

## 158<sup>th</sup> AIRLIFT SQUADRON



### LINEAGE

351<sup>st</sup> Fighter Squadron constituted, 29 Sep 1942

Activated 1 Oct 1942

Inactivated Oct 1945

Reconstituted and redesignated 158<sup>th</sup> Fighter Squadron and allotted to the GA NG, 24 May 1946

158<sup>th</sup> Fighter Squadron (SE) extended Federal Recognition, 13 Oct 1946

Redesignated 158<sup>th</sup> Fighter Squadron (Jet), 1 Aug 1948

Redesignated 158<sup>th</sup> Fighter Bomber Squadron, 1 Nov 1950

Redesignated 158<sup>th</sup> Fighter Interceptor Squadron, 10 Jun 1952

Redesignated 158<sup>th</sup> Fighter Bomber Squadron, 1 Dec 1952

Redesignated 158<sup>th</sup> Fighter Interceptor Squadron, 1 Jul 1955

Redesignated 158<sup>th</sup> Air Transport Squadron (Heavy), 1 Apr 1962

Redesignated 158<sup>th</sup> Military Airlift Squadron, 1 Jan 1966

Redesignated 158<sup>th</sup> Tactical Airlift Squadron, 10 Dec 1974

Redesignated 158<sup>th</sup> Airlift Squadron, 15 Mar 1992

### STATIONS

Mitchel Field, NY, 1 Oct 1942

Richmond AAB, VA, 7 Oct 1942

Norfolk AAFld, VA, 23 Oct 1942

Millville AAFld, NJ, 16 Feb-27 May 1943

Goxhill, England, 8 Jun 1943

Metseld, England, 5 Aug 1943

Raydon, England, 14 Apr 1944-11 Oct 1945

Camp Kilmer, NJ, 16-18 Oct 1945

Mitchell Field, NY

Camp Kilmer, NJ

Chatham Field, Savannah, GA

Hunter Field, Savannah, GA, 31 Mar 1949

George AFB, CA

Garden City, GA

## ASSIGNMENTS

353<sup>rd</sup> Fighter Group, 1 Oct 1942-18 Oct 1945

### WEAPON SYSTEMS

#### Mission Aircraft

P-47D

P-51D

P-47N, 1947

F-80C, 1948

F-84E, 1951

F-51H, 1952

F-84D, 1953

F-84F, 1957

F-86L, 1959

C-97F, 1962

C-124C, 1967

C-130E, 1974

C-130H, 1981

#### Support Aircraft

L-5, 1947

B-26, 1947

T-6, 1947

### ASSIGNED AIRCRAFT SERIAL NUMBERS

F-47: 5X9142

F-80: XX8903; XX8897; XX8876

F-84: 26498

F-86: 31043

C-97: 22649; 22674

C-130: XX0323

P-47C

41-6528

41-6583

41-6585

41-6538

P-47D

42-22469

42-25730

42-26050

42-28566

42-74706

42-75191

42-22523

42-25745

42-26126

42-28626

42-74738

42-75226

42-22759

42-25840

42-26246

42-28740

42-75114

42-75315

42-22759

42-25840

42-26332

42-28798

42-75135

42-75457

42-22781

42-25884

42-26428

42-28878

42-75149

42-75507

42-25702

42-26027

42-26566

42-74615

42-75161

42-75563

42-25710

42-26047

42-27906

42-74615

42-75189

42-75570

42-75647	42-75807	42-76103	42-7987	42-8478	43-25572
42-75653	42-75815	42-76352	42-8372	42-8479	44-19792
42-75670	42-75815	42-76352	42-8375	42-8511	44-19934
42-75676	42-75850	42-7858	42-8379	42-8602	44-19950
42-75688	42-75856	42-7906	42-8385	42-8619	42-22477
42-75702	42-75857	42-7926	42-8401	42-8628	42-74716
42-75740	42-75863	42-7958	42-8428	42-8675	
42-75804	42-75874	42-7972	42-8476	43-25557	

P-51B

42-106744  
42-106869  
43-12339  
43-12433  
43-12433  
43-12439  
43-12454

P-51D

44-11160	44-13978	44-14658	44-14748	44-14887	44-72171
44-11191	44-14430	44-14688	44-14756	44-14893	44-72174
44-11191	44-14505	44-14689	44-14771	44-14893	44-72231
44-11216	44-14558	44-14689	44-14771	44-14949	44-72267
44-11333	44-14569	44-14690	44-14774	44-14972	44-72277
44-11333	44-14573	44-14690	44-14781	44-15533	44-72299
44-13710	44-14593	44-14706	44-14781	44-15539	44-72330
44-13972	44-14595	44-14728	44-14796	44-15614	44-73048
44-13978	44-14610	44-14728	44-14808	44-15624	44-64122
44-13978	44-14628	44-14732	44-14816	44-72157	44-63887

P-51K

44-11565  
44-11698

F-51H

44-64540  
44-64421  
44-644540  
44-644683  
44-644423

C-124C

52-0994	52-1036	51-1048	52-1065	52-1072
52-1000	52-1043	52-1049	52-1066	52-1074
52-1032	52-1046	52-1051	52-1067	
52-1035	52-1047	52-1057	52-1071	

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

### **UNIT COLORS**

F-51H spinner was red and white

### **COMMANDERS**

Maj Earl C. Brushwood  
Cpt Ralph G. Kuhn  
LTC William Jacobsen  
Maj Herman F. Guffey  
Maj Irvin L. Potts  
Maj Donald H. Smith  
Maj Philip E. Colman  
Maj Sheftall B. Coleman  
Maj Ben L. Patterson  
Maj Kenneth R. Davis  
Maj Ben L. Patterson  
LTC Harold T. Newton  
LTC Paul A. Jarrett  
Maj Kenneth R. Davis  
LTC Charles W. Taylor  
LTC William Scott  
LTC Joseph G.C. Adams  
LTC Douglas M. Padgett  
LTC Robert Odum  
LTC Joseph Brennan  
Maj Ron Tidwell  
LTC Henry A. Smart, Jr., #2000

### **HONORS**

#### **Service Streamers**

None

#### **Campaign Streamers**

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

*United Nations Summer*

*Fall Offensive*

*Second Korean Winter*

## *Korean Summer Fall 1952*

### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Distinguished Unit Citation  
Holland, 17-23 Sep 1944

#### **EMBLEM**

The "Coon Dog" insignia was submitted to Headquarters, USAF, for approval as the 158<sup>th</sup> Fighter Bomber Squadron emblem around July 1951. We do not have any evidence of the insignia's formal approval, however it was used for several years. The significance of the coon dog baying at the harvest moon was, in terms of the squadron's history and mission, threefold. These factors combined, form the basis of the squadron slogan which was "The Hunters". The first point was that the squadron was commanded from September 1948 to May 1951 by LTC Ralph G. Kuhn (pronounced "Coon") and was brought to active duty on 10 Oct 1950 under his leadership. Secondly, the squadron, when in an Air National Guard status, was stationed at Hunter Air Force Base, GA. The dog is symbolic of the founding of the squadron at "Hunter". Thirdly, the mission of the unit while on active duty was air defense of northern Japan. In that role they were required to "hunt" the enemy wherever he may have been found. The moon refers to the alert status of the unit and depicted that they were standing by for a scramble before dawn and after dusk. The red border of the emblem, in addition to being the squadron recognition color, was symbolic of the unit's attachment to the Far East Air Forces. It represented the outer edge of Japan's "Rising Sun" and signified, in effect, "the 158th in Japan".

#### **MOTTO**

#### **NICKNAME**

#### **CALL SIGN**

Roughman  
to 22 April '44 then:  
Lawyer (A Group)  
Squirrel (B Group)

#### **OPERATIONS**

Air defense prior to overseas duty. Combat in ETO, 9 Aug 1943-25 Apr 1945.

29 Sep 1942 when the 351<sup>st</sup> Fighter Squadron was constituted. The 351st Fighter Squadron was one of three squadrons assigned to the 353<sup>rd</sup> Fighter Group. The units were activated on 1 Oct 1942 at Mitchell Field, NY.

The 351st Fighter Squadron became the 158th Fighter Squadron and was federally recognized and assigned to the 116th Fighter Group on 13 October 1946, and stationed at Chatham Field, Savannah, Georgia. Thus begins the current history of the 158th continuing the rich history of its mother squadron.

The 158th Fighter Squadron was originally equipped with the P-47D. Major Earl C. Brushwood was the first commander. Major Ralph B. Kuhn, who assumed command in 1948, succeeded Major Brushwood.

Not only did the unit fly airplanes, but on 25 October 1948 was assigned a P-166 crash boat. Commissioned on 1 November 1948, the boat carried a crew of two with an officer in charge. The speed of the boat was listed as 23 knots per hour was 42 feet long and weighed 11.8 tons. The stated purpose of the boat was to provide protection of lives and aircraft of the unit as well as for the Second Bomb Wing at Chatham Air Force Base.

On 15 January 1949, units of the U.S. Air Force occupied Chatham Field, home of the 158th. This resulted, through the cooperation of the city officials of Savannah, in the 158th being assigned at Hunter Field. The change in station started on 1 February 1949 and was completed on 31 March 1949 with a minimum of delay and confusion.

On 10 October 1950, the squadron was called to active duty and ordered to George AFB, California. The unit was assigned to the 116th Fighter Group from Atlanta. The group was among the first of four like units called up during the Korean emergency.

After nine months of training at George AB, California during which time the F-80s were replaced with the new F-84, the units were ordered to Misawa Air Base on the northern island of Honshu, Japan. Personnel were transported by buses to Oakland, California where, on 10 July 1951, the first elements sailed aboard the aircraft carrier "Sitkoh Bay", the balance following two days later on the carrier "Windham Bay". The carrier arrived at Yokosuka, Japan where the aircraft were unloaded and taken to nearby Kiserazu for cleaning and readying for one-time flights to Misawa. Some of the personnel stayed behind at Kiserazu while others were sent ahead by train to Misawa to receive and inspect the F-84s as they arrived. By August 1951, the 158th was in operation at its new home in Misawa. After several months of schools and training, the group took over the dawn-to-dusk alert for the air defense of northern Japan. Later, in addition to the air defense task, the squadrons were rotated to K-2 Airbase, Taegu, Korea, for tactical ground support combat missions.

While in Japan, the 158th was one of the first F-84E units to use the new probe and drogue tip-tanks for air-to-air refueling in combat. Many tip-tanks were used as many aircraft returned to base with probes bent back, telescoped, etc. Missions were flown from Misawa to Korea and back utilizing the new probe tip-tanks, refueling from KB-29.

Return to the states came at the end of twenty-one months. Squadron members were gradually replaced by other reservists and active duty personnel until on 10 July 1952; all members were back home.

Following their release from active duty for the Korean Campaign, the squadron returned to the control of the State of Georgia and was stationed again at its old home, Travis Field. The unit was designated as the 158th Fighter Interceptor Squadron and equipped with F-51D and F-51H. Major Irwin L. Potts assumed command at this time.

In mid 1953, the unit underwent yet another aircraft conversion, receiving F-84D under the command of Major Donald H. Smith.

The 116th Wing began an Air Defense Command runway alert at Travis Field. The alert plan involved the immediate readiness of two F-84s. On 1 October 1956, the alert was discontinued at Travis when a similar alert was established at Dobbins AFB.

The 158th and 128th Fighter Interceptor Squadrons of the 116th Wing participated in a nationwide call-up of the Air National Guard tactical squadrons. They were able to place 26 aircraft over their designated target areas within two hours after they were alerted by Air Defense Command on 25 October 1955. This exercise was known as operation STOPWATCH.

In January 1957 General Hearn, The Adjutant General, grounded Georgia's F-84Ds. A few months later F-84Fs were arriving on the Travis Field ramp. During summer camp, 1957, the 158th Fighter Interceptor Squadron concentrated on becoming more proficient in their F-84F.

Major Coleman assumed command in December 1955. Major Coleman commanded the 158th Fighter Bomber Squadron, as it was known during this period, until 10 July 1958 when the 165th Fighter Interceptor Group was activated. Equipped with F-86L, the 158th Interceptor Squadron was then assigned to the new 165th Group. Colonel Ralph G. Kuhn, earlier a commander of the 158th, became the first commander of the newly formed group. The 158 converted to F-86 in 1959.

Conversion from a Squadron to a Group brought with it an expanded recruiting drive and building program. The Savannah Morning News ran a full page story on the new Group and told the story of the unit's new mission, gave the particulars concerning the new buildings that were to be built and pictured the key officers in the new Group. More than 300 spaces for new airmen became available. Top recruiters among the unit's personnel received free Miami vacations and other cash awards as incentives.

Based at Travis Field, Savannah, GA, the 158th FIS flew F-84F until late 1958 when F-86Ls began to arrive with the unit. The first such aircraft were assigned from McClellan AFB on 10 Dec 1958. The last Sabre arrived in June 1959. The squadron's parent organization, the 165th Fighter Group, had been federally recognized on 10 July 1958.

On 1 April 1962, the unit took over a cargo-hauling role, and on the same date became the 158th Air Transport Squadron. It then began to receive C-97F, but the last Sabres did not leave until July. Most went to Davis-Monthan for storage, but a few were ferried to Wright-Patterson AFB on 5 May 1962, where they were declared excess and donated to local towns.

Placed on alert 1 Jan. 60, combat qualified pilots of the 158th are on duty shifts for 14 hours a day, seven days a week, to supplement the air defense of the South Atlantic Coastal area. Some 21 similar alert crews are on duty with ANG squadrons throughout the nation. The Savannah alert team consists of two regular members, Captains Peter J. Calamas and Kenneth R. Davis. They are relieved by 10 to 14 other squadron pilots who are placed on short tours of active duty

from their civilian jobs after volunteering for alert duty. The alert is under the supervision of Major Sheftall B. Coleman, 158th commander. Armed with "hot" rockets — the jets carry 24 2.75 rockets in a pod beneath the fuselage the Saber Jets can be airborne within five minutes after any order to "scramble" by the 32nd Air Division, based at Dobbins AFB, Ga. Colonel Ralph G. Kuhn, commander 165th Fighter Group, said the pilots — already "garbed to go" — would only have to leap into their aircraft as the crew chief started the engines.

Having been equipped with fighters and bomber type aircraft since its beginning, 1 Apr 1962 marked a major change in the history when underwent an aircraft conversion, receiving C-97 transport aircraft and being assigned a strategic airlift mission. Reorganization came in 1962 when the unit transitioned from a fighter mission to an airlift mission The 158<sup>th</sup> Fighter Squadron became 158<sup>th</sup> Air Transport Squadron assigned to the 165<sup>th</sup> Air Group. They performed worldwide airlift missions with new aircraft, the C-97.

On 20 Mar 1964, the unit flew its first trans-Pacific flight. The plane was piloted by Maj Phillip D. Hamilton and Maj Kenneth R. Davis, and the destination was Japan. The crew carried 22.7 tons of cargo on this initial flight.

Hurricane Dora swept across the coast of Georgia early in Sep of 1964. When it became evident that the storm might hit the Savannah area, the unit's C-97s were evacuated to Nashville, TN. Personnel of the sqn were dispatched to the Towne's Nursing Home in Savannah Beach and evacuated the patients to the Chatham Nursing Home at the request of Civil Defense authorities. On the 9th of Sep, Civil Defense authorities requested that provisions be made to take care of 68 families living at Travis Field. Food and supplies were secured and paid for by the Red Cross, but it was members of the sqn who set up the Group Headquarters Building with 225 cots and blankets for the distressed citizens of Travis Field.

Members of the 165th Military Transport Group were called on to fly a vial of life-saving serum to a Savannah child who was close to death. Brig Gen. Paul S. Stone, assistant Adjutant General of Georgia was aircraft commander on a 165 MAG C-97 that was making practice approaches to Bush Field Airport in Augusta, Georgia, 16 November 1967, when he was notified of the emergency in Savannah. He was asked to proceed immediately to Charleston AFB, South Carolina, to pick up the serum and rush it to Travis Field where he had taken off an hour earlier. Arriving at Charleston five minutes before the South Carolina State Patrol arrived with the serum, the crew took off immediately and was cleared direct to the Savannah airport at minimum altitude and maximum speed. Having the airport cleared for emergency traffic, the crew landed in minimum time on a downwind runway in order to transfer the serum to an awaiting Coast Guard helicopter. The helicopter flew the serum to Savannah's Memorial Hospital and it was administered immediately to an eighteen month old girl. It had taken only one hour and five minutes from the time General Stone received the information until he had delivered the serum to the helicopter. The child was reported later to be in fair condition. The C-97 was co-piloted by LtCol. Sheftall B. Coleman and its flight engineers were Sgt. Henry Hall and Sgt. Lyndon T. Walker. The crucial relay system was coordinated by Air National Guard personnel at Travis Field by radio and telephone, after receiving the emergency call from the Savannah hospital.

Georgia lost its first ANG aircrew personnel, since the Air Guard began flying worldwide



transport missions in 1961, when a C-124 of Savannah's 165th Military Airlift Group crashed into a volcanic mountain near Cold Bay, Alaska, about 10 p.m. on 26 August 1970. Killed were Maj. William G. Goggans, aircraft commander, Lt. Bobby R. Bowen, co-pilot, Maj. Paul R. Jones, navigator, TSgt. Charlton L. Cohen, MSgt. Wesley E. Vaughn, MSgt. Carl J. Worrell, and SSgt. Thomas Fogle. Cohen and Vaughn were flight engineers, Worrell was aircraft mechanic and Fogle was loadmaster. The C-124 was loaded with 17,000 pounds of satellite tracking equipment. An Air Rescue Service aircraft from Pease AFB, MH located the wreckage on 30 August. The site was identified as 8,215 foot Mount Pavlou, an active volcano which was covered with snow at the 8,000 foot level where the aircraft struck.

On 19 Sep 1974, the sqn had the distinction of flying the last two C-124s in the Air Force inventory to the storage center at Davis Monthan AFB, Tucson, AZ.

With the decision to retire "Old Shakey", C-124s, it appeared for a time that the sqn would be required to convert from a transport mission to a tactical air support mission. Although the unit would have converted from eight C-124s to 24 O-2 which were used by forward air controllers to direct tactical air strikes, there would have been a loss of nearly 20 of its full time personnel since the small aircraft required less maintenance. This, and the fact that the tactical air support mission was "less exotic" than the airlift mission, caused local officials to seek reversal of the planned conversion. Led by Col William H. Kelly, Base Detachment Commander, the local officials contacted Governor Jimmy Carter and through his assistance and that of Senator Sam Nunn and many others, a decision was made to convert to the tactical airlift mission of the C-130. In Dec 1974 the conversion to C-130s began and the unit was designated the 165th Tactical Airlift Group and received C-130E manufactured in 1962.

On 8 August 1975, the first of the C-130E, came to the City of Savannah at the international airport to replace the older C-124's. While the C-124's were being retired from the Air Force inventory, the C-130's were arriving at the 165th Tactical Airlift Group. Currently, the unit now flies C-130H aircraft received directly from the Lockheed Factory during September and Oct 1981.

In 1976 it was awarded its second Air Force Outstanding Unit Award for 'the way it excelled in conversion from C-124 to C-130 and the corresponding tactical airlift mission.

In 1987 the unit deployed to Korea in support of Team Spirit 87. In 1989 the 158th Airlift Squadron deployed with the 185th Airlift Squadron, 137th Airlift Wing, for a first ever major command combined Operational Readiness Inspection at Pope Air Force Base. This exercise demonstrated that two National Guard units could deploy and operate together in a combat environment. Additionally, the squadron flew Special Forces elements to Thailand in support of Operation Badge Torch in October 1989.

During the squadron's 1990 Alpina deployment, Iraq invaded Kuwait. The 158th Airlift Squadron volunteered aircrews as the vanguard of an Air National Guard Airlift Wing stationed in the United Arab Emirates in support of Operation Desert Shield. Additionally, the squadron flew more than 198 Desert Shield and Desert Storm sorties in support of the Gulf War.

During September 1992 the unit flew missions supporting humanitarian airlift to Homestead Air Force Base after the devastating Hurricane Andrew struck south Florida. Additionally, the unit supported other humanitarian missions to St. Croix, Puerto Rico, St. Thomas. Guinea, Ethiopia, Liberia, Sierra Leone, Djibouti, and Senegal.

As part of Operation Southern Watch, the SQN flew missions in Southwest Asia during April and May 1993, basing out of Dhahran Air Base, Saudi Arabia.

In 1993 the unit was called upon to fly important humanitarian airlift missions into war torn Bosnia-Herzegovina in support of Operation Provide Promise. With the onset of winter, the squadron delivered food, clothing, and heating oil to Sarajevo Airport. Additionally, the unit provided airdrops to Bosnians suffering from starvation and exposure. The airlift and airdrop missions were constantly hampered by the threat of hostile fire and poor weather. Because of the unit's Self Contained Navigational System, 158th Airlift Squadron aircraft were allowed to airdrop without AWADS aircraft support resulting in keeping innocent civilians alive during the harsh winter months.

The humanitarian airlift extended to the unit's own backyard with operational support to the victims of the 1994 floods in Southwest Georgia. The unit provided airlift of personnel and relief supplies during Operation Crested River, earning members of the 158th Airlift Squadron the Humanitarian Service Medal.

In September of 1994, the squadron deployed to Uganda in support of Operation Support Hope. The unit was stationed at the famous Entebbe Airport and flew humanitarian airlift support to Rwanda and Zaire. This effort directly contributed to halting the massive numbers of refugee deaths due to starvation and disease. Additionally, in September 1994, 158th Airlift Squadron aircrews supported airlift missions to Haiti in support of Operation Uphold Democracy resulting in the restoration of democracy in Haiti.

From January to March 1996, the 158th deployed members in support of a variety of missions to include Southwest Asia, Southern Watch, NATO forces, Coronet Oak in Panama, Operation Joint Endeavor and Implementation Force (IFOR). The wing deployed to Gulfport, Mississippi, during October for an Operational Readiness Exercise (ORE). In 1998, the 158th participated in Operation Joint Forge as the lead unit with all the deployment responsibilities for this 90-day mission. Other deployments were in support of Southern Watch, Airlift Rodeo competition, Bright Star, and an ORE in Alpena, Michigan. The wing received its eighth Outstanding Unit Award.

In May 1996, unit personnel and aircraft responded to our nation's call by deploying to Germany for Operation Joint Endeavor, the resupply of U.S. forces in Bosnia.

During 1996 the unit supported three major operations. In January 1996 elements of the unit deployed to Saudi Arabia in support of Operation Southern Watch. In May 1996 the Squadron deployed to Germany in support of Operation Joint Endeavor. The unit flew important airlift support missions to NATO Forces located at Tasar in Hungary, and Tuzla and Sarajevo in Bosnia-Herzegovina. Finally, from July to August 1996 the unit supported the 1996 Summer

Olympic Games. Task Force 165 provided Security and Intelligence support to the 1996 Olympic Yachting Venue held in Savannah Georgia.

In May 1998 the 158th Airlift Squadron was instrumental in moving Operation Cornet Oak from Panama to Muniz ANG Base, Puerto Rico. The squadron deployed in October 1998 to Ramstein Air Base Germany as the lead unit for Operation Joint Forge. This important mission was tasked to support Stabilization Forces in Bosnia-Herzegovina. The 158th successfully managed more than 1,080 sorties, moving more than 10,500 personnel, and transporting over 3,550 tons of cargo, resulting in a reliability rate of 97%. Again in February 2000, as a member of the Air Expeditionary Force (AEF-6), the unit returned to Germany in support of Operation Joint Forge. Additionally, the unit deployed to Curacao in support of Operation Senior Scout.

1999 Feb saw an end to an era with the end of Volant Oak in Panama at Howard AFB. The 165th had participated in that operation since 1977, carrying supplies and other cargo throughout Central and South America.

In January 2000, the 158th began with two deployments to Curacao for drug interdiction work. General Charles T. Robertson, Commander of Air Mobility Command, visited the wing later in January. The wing participated in Air Expeditionary Force rotation 6, deploying to Ramstein AB, Germany, for Operation Joint Forge

The year of 2003 saw the first large-scale activation of troops since the Korean War. In March, about 250 members received orders to report to active duty to deploy to the desert in support of Operation Iraqi Freedom. In July, some of the troops returned with the rest returning in August. In early October, about 60 members and three C-130s redeployed to the desert for 45 to 60 days rotation tours.

In 2004, we continued to see airmen from the 165th deploy to Iraq and other sites throughout the world. The 165th Airlift Wing has operated out of following Bases: Masirah AB, Oman, Tallil AB, Iraq, Ali-Al Salem, Kuwait, and Karshi-Khanabad AB, Uzbekistan (K2). The unit is involved in the following Operations: Operation Enduring Freedom, Operation Iraqi Freedom, and Horn of Africa.

431105	P-47	42-8428	Kraft
431105	P-47	41-6583	Kinkade
440203	P-47	42-75135	Thornell
440203	P-47	42-75191	Kenney
440205	P-47	42-75161	Albert
440222	P-47	42-75653	Hurlburt
440222	P-47	42-75647	Wood
440222	P-47	42-75226	Beckham
440304	P-47	42-75850	Burkett
440607	P-47	42-75570	Field
440423	P-47	42-75149	Peterson
440424	P-47	42-75804	Crampton
440705	P-47	42-26047	Claville Jr
440805	P-47	42-26027	Hatch
440818	P-47	42-75863	Johnson
440905	P-47	42-8628	Furneaux

440908	P-47	42-22759	Barlow Jr	
440917	P-47	42-75815	Greene	
440921	P-47	42-22523		
441003	P-51	44-14505	Daniel	
441025	P-51	44-14558	French	
441125	P-51	44-11216	Bevington	
441125	P-51	44-14972	Jeter	
450221	P-51	44-11698	Brock	
450224	P-51	44-14949	Hilgenberg	
450302	P-51	44-14781	Rohrs	
450318	P-51	44-14732	Campbell	
450319	P-51	44-14706	Frye	
450321	P-51	44-14748	Gilmer	
450321	P-51	44-14569	Eddy	
450416	P-51	44-14796	Risk	
430307	BT-14	40-1208TACMF	Beckham, Walter C	Millville, NJ
430106	P-40F	41-13714	CRLSF Vaught, Winston W	Norfolk, VA
430107	P-40F	41-14068	KCRGC Eccles, Robert L	Norfolk, VA
430107	P-40F	41-13618	FL Morris, Harold J	Norfolk, VA
430203	P-40F	41-14058	LAC Dyer, James M	Norfolk, VA
430208	P-40F	41-13610	LAC Lefebre, Frederick H	Mun Arpt, Norfolk, VA
430211	P-40F	41-13617	LAC King, Francis N	Mun Arpt, Norfolk, VA
430314	P-47C	41-6488FLEF	Kraft, Benedict E	6 Mi W Atlantic City, NJ
430317	P-47C	41-6485TAC	Morris, Harold J	Millville AAB, NJ
430617	P-47D	42-7926LAC	Kenney, David C	Goxhill/Sta 345
430628	P-47C	41-6528TAC	Field, Herbert K	Goxhill/Sta 345
430816	P-47D	42-8372CBLLoG	Thornell, Lloyd A	RAF Lewes Site D
430907	P-47C	41-6585CBLMF	Leatherman, Vernon A	Westleton/ S of Southwold
430923	P-47D	42-22477	TAC Christian, Shannon (NMI)	Metfield/Sta 366
430925	P-47D	42-8380LAC	Ahles, George N	RAF Biggin Hill
431013	P-47D	42-74736	TAC [parked aircraft]	Metfield/Sta 366
431013	P-47D	42-22459	TAC [parked aircraft]	Metfield/Sta 366
440228	P-47D	42-75702	CREF Compton, Gordon B	Metfield/Sta 366
440315	P-47D	42-75670	LAC Trudeau, Paul J	Metfield/Sta 366
440429	P-47D	42-75507	LAC Stanley, Richard D	Raydon/Sta 157
440503	P-47D	42-25710	LAC Frank, William J Jr	Raydon/Sta 157
440521	P-47D	42-8619CBLLoG	Trudeau, Paul J	Raydon/Sta 157
440630	P-47D	42-8628BMAC	Lahke, William K	Tibenham/2mi SW Sta 124
440630	P-47D	42-8511KMAC	Larson, Robert W	Tibenham/2mi SW Sta 124
440630	P-47D	42-8619LAC	Frank, William J Jr	Raydon/Sta 157
440727	P-47D	42-75863	TAC McLaughlin, Grover H	RAF Fairford
440804	P-47D	42-25840	CBL Furneaux, John W	Wattisham/Sta 377
440813	P-47D	43-25572	LAC Johnson, Dwight W	Raydon/Sta157
440813	P-47D	42-75874	TOA Johnson, Dwight W	Raydon/Sta 157
440922	P-47D	42-28626	LAC Murray, Billy J	Raydon/Sta 157
441013	P-47D	42-75670	TAC Vomasse, Richard F	Raydon/Sta 157
441101	P-51D10	44-14689	BD Craft, Charles W	Raydon/ 16mi SE Sta 157
441208	P-51D15	44-14949	CBLEF Thompson, Horace B Jr	Raydon/Sta 157
441210	P-51B15	42-106869	CRLEF Meadors, Fletcher E	Raydon
441229	P-51D10	44-14690	TOA Murray, Harold S	Raydon/Sta 157
450117	P-51D10	44-14808	CBLEF Wiehe, Robert K	Wattisham/2 1/2mi SE 377
450123	P-51D10	44-14706	GL Frye, James E	Raydon/Sta 157
450215	P-51D10	44-14610	CBLLoG Lancaster, John G	Church Farm, Stockbury
450217	P-51D10	44-14690	KCR McKenney, Paul M Jr	Raydon/ 2mi NW Sta 157
450227	P-51B1	43-12433	TAC O'Neil, Francis (NMI)	Raydon/Sta 157
450320	P-51B	43-12433W	CBLEF Lamb, James W	Raydon/2mi W Sta 157

450322	P-51D5	44-13978	CR	Murray, Billy J	Raydon/Sta 157
450330	P-51D10	44-14771	KCR	Matula, John (NMI)	Withersfield/ nr
450517	P-51D20	44-72299	LAC	McGraw, Charles L	Raydon/Sta 157
450605	P-51D10	44-14782	TAC	Hartley, Raymond E Jr	Raydon/Sta 157
450605	P-51D5	44-13978	TAC	McDermott, James L	Raydon/Sta 157
450612	P-51D10	44-14689	MAC	Wiehe, Robert K	Bury St Edmunds/ nr
450612	P-51B1	43-12454W	MAC	Galgan, John C	Bury St Edmunds
450613	P-51D10	44-14610	CBL	Pryor, Thomas P	Raydon
450702	P-51D10	44-14573	TOA	McCutchan, Francis G	Raydon/Sta 157
450706	P-47D	42-75445	TAC	Wiehe, Robert K	Raydon/Sta 157
450724	P-51D10	44-14774	GL	Sheck, Robert L Jr	Raydon/Sta 157
450811	PB-51B1	43-12433W	KCR	Maguire, William J	Great Dunmow/ 2 1/2mi W
421222	P-40F	41-13650	TOA	Albert, Edgar J	Norfolk, VA
421029	L-4A	42-36606	FLEF	Cahill, John C	Langley Field, VA
501122	F-80C	48-0385LACMF		Brewton, James A.	George AFB
501207	F-80C	48-0894LAC	Harper, William L.	George AFB	
510502	F-84E	51-0563BOMAC		Winburn III, William A.	11 MI NNW George AFB
510502	F-84E	51-0547MAC		Hutchinson, William E.	11 MI NNW George AFB
510911	F-84E	51-0486BOEF		Mallory, James H.	7 Mi N Misawa AB
510916	F-84E	50-1206LAC		Kendrick, Charles M.	Misawa AB
470724	AT-6C	41-32598	LAC	Crawford, William C	Chatham Fld
471019	P-47D	44-90177	CRL	Mallory, James H	7M W Savannah, GA
500326	F-80C	48-0873NBD		Rabey, Edgar A.	4 Mi E Glennview
500422	F-47D	44-89691	CBLEF	Harper, William L.	6 Mi SE Chatham AFB




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