we make just one more pass?" And we said, "Gee that is a big thunderstorm. I don't know if we want to do this. Well we'll go ahead." So we flew another pass and lightning hit that 5000 foot cable and discharged off the nose of the airplane. Of course when it came up that 5000 foot cable it went through the tow reel and the reel operator watched all of the equipment back there practically dissolve from the bolt of lightning. The bolt discharged off the nose of the airplane about as big around as maybe an inch in diameter. I had on a headset and my hair was standing up straight. Lenhoff had on a helmet and his eyebrows were standing out straight. You could smell the electrical discharge, like when there's an electrical short or something. I remember the two reel operator saying "What the hell are you guys doing up there?"

Things began to marginally improve the following year. The F-47s were replaced by F-84C.

Delaware, in 1949 received its first jet fighters, the F-84. It was a spectacular event. In those days, most pilots had only fantasized flying a jet. Civilians were only vaguely aware of what they were. At an Open House a Mayor asked where the propeller was. Their performance was mind boggling if not erratic. Engine overhauls now measured in 1000's of hours were then measured in tens of hours. The mysticism of the powerplant gave an aura of invincibility to the pilots.

There was one dramatic incident in 1950 when Lt. Saul Sitzer narrowly escaped death as his F-84 burst into flames and scattered bullets in all directions during a failed take off at New Castle. He escaped with first and second degree burns as he rolled on the ground to put out the flames. The accident occurred at hare's Corner at the southeastern corner of the airport near the M&M Diner. The \$250,000 jet was a total write-off. Sitzer took off in a flight of four airplanes but failed to reach take off speed although his jet was going an estimated 100 mph at impact after aborting his takeoff and applying the brakes. His landing gear collapsed and the plane bounced across Churchman's road.

On October 19, 1950 Major Merle J. "Jake" Gilbertson was killed near Hockessin in the crash of his F-84C (serial number 47-1528). Gilbertson was assigned to the parent Wing of the 142 Squadron the 113th Fighter Bomber Wing. He was a close personal friend of Cpt Dave McCallister.

Federal Mobilization for the Korean War By the following February, all the pilots were thoroughly "at home" in the F-84. Although the unit was mobilized in place, and most DE ANG members served at New Castle, many individuals were reassigned to the combat theater, and elsewhere in the Air Force. Twenty five officers (of 43 called up) and about 100 airmen eventually served overseas, mostly in Korea. Nineteen pilots saw combat. Twenty of the thirty enlisted members who served overseas were posted to Korea. Of the original pilots, twenty remained on active duty and several accepted regular commissions.

There was one dramatic incident on April 15, 1951 when Lt. Saul Sitzer narrowly escaped death as his F-84C (serial No.47-1581) burst into flames and scattered bullets in all directions during a

failed take off at New Castle. He escaped with first and second degree burns as he rolled on the ground to put out the flames. The accident occurred at Hare's Corner at the southeastern corner of the airport near the M&M Diner. The \$250,000 jet was a total write-off. Sitzer took off in a flight of four airplanes but failed to reach take off speed although his jet was going an estimated

100 mph at impact after aborting his takeoff and applying the brakes. His landing gear collapsed and the plane bounced across Churchman's road. Sitzer was a former WWII pilot and POW. He would later be mobilized for the Korean War. Robert Davis recalled, "One of our pilots was sitting on alert and he took off, flamed out and crashed his F-84 jet at the end of the runway. This was over towards the DuPont parkway. The plane got pretty well messed up, especially the front end of it, but the pilot got out through part of the damaged area, but got sprayed with fuel. He was wearing a nylon flying suit, and that's when the nylon would burn, melt, and stick to you. He got burned pretty bad and spent many days in the hospital. His name was Saul Sitzer. I used to visit him in the hospital to see how things were going."

On May 17, 1951, the federalized unit was redesignated the 142 Fighter-Interceptor Squadron and in September 1951 the unit exchanged its F-84C for the F-94B to fit the unit's new continental air defense mission. They stood five minute runway alert duty seven days a week around the clock for over a year guarding the Mid-Atlantic States against surprise attack by Soviet long range bombers.

Meanwhile the 142 Fighter Interceptor Squadron remained in place at New Castle federalized and converting to F-94Bs. There were four accidents, one fatal, during this time. John J. Collins suffered major damage to his F-94B (serial number 51-5400) during a landing accident at New Castle on February 19, 1952.

William Kastner Keller age 27 of Douglaston, Long Island was killed when his F-94B (serial number 51-5420) crashed at New Castle on June 24, 1952.

Leonard R. Stawers crashed his F-94B (serial number 51-5433) during a landing on July 15 at New Castle causing major damage.

On August 6, 1952 Charles Harry Dooley endured major damage to his F-94B (serial number 51-5427) during a landing accident.

In July 1952, pilots of the federalized 142 were put on alert to intercept flying saucers sighted in the vicinity of the nation's capital on successive weekends. 1st Lt. William L. Patterson, a Korean War veteran, who sighted the objects said he concentrated on one of the "bright lights" but it outran him. "I tried to make contact with the bogies below 1000 feet, but they (radar controllers) vectored us around," Patterson said. "I was at my maximum speed (600 mph) but even then I had no closing speed." The men of the 142 were under the command of Lt. Col Jack West.

On November 1, 1952, the 142 Fighter-Interceptor Squadron was released from active duty in

Korea and reorganized as the Delaware Air National Guard. About 200 of the original 400 airmen returned to the unit. Only nine pilots, five of them Korean veterans, returned from the original cadre of 44. At first, they had no airplanes at all. A few months before, in May LTC William Spruance commanding officer of Headquarters Delaware Air National Guard announced the creation of the 8142 Air Base Squadron. He said at the time they would have new openings for about 120 officers and enlisted men

On December 1, 1952 the unit was re-designated the 142 Fighter Bomber Squadron, and reverted to the F-51H supplemented by a few T-6.

July 18, 1953 10 Fighter Aircraft Received by Air F-84 Guard for Training The 142 Fighter Bomber Squadron of the Delaware Air National Guard at New Castle County Airport received 10 additional F-51 fighter aircraft over the weekend to be used to fire gunnery under actual combat conditions at the summer encampment. The squadron is slated to have its own new model jet fighters by the end of the year.

The 142 held its first post-war encampment at McGuire AFB New Jersey, in August 1953, labeled in polite protest, "Operation Muzzle Loader" in homage to their F-51. The term had been borrowed from a recent Morning News editorial calling for more modern aircraft for the Delaware Air Guard. Although the unit had been among the very first to "go jet" receiving F-84s in 1950, they were now awaiting modern aircraft in a defense priority allocation scheme which sent surplus jets to our NATO allies first, before fleshing out the Air National Guard.

August 6, 1953 It's 'Operation Muzzle Loader' but Air Guard Calls it Success Despite handicaps imposed by having to fly ancient F-51. Practically all the squadron's 14 officers are experienced jet fliers who have had to learn to fly conventional aircraft over again. The encampment is the first for the 142 since the summer of 1950. Between February, 1951, and November, 1952, the squadron was on active duty as part of the regular Air Force. Officers and enlisted men agree this has been a "good" encampment even though they had to go to a "foreign" field and fly the obsolete planes. 1953 The 142 held its first post-war encampment at McGuire AFB New Jersey, in August 1953.

The unit suffered a high loss of personnel as the men mustered out after their activation. Twenty pilots chose to remain on active duty and some chose to exit military service altogether. Only about half of the unit's original 400 men returned to service with the Delaware Air Guard. So the first priority was rebuilding the manpower base through increased recruiting efforts. Under the leadership of a trio of officers, Clarence E. Atkinson, David F. McCallister, William W. Spruance, and a hardy band of survivors, the unit began to rebuild. Their first problem was a training problem, retreading jet jockeys into prop aircraft. The problem was relatively short lived as the unit traded back up to jets about a year and a half later in March 1954.

A brand new factory fresh T-33 trainer was received by the 142 on January 31, 1954. Nine of

the unit's men piloted their planes on a routine cross country training flight to Boston, Logan Airport where they dined with their counterparts on the Massachusetts Air Guard.

Announcement that the 142 Fighter Squadron would receive its consignment of the jets was made after a visit to the New Castle County Airport yesterday by an official of the National Guard Bureau operations staff. Since its reactivation earlier this year, the Guard unit has been flying old-style conventional fighter planes. Several of the squadron's pilots have flown the new jets in combat in Korea, and are enthusiastic over the plane's abilities. Capt. John V. Shobelock, one of the returned veterans, characterized it as the "safest plane in the air today." "It's a very stable plane," Captain Shobelock said. "The pilot doesn't need to exercise so much constant control to keep it on the target—both in strafing and air-to-air combat. "We used it mostly for interdiction, bombing support, and strafing missions." Captain Shobelock said, "and let the 86s play with the MIGs. After we'd accomplished the mission, then we'd play with the MIGs a little. Being a long-range fighter, we carried more fuel and could stay in the air longer, so pretty soon the MIGs would have to go back for gas, and then we'd go home." Its stability makes it more ideal as a training plane for young pilots than the earlier jets—a factor of prime interest to the Air National Guard. Captain Shobelock, Capt. Alvin T. Thawley, and 1st Lt. William F. Hutchison, all veteran Guard pilots, will set up and handle the training program for the local squadron when the planes begin to arrive. LTC W. W. Spruance, air liaison officer on the adjutant general's staff, said the consignment is expected to start coming in during October and the full complement of jets should be on hand before the end of the year. The squadron is commanded by Capt. David F. McCallister and Capt. Frank H. Stern, Jr., is operations officer. It will be the second time the local Air Guard Squadron has received a consignment of jets. Just before the outbreak of the Korean War in 1950, the 142 became one of the nation's first units to be equipped with jets, a result of high unit ratings on operational readiness tests run by the Air Force. When the unit was federalized in February, 1951, the jets reverted to the Air Force.

February 1, 1954 Air Guard Receives First T-33 A brand new T-33 was received yesterday by the 142 Fighter-Bomber Squadron, Delaware Air National Guard, as nine of the squadron's men piloted their planes on a routine flight to Boston. The new aircraft was immediately taken over by the 142. It represents the first such model ever received at the New Castle Air Base.

February 15, 1954 State Guard Unit will get 5 Sabrejets Delaware Air National Guard officials announced today that the 142 Fighter-Bomber Squadron will receive five F-86 within the next 60 to 90 days. The Sabres will be the first late-model jets operated by the squadron since it returned from federal service in November 1952. The Sabres will be delivered by the Military Air Transport Service to the Air Guard's quarters at the New Castle County Airport.

The aircraft are being transferred to the 142 by order of the National Guard Bureau in the Pentagon. The local squadron was inspected by the bureau's operations and training section last summer and classified as ready to accept shipment of a full complement of jet aircraft. At that time, it was announced that the Delaware Guard would receive about 25 F-84F. These aircraft, scheduled for shipment by November, were never sent.

Capt. Frank H. Stern, Jr., operations officer for the squadron, said Guard pilots are looking forward to arrival of the Sabres a considerably more advanced aircraft than the Thunderjet. The 142 now has 15 pilots and is operating with 12 F-51 Mustangs, a propeller-driven World War II planes; two T-6 Texans, piston trainers; two T-33s, jet trainers; two F-84s, which are not in condition for flying; and a C-47 transport.

While there are no F-86s at the airport now, they should be a familiar sight to local residents because the Fourth Fighter Wing trained with them there before going to Korea in August, 1950. Air Force units stationed at the airport now use F-94 night fighters.

The first of twelve F-86A Sabrejets (Ser. no. 49-1117) arrived at New Castle on March 12, 1954 flown by Maj. John A. McKay from Warner Robins AFB Georgia. It became the "Cindy Lind 6th" assigned to Major David McCallister, 142 Squadron Commander. He switched mounts to serial number 49-1142, which became the second "CindyLind 6th" about a month later, on its arrival. This aircraft was credited with two MIG kills during the Korean War.

March 13, 1954 First Sabrejet Arrives at Base for Air Guard Use The Delaware Air National Guard yesterday received its first F-86 Sabre jet plane, known widely as the famous Russian MIG killer in Korea- and squadron officials announced that the craft will be followed shortly by nine others, thus equipping the 142 Fighter-Bomber Squadron with 10 Sabre jets instead of the previously announced five F-86s originally designated for use here.

Arrival of the F-86, still considered by the Air Force as one of its top fighter planes, marked a new era in activities of the Air National Guard here inasmuch as the Sabre jet, and the similar craft to follow, will permit the 142 pilots to join with the regular Air Force in protecting the local industrial area from overhead. The Sabre jet was flown to the New Castle County Airport by Maj. John A. Mackay of the 1737th Ferrying Squadron at Dover Air Force Base. He flew the craft from Warner Robins AFB in Georgia in one hour, 15 minutes, cruising more than 550 miles an hour. Capt. Clarence E. Atkinson, base detachment commander for the 142 Squadron, made formal acceptance of the Sabre jet for the Delaware Air National Guard. A squadron spokesman said Maj. David F. McCallister, squadron commander, and Capt. Frank Stern, Jr., operations officer, have been conducting orientation lectures in preparation for the arrival of the Sabre jets. Most of the squadron pilots have had previous flying experience with jet planes. Major McCallister extended an invitation to all former pilots to visit the squadron hanger and inspect the new plane and equipment.

March 31, 1954 Guard Jet Pilot Flies Nurse 600 Miles to Dying Mother A 600-mile-an-hour Delaware Air National Guard jet plane performed an emergency flight yesterday morning by flying an Air Force nurse from the New Castle County Airport to the outskirts of Detroit, Mich., where she was hurrying to be at the bedside of her dying mother. Stranded at the local airport while attempting to figure out the fastest possible commercial air flight to her home in Rockford, Michigan, 1st Lt. Norma L. Knowlton, who arrived here from North Africa in less than 20 hours, had her problem solved by the commanding officer of the 142 Fighter-Bomber Squadron, the local Guard unit. Within an hour after she climbed into the Air Guard's T-33 jet

trainer, she landed at Selfridge AFB near Detroit by Maj. David F. McCallister, the top ranking officer of the Guard squadron. Lieutenant Knowlton, a staff nurse at Nouasser Air Depot in French Morocco, was in emergency leave because of the serious illness of her mother. Major McCallister, who was preparing for a routine training flight, said it was pure chance that he wandered into the operations office at the base at a time when the Air Force nurse's predicament was mentioned. He offered the services of the Air Guard. On the receiving end of the mercy mission, the nurse was equipped with an Air Guard flying suit, given a helmet and oxygen mask and the jet plane was taken aloft at 9:45 am., by Major McCallister. Lieutenant Knowlton was flown from the French Moroccan air depot to Westover AFB in Massachusetts in less than 18 hours, with a brief stopover in the Azores. Her flight to the Massachusetts base was in a Military Air Transport plane. From Westover, the nurse, who has had flying experience included in her Air Force training, "hitch-hiked" a ride in a shuttle plane from Westover to the New Castle County Airport.

In July, 1954 the Delaware Air Guard participated in a large exercise dubbed, "Exercise Check Point" conducted by the Continental Air Defense Command including Canadian aircraft. It was designed to operationally test the readiness and capabilities of the Air National Guard in standing alert and scrambling to meet enemy aircraft. The Delaware Air Guard 142 Fighter Squadron F-86s shared the exercise with the regular Air Force 525th Air Defense Group's F-94. It was to be a harbinger of the runway alert program, that would later expand across the force structure.

Capt. Frank H. Stern, Jr. 35, of Chadds Ford PA was lost on August 21, 1954 flying an F-86A (Ser. No. 49-1285) over the Gunpowder River on the shores of the Chesapeake Bay. He was on his way from New Castle to deliver the jet to Maj. David McCallister, who was attending a conference in Omaha NE. His last radio report was while climbing over Delaware City about four minutes after takeoff. There was a low ceiling and overcast skies all the way up to 35,000 feet. Clarence Atkinson described conditions as "horrible - the rain was coming down in buckets. I told him, "Frank, it's too bad out there, you shouldn't go up in this kind of weather, its not worth it." He took off in a downpour, not a sprinkle, it was really coming down. The next thing we heard was an airplane had cracked up in the Chesapeake Bay. He hadn't been reporting, so we knew who it was." A new National Guard Armory on Newport Gap Pike was named in honor of Captain Stern in December 1954. Stern had originally served with the 198th Coast Artillery before joining the Air Force in 1944. He had flown P-47s in World War II, and was a veteran of 41 combat missions in Korea. August 23, 1954 Capt. Frank H. Stern, Jr., veteran Delaware Air National Guard jet plane pilot, was missing and feared lost late last night, more than 36 hours after he took off in his F-86 from the New Castle County Airport at 10:20 a.m. Saturday (August 21). Search for the missing Delaware pilot nearly produced another tragedy when Lt. Paul G. Shelton, 34, a National Guard pilot from Baltimore, Md., and friend of Captain Stern, parachuted to safety near Chestertown, Md., when his F-51 Mustang "started to disintegrate" while he was returning from the search to his home base yesterday. Captain Stern was en route to Omaha, Neb., Captain Stern, one of the most qualified and experienced among the veteran fliers of the Delaware Air National Guard, was supposed to have flown a triangular, circuitous route that would have brought him back to the outer airport marker in the Delaware City area

at a height above 35,000 feet. It was during this climb that he is believed to have run into difficulty. Four minutes after he took off from the airport in his 600-mile-an-hour jet, Captain Stern radioed in that he was over the outer-marker a directional signal for fliers in bad weather. The ceiling was low and the overcast reached a top elevation above 35,000 feet. Therefore, the pilot had to go higher than 35,000 feet before starting the first leg of his flight. He was scheduled to land on the first leg of the trip at Mansfield, Ohio, for refueling.

In September 1954 the unit received a new remanufactured C-45H Twin Beechcraft Ser. No. 52-10871 aircraft to carry the governor and other dignitaries on state missions as an executive aircraft, as well as a trainer for instrument and multi-engine proficiency.

Capt. James R. Shotwell Jr. 33, went down near Delaware City on March 19, 1955 flying an F-86A "Fyne Type" (Ser, No. 49-1169). His craft suffered a flame-out knocking out his power. It is believed he attempted an "air start", but in so doing he lost too much altitude to safely bail out. He was likely concerned about his jet hitting a populated area around Delaware City. His wingman saw the plane burning. He was able to eject from his burning F-86 jet, but his parachute failed to open in time. The mission was a routine gunnery training flight. Walt Hannum was towing targets in a T-33 at the time of the incident. Clarence "Ed" Atkinson recalled: "I was flying at the time and had just pulled up on the ramp when I heard the shouting on the radio. Walt Hannum was with him. Walt just kept shouting, "Eject Jimmy, eject Jimmy!" And Hannum came in and pulled alongside of me. He couldn't get out of the airplane. He was just sitting there crying like mad because he and Jimmy were good friends. They were both from around Broomall Pennsylvania. That shook up Walt Hannum. Jimmy was a very likable guy. He took an interest in everybody. He was always smiling and very personable, really one of the nicest guys. He wasn't married so he spent a lot of time out here and did a lot of flying. He took a lot of pictures: most of those 35mm slides we have around were taken by Jimmy."

April 20, 1955 Delaware Air Guard to Get Later Model Sabre Jets The 142 Fighter-Bomber Squadron, Delaware Air National Guard, will be equipped with a more modern version of the F-86E Sabre jet beginning with the next fiscal year, guard officials announced yesterday. Maj. David F. McCallister, squadron commander, explained that the faster and more maneuverable planes will replace the present F-86A and will probably be delivered here three at a time, beginning early in July.

2nd Lt Richard Byrne, Delaware Air Guard pilot, was killed on July 6 1955, flying F-86E, (Serial No. 51-13043) while assigned with the 3595th Training Wing at Nellis AFB Nevada, during advanced gunnery training.

November 26, 1955 Newport Jet Scare Probed Delaware Air National Guard officers and technicians today will go over the electronic controls of one of their F-86A to find out why its two drop fuel tanks came off shortly after take-off from the New Castle County Airport shortly after noon yesterday. The heavy eight-foot tanks dropped into the center of Newport, one crashing through the roof of an apartment house, the other falling in a vacant lot two blocks away. No one was injured, and although the tanks burst, spewing jet fuel, there was no

explosion or fire. The pilot, 1st Lt. James Scott, 22, of Bridgeville, was not aware his drop tanks, attached to the fuselage, had come off until he was contacted by radio. Lieutenants Scott and Theodore White, were flying over Dover in separate Sabre jets when contacted, and returned to base immediately. Although five persons were in or near the building when the tank plowed into it, no one was injured.

"In 1956 there was a cross country race, and Lt Col McCallister entered one of our F-86s. We sealed off the gun ports, bolted the slats, polished it up and tried to get rid of all of the parasite drag that we could. We used to practice refueling until we had it down to about a minute just like a pit stop on one of those race cars you see. In the actual race we used only one drop tank because that's all the range you needed. I think we stretched about every safety rule in the book. We serviced the airplane with the brakes smoking and the engine running. He won the race and I understand that there was quite a party afterward..." Master Sergeant Charles T. Lee

February 16, 1956 Air Guard to Get New Quarters The 142 Fighter-Interceptor Squadron, Delaware Air National Guard, will move into the present Air Force operations building at New Castle County Airport when the airport management moves into its new terminal building and the federal forces take over the present administration building at the airport, air guard officials announced yesterday. When the Air Force moves into the present airport administration building, the Air Guard will have space for classrooms and other facilities in the hangar it occupied before the squadron entered the federal service, officials announced. The air guard quarters will be used for classrooms for the nearly 450 men who attend the regular weekly meetings, air guard officials explained.

September 1956 State Air Guard Blames 3 Deaths on Old Jets Three fliers in the Delaware Air National Guard's 142 Fighter-Interceptor Squadron lost their lives because of unreliable, obsolete aircraft, the squadron commander charged in the current issue of "The National Guardsman" magazine. "That is definitely not true," was the official reply given yesterday by Air Force authorities in Washington who were asked to comment on the charge. In an article titled, "A Fighting Chance," Maj. David F. McCallister asserts ANG pilots "have to fly beat-up, second, and third line jet fighters that even our NATO allies refused to accept." He added that "it is rather galling to American fighter pilots in the ANG who have to fly hand-me-down while the Communist fighter pilots in Yugoslavia fly new American fighters." The author, a World War II fighter pilot who has commanded the squadron since 1953, states, "It doesn't seem right that they should have given their lives because our nation couldn't afford to give them reliable aircraft to fly." The pilots killed were Maj. Merle J. Gilbertson, who died in the crash of an F-84 Thunderjet in 1950; Capt. Frank H. Stern, killed in 1954, and Capt. James Shotwell, killed in March of last year, both in crashes of F-86A Sabre jets. The F-84s are no longer operated by the Delaware ANG, and the F-86As have been largely replaced by the E series. According to an ANG spokesman, almost all Air Force squadrons that had the F-86 have been re-equipped with later-model aircraft. "If our nation could afford to give new jet fighters to foreign nations so that their pilots could be assured of a fighting chance for survival in the hazardous Jet Age," Major McCallister wrote, "then it certainly can see its way clear to give its own American fighter pilots the same fighting chance."

September 7, 1956 An On-Hand Picture of Sabre Jet Firing Practice Marksmanship is one of the fundamental skills of military members, whether they travel by foot or Sabre jet. To demonstrate how it sharpens its shooting eye, the Delaware Air National Guard took this reporter on one of its gunnery training missions over the Atlantic Ocean. The target, a 25-foot long nylon banner, was towed on a steel cable, trailing behind a tow-place T-33 jet trainer piloted by Maj. Clarence E. Atkinson. The T-33 took off first, and right behind it came two F-86 Sabre jets, piloted by Capt. Walter Hannum, a full time guardsman who lives in Newark, and 1st Lt. David Aub of Monroe Park. Lieutenant Aub was released from the Air Force this summer, and is studying engineering at the University of Delaware. The T-33, slowed to about 165 miles an hour by the trailing target and two wingtip fuel tanks, flew at 10,000 feet along the Delaware River. It crossed to New Jersey about 25 miles north of the mouth of the Delaware River, and followed the coastline to Atlantic City. The Sabres, meanwhile, flew about 35,000 feet, an altitude which gives them their best fuel economy.

May 23, 1957 Air Guard Pilot Killed in Jet Crash A Delaware Air National Guard pilot, who received his wings last September, was killed last night when his F-86 crashed and exploded on a farm near Middletown shortly after 8:30. He was identified as 2nd Lt. Linford A. Robbins, 23, father of a two-month-old child. It was the second Air National Guard jet crash in 72 hours. Two died when an Air Force F-94 crashed near Newark Sunday night. Last night's was also the 10th crash of a locally-based jet since the airport became a jet fighter base in 1950. Seven of the crashes have taken place in northern New Castle County, although none have hit buildings or resulted in civilian casualty. As was the case in Sunday's crash, the Sabre jet suddenly went down with no report of trouble from the pilot. Officials said Robbins had been in radio contact with the control tower only minutes before and gave no indication that anything was wrong. Lieutenant Robbins was out on a night proficiency flight, and officials said he and a companion pilot were flying at about 3,200 feet when Robbins' craft plunged to the ground and burst into flames. It came down on the farm of Mr. and Mrs. Andrew Alfee on Route 71 three miles west of Middletown, ripped through a wire fence, and plowed a hole 20 feet long, 15 feet wide, and eight feet deep. Debris was strewn over a wide area. The pilot of the other plane, 1st Lt. Johnson M. Taylor, of Aberdeen, who was in charge of the flight, reported to Maj. Clarence E. Atkinson, base detachment commander for the 142 Fighter-Bomber Squadron, that they were flying at 3200 feet when they entered overcast skies. He said he saw a flash on the ground, tried to contact Robbins, and when there was no answer, turned around to investigate. Seeing the fires on the ground, he assumed the plane had crashed and notified the control tower at the air base. The Middletown Fire Company was called to the scene and officers and cadets of the Civil Air Patrol also volunteered their help. The wreckage was kept under guard all night, and an Air National Guard crew set out this morning to try to determine the cause of the crash.

Ten Delaware Air Guardsmen participated in nuclear tests at the Nevada nuclear test site in Indian Springs in August 1957. Led by Maj. Clarence Atkinson, the team included 1st Lt Robert N. Floyd, 2nd Lt John W. Koch, and 2nd Lt Gerald J. Luce who flew through the radioactive cloud gathering samples on filter paper flying T-33 jets. They were supported by a ground crew that included MSgt Albert Seidle, TSgt Everett Whitten, TSgt Lawrence Canterra, TSgt Newton

R. Brackin, TSgt Gerard M. Haley, and TSgt Donald M. Galbraith.

Capt. William B. "Bloomer" Geisel, 35, was uninjured except for minor bruising when he bailed out of his DE ANG F-86 in December 1957(?) near Perry Iowa. He was enroute from New Castle to California for an aircraft inspection repair and modification mission after refueling in Selfridge AFB, Michigan, heading for Des Moines. Heavy ground fog prevented his landing after three attempts, so he diverted to the northwest. A short time later he radioed, "I've got two minutes fuel left, there goes the canopy, Merry Christmas to all". The plane crashed on a farm, strewn wreckage for nearly a mile. Geisel joined the Delaware ANG in August 1957(?), as a veteran of World War II and Korea, he had 1500 flying hours and 50 Korean combat missions.

July 24, 1958 Pilot First to Pass Test An air guardsman and pilot with the 142 Fighter-Interceptor Squadron, who trained here with the 113th Fighter-Interceptor Wing, became the first to qualify in aerial gunnery yesterday. Flying an F-86-H Sabre jet, named "Joan Marie" after his wife, Lieutenant Scott scored as sharpshooter above 25,000 feet and as marksman below 25,000 feet.

On September 25, 1958, Lt. Thomas W. Nale III was badly burned when his F-86H (serial number 53-1377) "Ole Ger", (William Hutchison's jet) lost engine power and crashed near Dover AFB. Nale was an experienced aviator with over 1500 flight hours, 1200 in jets. The crash was approximately a mile southeast of the base on Kitts Hummock road. Two of four air Force officers on the scene were also burned while pulling the stricken pilot from the airplane. Lieutenant Raymond A. Malacarne, a radar operator with the 98th FIS was joined by Capt. Roger Thorpe, a medical officer, to make the rescue. They were augmented by Lt. Donald D. Pressley and Lt. Henry Urie, all from Dover AFB. Governor Caleb Goggs awarded all four rescuers the state's highest military honor, the Conspicuous Service Cross. Nale survived and eventually was medically retired from the Air Force after a prolonged medical treatment.

On November 10, 1958 the unit was redesignated the 142 Tactical Fighter Squadron and was reassigned from the Air Force's Air Defense Command to the Tactical Air Command.

June 28, 1960 9 Guard Pilots Get Ready Status Nine officers from the Delaware Air National Guard's 142 Tactical Fighter Squadron have qualified as operationally ready through their proficiency in bombing, strafing and rocketry missions and air to air gunnery. The officers who will receive the Governor's Ace medal after their encampment are: Capt. Robert Floyd, 1st Lts. Ernest R. Bosetti, Arthur Gorman, Gerald Luce and Jay Tether, and 2nd Lts. Stanley Hopperstead, Franklin Wooten, Richard Murphy and Brian Lukes.

July 1960 Air Guard Squadron Named Best in 113th Wing . . . Again All 25 guard pilots of the 142 Tactical Fighter Squadron, have checked out satisfactorily in all phases of qualification and for the third successive year the squadron is rated tops in the 113th Tactical Fighter Wing. During the annual two-week training period which ended at Phelps-Collins Air Base, Alpena, Mich., BG William W. Spruance, Delaware's adjutant general for air singled out the outstanding records compiled by all of the pilots and said, "The most important aspect of each encampment

is that the fighter pilots qualify according to Air Force standards for operational readiness."This status requires proficiency in bombing, strafing, rocketry, and aerial gunnery. Flying a total of 389 sorties, the Delaware airmen exceeded all pre-camp expectations, said General Spruance. Three veteran pilots whose individual marksmanship far exceeded the minimum qualification standards set up by the Air Force are: Capts. Robert Floyd, William Hutchison, and Lt. Ernest Bosetti. The General added that LTC David McCallister, squadron commander, and "all men of the 142 Squadron have received praise and commendation from every source. The wing, air guard, and nation look upon Delaware's aerial arm as a positive force in our overall goal of power for peace."

June 1, 1961 Facility Renamed Greater Wilmington Airport With the unveiling of metal letters on the front of the terminal building this morning, Delaware's principal airport will be known as the Greater Wilmington Airport. The change in name from the New Castle County Airport, title of the airfield since its construction in 1941, was authorized in March by the Levy Court of New Castle County. Airport manager George Bean said the change was under consideration for several months. He said the association of the airport name with the city of Wilmington would give it added national appeal. Levy Court President Harry Lambert, expressing reluctance to remove the name of New Castle from the airport, agreed that the greater recognition accruing to the name Wilmington would work to the benefit of the airfield. The Levy Court of New Castle County is the agency with the ultimate responsibility for the operation of the airport, a responsibility it delegates to the Airport Commission whose members are appointed by the court.

The movement to establish the airport was started in 1940 by Henry Belin du Pont, an outstanding figure in Delaware's aviation history. After discussion between Mr. du Pont and the Levy Court, a bill was passed by the General Assembly in 1941 authorizing the Levy Court to issue bonds for the construction. The Army Air Corps took over the facility during World War II and made many improvements, including the present network of runways and buildings. In 1956 the new terminal building was completed, adjacent to the Du Pont Highway.

On June 4, 1961, Lieutenant Colonel David F. McCallister (Commander, 142 Tactical Fighter Squadron) and Brigadier General William W. Spruance (Assistant Adjutant General for Air) were flying a T-33A jet trainer (53-5955) out of Scott AFB, when the aircraft lost power, and crashed. Colonel McCallister died and General Spruance received serious injuries. A total of eight airmen were lost in aircraft accidents during the unit's first fifteen years of operation.

In 1963, in the last recorded major accident in the Delaware Air National Guard to date, a C-97G (serial number 0-22655) suffered a wheels-up incident resulting in the airplane's destruction. The crew was practicing routine touch and go landings at New Castle on a Friday evening just prior to a federal inspection according to Dick Harada, the flight engineer. There was a normal sequence of cycling flaps and landing gear on each approach. A characteristic of New Castle airport at the time was the intersection of the two main runways where there was a distinct "hump" in the runway. The co-pilot had evidently inadvertently retracted the landing gear, but it was not evident because a safety feature of the gear was that it would not retract while

weight was on the apparatus. On its roll down the runway, it hit the "hump" and momentarily became airborne. Sensing no weight the landing gear began to retract as the airplane settled back down to the runway resulting in an unintended wheels up belly landing. All four props with power on progressively destroyed the props, engines and nacelles as the belly of the airplane crushed itself under its own weight. Harada recalls that when the airplane came to rest he instinctively shut down all electrical power to prevent a short from igniting fuel. This was standard procedure in preparation for a crash landing. Also aboard for the proficiency training flight were three other flight engineers; Jerry Blake, Evan Pope, and Al Cucco.

March 1962 Colonel Atkinson Named Group Commander The appointment of LTC Clarence E. Atkinson as Commander, 166th Air Transport Group, marks the long awaited mission reassignment for the Delaware ANG from a Fighter Squadron to its role as part of the Military Air Transport Service. Maj. Gen. Joseph J. Scannell announced the radical change in the 142's mission assignment together with Colonel Atkinson's appointment just prior to the March training assembly. Quick to praise Colonel Atkinson on his appointment to the top post in the largest air unit ever to be conceived by the National Guard Bureau, General Scannell said, "This distinguished veteran command pilot represents the type of leadership that we all must try to emulate. His drive, determinedness, and quieting influence have continually permeated all who serve him. It seems only natural that efficiency and successful growth will be the inevitable outcome of units within his command."

March 1 1962 Air Guard Becomes Cargo Outfit The Delaware Air National Guard switches on April 7 from jet fighters to heavy cargo airlifting at a cost of about \$20 million in planes and equipment. The Delaware flight crews will be trained to go global—flying cargo and troops to and from any part of the world. Each crew will be required to make at least two round trips overseas a year. Next Tuesday, the first of the huge C-97s will arrive at the Greater Wilmington Airport from March AFB California. This first significant shift in mission from fighter to transport allowed enlisted members to participate in the flying mission as engineers, loadmaster, crew chiefs, and aeromedical technicians. It was a "crew" aircraft that helped the unit to build a "crew" spirit of teamwork. The mission also required additional officers including flight nurses and navigators. Col. Harold Copey was the first chief navigator, and navigators have remained an integral part of the crew to this day.

In June 1962 the unit flew its first trans-Atlantic mission for the Military Airlift Command to Rhein-Main AFB Germany. The organization soon became a regular at places like Lajes, Torrejon, Athens, Rhein Main, and other European destinations.

Transfer of all but one F-86 is scheduled to be completed over the weekend. The Cindy Lind 9th, the jet flown by Col. David T. McCallister, former commander of the 142 Tactical Fighter Squadron, who lost his life in a crash last June 4 will remain. The Cindy Lind will be erected as a memorial at the air base to the internationally known flier. Col. Ed Atkinson said Delaware was able to keep Colonel McCallister's plane because the jet was disassembled before the Air Force decided it would keep the F-86s in service.

July 11 1962 State Air Guard Begins 1st Overseas Trip Tonight Delaware's 142 Air Transport Squadron will launch its first overseas mission tonight. The first transatlantic flight of the reorganized Delaware ANG will take 15 guardsmen on a Boeing Stratofreighter to the Azores, Spain, France, Germany, England and Greenland in seven days. The crew will be commanded by LTC Jacob C. Wolf, Air Force training advisor for the Delaware ANG. The men will leave from the Greater Wilmington Airport, stay overnight at Dover AFB and then leave for the Azores. Until last April, the Air Guard unit was a jet fighter squadron. Now it is a part of the Military Air Transport Service, its men retrained in handling the huge air freighters. From the Azores, the group will fly to Torrejon, near Madrid, Spain; to Chaterauoux, about 10 miles south of Paris, and to Rhein-Main, Frankfurt, Germany. After a 40-hour rest there, the crew will go to Mildenhall, England where it will remain overnight, then to Harmon Air Force Base, Greenland, return to Dover next Wednesday and arrive at the Greater Wilmington Airport about 2:30 that afternoon. Although the plane will carry a cargo from Dover, the main mission is to acquaint the Delaware airmen with the schedules and routes of Air Force transports.

In December 1963 Blue Hen planes and crews airlifted Bob Hope and his Christmas show on a goodwill mission to the Mediterranean area.

June 1964 Guard Attains C-1 Rating Top Level Reached Ahead of Schedule Under the command of Col. Clarence Atkinson, the 166th Air Transport Group reached the Air Force's highest rating for operational readiness 21 months ahead of schedule, a national record for guard units. The official notification came in a letter addressed to Gov. Elbert Carvel. It said: "As Commander-In-Chief of the Delaware ANG, you can be a little extra proud of your Air Guardsmen on this Armed Forces Day. I have just been informed that the 166th Air Transport Group at Wilmington has reached the top level of combat readiness a full 21 months ahead of schedule. This means that your Air Guardsmen are fully qualified and fully capable to perform any mission assigned to them. The fact that they attained this capability in such a short time after converting to the C-97 transport aircraft reflects great credit upon Colonel Atkinson and your other Air Guard leaders. We in the National Guard Bureau are proud to have such a dedicated, hard-working group on our team and on this occasion we offer our congratulations and admiration for a job well done."

On July 25, 1964, Capt. Thomas G. Jurgelas and Capt. Wesley Lanz, were killed on approach to the landing strip at Bradley Field, when they ran out of fuel and failed to make the runway.

On May 12, 1965, Capt. Carl E. Beck and 2nd Lt. Robert E. Raeder were killed when their aircraft spun in near Marlborough, Mass.

December 1965, Operation "Christmas Star" took our unit on its first cargo mission to Vietnam. Our crews delivered gifts to the troops with regular flights continuing at the rate of four per month of the total ANG pledge of 75 per month. In April 1966, the DE ANG airlifted cattle, ducks, rabbits, and chickens to Lajes AFB in the Azores. In July 1966, during Operation "Combat Leave," the 166th supported airlifting military personnel during a commercial airline strike.

February 1966 Delaware ANG Starts New Year With New Name The 142 Air Transport Squadron will be known as the 142 Military Airlift Squadron. Although the names are different, no change in mission, location, or minimum maintenance strength was issued.

In 1967, Delaware ANG crews airlifted medical supplies to Vietnamese hospitals for a local Delaware Group called Aid to International Medicine. We flew our first cargo mission to the Australian continent, and in May the Blue Hens saved a NASA missile launch by rushing technicians to Ascension Island to repair a radar monitoring station.

April 9, 1968 — A Day of Terror touched the lives of thousands of Delawareans yesterday. The nightmare of fire bombings, looting and civil devastation became a harsh, unforgettable reality in West Center City Wilmington. Some wept, some bled, some cursed and were cursed as mob force smashed against law and order. Even in the warmish, spring skies above the city, clouds of grayish- black smoke marked the scene of destruction—a symbol of the tragedy for all in the area to see. Huge traffic jams blocked streets leading from the city as thousands left their jobs and offices early to escape the potential danger. Others were called away from their jobs and homes to don military uniforms and join other National Guardsmen summoned to still the turmoil threatening Delaware's largest city. April 9, 1968, would be a day the state's historians would long remember. There were those who said the demonstration amounted to a long-stifled cry for equality, for freedom. Others would only shake their heads in disbelief. No one could be certain. Violence Brings Guard to Enforce City Curfew Yesterday morning 4,000 men in Delaware were leading a normal life. By 3 p.m. these men, all Army and Air National Guardsmen, had been called to duty. Altogether 3,500 were sent to several positions in New Castle County. Some units were immediately sent to protect city buildings and utilities. Some set up a bivouac at Pierre S. du Pont High School. Four hundred men piled into the school cafeteria with rifles and helmets ready to go into action but hoping it wouldn't be necessary. By 6 p.m., they were called upon to help guard the uneasy streets in center city. Convoys of trucks, under police escort, pulled out for final staging at the Public Building where city officials gave instructions on what to expect and how to handle it. As sergeants called cadence and officers discussed strategy, the troops moved out to man street corners in an effort to end the violence.

December 1969 Operation Papai Noel-Christmas Mission to Azores The Delaware ANG will say "Merry Christmas" to the children of the Azores. The greeting will be in the form of small gifts given to orphans because Rev. Paul Milcetic, LTC Charles Skinner and SMSgt. Larry Vieth have worked out a goodwill message-Merry Christmas-Papai Noel. Colonel Skinner says they hope to eventually expand the project. It may become a message from the children of Delaware to the children of the Azores carried by Delaware ANG. Up to now it has been mostly Delaware ANG with a few outside exceptions. For example some girl scouts Major Hazell knows are doing some wrapping, a nearby store owner donated a case of soap and the University of Delaware ROTC auxiliary has volunteered their help. The gifts being sent are not large. Crayons, toothpaste, marbles, small stuffed animals, gum, Christmas candy and even a few soccer balls would be appropriate according to Chaplain Thomas Klewin. Chaplain Klewin is arranging official clearance with the Portuguese to distribute the gifts. He says he already knows of 500 children to which he hopes to present the individually wrapped gifts. There will be two flights

made. The one made on Nov. 28 carried the presents already received and an official Delaware ANG envoy. The second flight leaves Dec. 18th. Reverend Thomas Klewin from Lajes AFB, Azores says he has just discovered children's homes on other islands besides the mainland. According to Klewin they have never received any assistance at any time. The whole idea of Papai Noel, which means Father Christmas in Portuguese, had its inception only two months ago. At that time it was planned on a small scale because of logistical limitations.

February 1970 New Birds Join Delaware ANG Fleet Someone once said, "Having nine C-97s around is like owning a fleet of Edsels." So any addition to the fleet besides another Edsel, would be an improvement, according to guard officials. On December 16, the Delaware ANG got a new model. It's the same type but slightly upgraded. Think of it as the same old Edsel with a Sears air conditioner hanging under the dashboard. The unit is replacing old 52832 with old 53921 since 52832 is due for an IRAN (complete inspection and overhaul) and the new-old 52921 does indeed have air conditioning. The new cooler unit is a two-ton model with the compressor under the engineer's flight deck. There is no report whether or not the unit lowers the gas mileage on the Pratt and Whitney engines. Rumor has it only the cockpit can dial its own climate. The rest of the aircraft is painfully warm in the traditional fashion of C-97s. No one but the avionics people will be able to notice the difference between the newly-arrived plane and others in the inventory. The differences are all inside. In addition to the air conditioning in the cockpit, "921" has a computer controlled navigation system (called "Doppler") and more up-to-date radar. The Doppler system gives a continuous reading of ground speed and shows number of miles to go to any given point.

Lt Col John Marder and the crew of a December 1970 flight to Lajes AFB can thank a faulty relay switch for crippling their C-97. About halfway through a flight from Dover Flight Engineer Alfred DiSabatino found the engines were running too hot. He threw the switches to open the cowl flaps. When they had opened enough he disengaged the switches, but the flaps on engine number four continued to open. DiSabatino tried everything, but the cowl flaps were stuck past the full open stop. The turbulent air created by the open cowl flaps hit the horizontal stabilizer on the tail and the airplane began to pitch up and down. The controls at the hands of aircraft commander Lt Col John Marder started to vibrate violently and the airplane was growing uncontrollable. The crew thought they were going into the drink. TSgt James Boyce ran for survival suits but the crew knew survival in the frigid North Atlantic would be measured in minutes. The plane was losing altitude as Marder and co-pilot Tenney Wheatley fought vainly to regain altitude. They tried lowering the flaps, and varying the power. The biggest help, was feathering the propeller on engine number four. The airplane leveled out at 5000 feet (after losing 13,000 in altitude). They turned north towards St. Johns, Newfoundland and descended towards the runway two-and-a-half harrowing hours later. As they flared for landing the stabilizer once again encountered turbulent air as the nose rose. Marder had to hold the tail up and land with only the nosewheel touching. Both pilots had to stand on the rudder pedals to control the airplane. Marder cut the power and plane settled onto its main gear. The crippled C-97 stopped and the emergency was over.

The crew of C-97G Serial Number 20832 included:

Lt Col John E. Marder, Aircraft Commander
Capt. Tenney H. Wheatley, Copilot
Maj Paul F. Fuller ACM
1Lt James V. Dugar, Navigator
1Lt David F. Herron Navigator
MSgt Alfred V. DiSabatino Flight Engineer
TSgt John J. Sakal, Flight Engineer
TSgt James A. Boyce Loadmaster
MSgt Harold D. Saulsbery Flight Engineer
MSgt Newton R. Brackin, Crew Chief
Two un-named passengers from Dover AFB were also aboard

Lt Col Marder and MSgt DiSabatino were awarded Distinguished Flying Crosses for their actions on that day. Navigator crew member David F. Herron later wrote, " I navigated the first half of the flight. 1Lt Dugar was getting a flight check during the second half. Our altitude was FL130. About fifteen minutes had passed after I had turned navigation duties over to Lt. Dugar. Abruptly the aircraft went into a "nose dive". Lt Col Marder the aircraft commander yelled, "Get Wheatley up here!" I sprinted to the rear to get then Capt Tenney Whaeatley out of a bunk and up front. We were still descending rapidly. It turned out that we had "runaway" cowl flaps on engine number four. Our flight engineer, MSgt DiSabatino had tried to crack the cowl flaps a little to lower the cylinder head temperature. the cowl flaps continued to open, even though MSgt DiSabatino pulled the appropriate circuit breakers. (We later found out the cowl flaps had opened ten inches.) The disturbed airflow around the number four engine was causing severe buffeting/stalling of the right horizontal stabilizer. This was causing our rapid loss of altitude. At the time, I was the only crew member without a task to perform. I stood in the cockpit and observed all the crew actions. I held a civilian Airline Transport Pilot Certificate, so feel that I was a highly qualified observer. We were still descending. Then Capt. Wheatley alone thought of and executed three actions that I believe saved us. First, he shut down the number four engine (to reduce airflow). Secondly, he put down 40% flaps to raise the tail somewhat out of the disturbed airflow. Finally, he slowed the aircraft to 130 KIAS-a few knots over stall speed. This further reduced airflow over the tail. According to our radio altimeter, we were able to finally maintain an altitude of 1500 feet above the sea. Lt Col Marder approved all these decisions. Lt. Dugar and Major Fuller plotted a course direct to St. Johns, Newfoundland. (We were 400 miles due south). At 1500 feet we had a 70 knot tailwind. Therefore we had a ground speed of 200 knots and reached St. Johns in two hours - all the while frightened that we might start losing what little altitude we had. It turned out that a solenoid in the rear of the had stuck, causing a shaft in the cowl flap motor to shear.

1964-1974 the Delaware Air National Guard flew airlift missions to Vietnam with increasing tempo. The organization made an impact on the war effort, by voluntarily contributing a significant portion of the mission (an estimated 65 percent) it would otherwise have been expected of, had it been fully activated.

November 1970 The National Guard Bureau has asked the Delaware ANG to help the F-100 Air

Guard units. So, Delaware ANG is flying F-100 parts which the Air Force is giving back, to the U.S. from Vietnam. Two flights left Oct. 3rd. The two C-97s commanded by Maj. Ernest Schwab and Gerald Van Akin flew to Tuy Hoa, Vietnam. The Air Force told the National Guard they could have the F-100 parts, but, the Guard had to go get them. Although the Guard Bureau could have hired the Air Force MAC to do the job, they decided to use their own units. Vietnam trips take about 10 to 13 days. The first two Oct. 3rd flights dropped their cargo at Toledo, Ohio, before returning home. Return trip aircraft commanders on these flights were Capt. Charles Lyon and Maj. Jack Bal.

March 1971 Panama Trip Highlight "Good News" Missions It is seldom these days that you read any "Good News." But, in the last few months, Delaware ANG had made quite a bit of "Good News." Delaware ANG C-97s have flown an Army band to a distant base for a performance. Another mission carried Air University students to a new location for further study. More "Good News" occurred when the Delaware Air Guard airlifted amputee patients from Washington D.C. to California for some rest and recreation. Delaware ANG has also given a helping hand. On Feb. 20, a flight left to carry a recovery crew for the Tennessee Air National Guard. All this has been accomplished in the face of declining numbers of C-97s in Delaware ANG. For the first time the group sent one C-97 to the Military Aircraft Storage and Disposition Center at Davis-Montham AFB, AZ. and did not replace the loss with another plane. The mission that carried the Army band took 33 musicians and many instruments to Panama. Actually, there were two trips. A C-97 captained by Captain Lyon took the musicians down. And, later, Colonel Marder was the aircraft commander of the return flight. The C-97, which conveyed the Washington amputee/veterans, also took the group's medical technicians to give in-flight medical attention. Included in the weekend trip for the disabled soldiers were tours of Marineland and Disneyland. The airplane carrying the Tennessee Air Guard recovery crew went to the Azores. The six Tennessee aviators were on their way to pick up one of their broken-down C-124s. One note of interest was the past position held by the Tennessee Air Force Adviser accompanying the recovery crew. The advisor, Colonel Swindell was a former pilot of the Presidential airplane Air Force One during John F. Kennedy's presidency. The colonel also used to be base commander at Torrejon AFB, Spain.

June 1971 First C-130 Arrives This Spring the Delaware ANG will change its name from 166th Military Airlift Group to 166th Tactical Airlift Group.

The new C-130s will replace the C-97s. Guard officials said the unit may fly more places now than we ever did with the C-97. More people will be involved and whole unit summer camps may be held at distant air fields. There are two advantages to the C130: The C-130 does not require the lengthy runway that the C-97 did. The C-130 can go to more out-of-the-way places. One disadvantage is that maintenance man hours will be doubled, because of the plane's more complex systems.

A group of instructors from Minneapolis will come to the Delaware ANG this spring for two months to teach crews more about the C-130, so eventually, the members will be able to train others. Already, eight Delaware ANG pilots have gone to a 5 week course at Ellington AFB,

Texas. These pilots will in turn teach their associates.

There are two phases to flight training in the C-130. The first is learning how to fly it. This is what is taught at Ellington AFB. Phase II is aircraft utilization. The C-130 isn't just meant to be flown—it's meant to be used. Phase II teaches the crews short landing field aircraft operations, low level cargo extractions and the like. Two pilots here have already had this Phase II training.

June 1973 Unit Sets Record Flying Hours in May Delaware ANG aircrews flew a record 325 hours in May, the most hours flown since transitioning to C-130s in May 1971. Until last month's record flying effort, most hours flown in a single month was 300 in May 1972. The significant difference between the two May records is that the 300 hours flown in 1972 were accomplished with six aircraft in operation. The 325 hours flown last month involve only four aircraft.

How did they fly more with fewer aircraft? Guard officials said to accomplish the original goal of 330 hours for May with two aircraft transferred to another unit, LTC Ralph A. Piazza, commander of the 166 CAM SQ, SMSgt. Vince Riley, maintenance control supervisor of the 166th CAM Sq. and Maj. Richard G. Hazell, scheduling officer of the 142 Tactical Airlift Squadron, have developed a flying schedule that gives aircrews maximum use of the four planes.

Colonel Piazza said that credit for the successful program belongs to the maintenance, operations, supply and transportation people who have cooperated with the unusual work hours and who have worked hard to provide "ready" aircraft for pilots and other aircrew members. "Some members of the 166th CAMS. have worked 17 hours straight to assure aircraft are ready to go when scheduled," he said. He added, "the purpose of the special flying schedule is to meet training requirement and test the concept for the mandatory September field training period."

July 1974 Air Guard in Foreign Service Aircraft and men from the 166th Tactical Airlift Group, Delaware ANG, have just returned from "action" in the "Solid Shield" Air Force, the air arm of the Atlantic Command during exercise "Solid Shield 74." This exercise emphasized command, control and cooperation of forces from the Air Force, Army, Navy and Marine Corps, working under a single unified command. The exercise began on May 26, and ended the middle of June. It was conducted on military reservations in North Carolina, South Carolina, Florida and Virginia. Operations began when tactical aircraft launched an air campaign to gain air superiority in the exercise area. Air and ground activities built to a climax on "D-Day" when Army paratroops were dropped into the objective area. U.S. Air Force Tactical Air Command aircraft simulated "softening" the drop zone with ground attack sorties, provided protective cover for the paratrooper airlift, then provided close air support for the ground forces that were inserted into the "battle" zone. The airborne assault was coordinated with Navy-Marine Corps amphibious operations which included surface landings from ships and helicopter assaults. The Delaware Air Guard aircraft completed the exercise with a scheduling effectiveness of 69.8 percent and an operational readiness status of 94.6 percent. Throughout the simulated war, C-130 aircrews dropped paratroops and heavy equipment. The most dramatic cargo drop by the Delaware ANG

during the exercise consisted of a 11,000 lb. "Gamma Goat" Army vehicle and a 6,000 pound cannon. This 17,000 pound load, lashed to impact resistant pallets and protected by shock absorbing devices, was dragged out of the back of the aircraft MAJ Carolyn Doolittle, Unknown, COL Judson Wooding.

Savannah 1977 The Delaware Air Guard mobilized almost 200 people on Nov. 5 and setup house at the Savannah permanent field training site. Officials said it was an overwhelming success. This was the first group encampment in 17 years. The flying members had almost eight days of continuous flying. Maintenance kept pace providing aircraft and spares for the strenuous effort.

October 1980 Guardsmen Wing Food to Nicaragua Victims Nine Delaware Air Guardsmen went to Nicaragua to deliver food to villages in that country's flooded northeast. The Delaware Guardsmen were the crew of the C-130 sent at the request of the State Department and Government of Nicaragua. They delivered more than 100,000 pounds of relief supplies to the small town of Waspam. "It was a pretty exciting operation," said Capt. Hugh T. Broomall. He said the 2,000 residents of Waspam live mainly in shacks. SMSgt. James A. Boyce said he wishes he could have done more to help the flood victims. As loadmaster of the aircraft, Sergeant Boyce supervised unloading the relief supplies. "Local opportunists stood by during the unloading and scooped up whatever they could from damaged or dropped sacks of food," he said. Other Delaware Guardsmen involved in the mission were: LTC John R. McCaughey, Capt. Thomas P. Lauppe, Captain John M. Gordon, SSgt. James E. Jones, SSgt. William L. Wilmer, MSgt. John C. Crowley, Jr. and SSgt. John W. Duffy. They belong to the 166th Tactical Airlift Group. They were called to fly to Nicaragua while on temporary duty in the Panama Canal Zone.

February 1981 Red Flag Deployment Held in Nevada The Delaware Air Guard recently participated in "Red Flag 81-2" held at Nellis AFB, Nev. Delaware deployed two aircraft and two aircrews for one week periods from Jan. 31 to Feb. 14, 1981. Red Flag is an exercise simulating real war conditions over the Nevada desert. During the deployment, the 166th Tactical Airlift Group joined a force of six C-130s from other guard units as well as the active Air Force. Airdrop routes flown at 300 feet above ground were used to avoid being "shot down" by the "enemy" missile sites and ground fire. In addition to the ground threats, the C-130s were also attacked by "Aggressor" aircraft flown by the Air Force's Aggressor Squadron. Twelve hours was the normal work day as aircrews briefed, de-briefed and reviewed the day's results. Officials said, "the valuable experience gained by our aircrew members will give them the edge they need to survive and win in real world battlefield conditions."

July 1984 Bethany Beach Deployment Big Success In a week long operation entitled "Sentry Medic," more than 175 Army and Air guardsmen completed training. The purpose of "Sentry Medic" was to provide a realistic setting in which to practice aeromedical evacuation of simulated combat casualties from a combat zone to medical treatment facilities. The exercise was supported by the Delaware Wing of the Civil Air Patrol acting as "patients." A typical scenario had patients undergoing "moulage" by the 116th Combat Support Hospital, Delaware Army National Guard, at the Bethany Beach Facility. They were made up to appear as burn

victims or traumatically injured in combat. The 116th would give initial treatment and stabilization at the site of the combat zone. They were then evacuated by DAG UH-1 "Huey" helicopters of Company B, 150th Army Aviation Battalion to a Mobile Aeromedical Evacuation Staging Facility sited at Sussex County Airport. After further treatment and stabilization they were further evacuated by Delaware and West Virginia Air Guard C-130s to a simulated major treatment facility. Search and Rescue missions were flown to nearby Redden State Forest to recover combat injured in a simulated battlefield. Tactical air cover was provided by OA-37s of the 103rd TFS, Willow Grove, PA. "Despite 12-hour days, a heat wave, mosquitoes, sunburn and primitive field conditions, the exercise achieved its objectives. Lessons learned will improve combat readiness and will be applied to next year's 'SENTRY MEDIC'," she concluded.

On Wednesday, October 16, 1985, another Delaware Air National Guard dream came true when Col. Wooding, LTC Scott, LTC Goettel, CMSgt. Boyce, and MSgt. Holder brought the first new C-130H, number 84-206, to her new home in Delaware. Also, featuring greater fuel capacity, heavier weights, higher horsepower, and significantly enhanced mission capabilities, the C-130H proved to be every bit the lady the F-86H was. This culminated a five year effort to replace our aging, antiquated C-130As. Saturday, October 19, was the day the Delaware Air Guard had been waiting for. The wait of fourteen years finally paid off when the first C-130H made a low pass over the Greater Wilmington Airport as the eyes of nearly a thousand assembled Air Guardsmen and their families watched. The historic day was warm and sunny as the airplane banked and descended onto final. As the roar of the engines died and the crew door opened, Senator William Roth, the First State's senior Senator, stepped off wearing the hat and flight jacket of the 142 Tactical Airlift Squadron. Senator Roth was a prime mover and shaker in obtaining the "H" model Hercules for the Delaware Air Guard. He was followed by the 166th Tactical Airlift Group's Commander, Col. Judson E. Wooding, who had piloted the aircraft. On hand to greet the Senator was Governor Michael N. Castle, as well as the Adjutant General, Maj. Gen. Joseph M. Lank, and the Director of the Air National Guard, Maj. Gen. John B. Conaway.

In January 1986 the unit received the last of eight C-130H.

During the period August 16, 1990 through October 1990 three aircraft, with supporting crews and many volunteers of the Delaware Air National Guard, participated in Operation Desert Shield. On January 25, 1991 selected units of the Delaware Air National Guard were activated for the Persian Gulf War known as "Operation Desert Storm," (8 planes with crews and maintenance and support personnel.) A majority of the unit was stationed at Al Kharj Air Base, Saudi Arabia. Over 150 personnel deployed to six other locations in Europe and two stateside bases. The 166th Civil Engineer Squadron voluntarily deployed to Dover AFB and performed the monumental accomplishment of enlarging Dover's Mortuary capacity - the assignment was completed in a record 23 days. On June 30, 1991 the units/personnel were released from active duty performed in support of the Persian Gulf War.

Another name change occurred on March 16, 1992 - the 166th Tactical Airlift Group was redesignated the 166th Airlift Group and the 142 Tactical Airlift Squadron was redesignated the

142 Airlift Squadron. In conjunction, the unit's gaining command (Military Airlift Command) was redesignated the Air Mobility Command. In September 1992, Colonel Dugar led a group of personnel as part of the Hurricane Andrew relief effort. Colonel Jacobs commanded a combined group from the 136th Airlift Wing (Dallas, TX) and 166th Airlift Group to Mildenhall, United Kingdom as part of exercise "Phoenix Partner." On October 1, 1993 the 166th Communications Flight was deactivated and on October 26, 1993 he Gaining Command for the Delaware Air National Guard changed from Air Mobility Command to Air Combat Command.

The most expensive calamity to hit the Delaware Air Guard was Tuesday September 28th, 2004. As the remnants of Hurricane Jeanne blew through Delaware the Guard was busy preparing to assist those affected by the heavy rains and imminent flooding. At 4:14 p.m., a tornado touched down on the New Castle County Air Base, home of the Delaware Air National Guard's 166th Airlift Wing. The tornado damaged five of the seven C-130H aircraft parked on the 166th's ramp. Each aircraft weighs in excess of 100,000 pounds. Despite their weight, some aircraft were twirled around more than 360 degrees, one was picked up and slammed to the ground, and two were pushed into each other. Strangely, a mere 100 yards away, a line of plastic construction cones remained unmoved. C-130H 84-211 Torn from tiedown and blown across ramp by tornado. Nose and starboard undercarriage collapsed, starboard wingtip damaged and fuselage apparently twisted. Written off and stripped for spares. Parts used to build 84-207, 84-208, 84-212,

1965 Operation Christmas Star USO Tour (Bob Hope)
1969 Operation Papa Noel, Lajes AFB Azores
1973 Exotic Dancer VI Camp Lejeune NC
1973 Elmendorf AFB AK
1974 Solid Shield, Pope AFB NC
1975 Pope AFB, NC
1976 Pease AFB, NH
1976 Solid Shield, Pope AFB NC
1977 Savannah GA Annual Field training
1978 Volant Oak, Panama
1978 Brave Shield XVII, Nellis AFB NV
1978 Savannah GA Annual Field Training
1979 Torrejon Spain
1979 Savannah GA Annual Field Training
1979 Volant Oak, Panama
1980 Pope AFB NC
1980 Sentry Medic, Delaware
1980 Volant Oak Panama, and Nicaragua Relief Mission
1981 Torrejon Spain
1981 Border Star TX
1981 Red Flag, Nellis AFB NV
1982 Volant Oak Panama

1982 Red Flag 82-4, Nellis AFB NV
1983 Red Flag, Nellis AFB NV
1983 Maple Flag XI, Alberta Canada
1983 Volant Oak Panama (2X)
1985 Pope AFB NC
1986 Torrejon Spain
1986 Sentry Rodeo, Pope AFB NC
1986 Volant Rodeo, Pope AFB NC
1986 Volant Oak Panama and earthquake relief to El Salvador
1986 Volk Field Wisconsin
1987 Tucson AR HET Training
1987 Sentry Rodeo Pope AFB NC
1988 Savannah GA
1988 Hurlburt Field FL 166 SPS
1988 Volant Oak Panama
1989 Operation Cowboy, Zaragoza Spain
1989 Randy Travis USO Tour
1989 Lee Greenwood USO Tour
1989 Dallas Cowboy Cheerleaders USO Tour
1989 Operation Medflag, Gabon
1989 AHAS TARA, JCS Event Honduras
1989 Operation Just Cause Panama
1990 Sentry Rodeo, Pope AFB NC
1990 Sentry Independence, Volk Field WI
1990 Pacific Medic Sentry Hawaii
1990 Operation Badge Torch 90-2, Koral AB, Thailand
1990 Hurlburt Field FL 166 SPS
1990 Desert Shield, United Arab Emirates
1991 Fuertes Caminos 92, Honduras, 166 SPS
1991 Hurlburt Field FL 166 SPS
1991 Desert Storm, Saudi Arabia
1992 Volant Oak Panama
1992 Volk Field WI
1992 Savannah GA
1992 Pacific Medic Sentry Hawaii
1992 Sentry Pacific Exercise Hawaii
1992 RAF Alconbury England 166 CES
1993 Operation Restore Hope, Egypt, Somalia
1993 Gulfport MS, Pope AFB and North Field NC (longest ORI, part 1)
1993 Phoenix Partner, Mildenhall RAF England
1993 Phoenix Oak, Panama
1993 Operation Night Rider, Camp Smith NJ, 166SPS
1994 Provide Promise, Frankfurt Germany
1994 NAS Key West FL, 166 SPS

1994 Airlift Rodeo, McChord AFB WA
1994 Operation Blue Light, Ft. Dix NJ 166 SPS
1994 Coronet Oak, Panama
1994 Alpena MI
1994 Gulfport MS, McGuire AFB NJ (longest ORI, part 2)
1994 Support Hope, Kenya, Uganda, Rwanda
1995 Coronet Oak, Panama
1995 Gulfport MS
1995 Ramstein Germany 166SPS
1995 Operation Nomad Vigil, Germany
1995 Broken Body NATO Exercise 142 AES
1995 Operation Bull Frog, Warren Grove Range, NJ 166 SPS
1996 Operation Southern Watch, Muscat Oman
1996 Operation Joint Endeavor, Ramstein Germany
1996 Airlift Rodeo, McChord AFB WA
1996 Operation Blue Light 96, Warren Grove NJ 166 SPS
1996 Coronet Oak, Panama
1996 MARE Major Accident Response Exercise, Lum's Pond DE
2001 Coronet Oak, Puerto Rico
2001 Joint Forge, Germany
2002 Coronet Oak, Puerto Rico
2002 Joint Forge, Germany
2003 Joint Forge, Germany
2004 Joint Forge, Germany
2005 Coronet Oak, Puerto Rico

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