

171st AIRLIFT SQUADRON



LINEAGE

374th Fighter Squadron constituted, 28 Jan 1943
Activated, 10 Feb 1943
Inactivated, 24 Oct 1945
Reconstituted and redesignated 171st Fighter Squadron and allotted to MI NG, 24 May 1946
171st Fighter Squadron (SE) extended federal recognition, 25 Apr 1948
Redesignated 171st Fighter Squadron (Jet), 1 Jul 1950
Redesignated 171st Fighter Bomber Squadron, 1 Feb 1951
Redesignated 171st Fighter Interceptor Squadron, Nov 1953
Redesignated 171st Tactical Reconnaissance Squadron, 1958
Redesignated 171st Fighter Interceptor Squadron, 22 Jul 1972
Redesignated 171st Tactical Fighter Squadron, 1 Sep 1978
Redesignated 171st Fighter Squadron, 15 Mar 1992
Redesignated 171st Airlift Squadron, 15 July 1994
Redesignated 171st Air Refueling Squadron, 1 Apr 2008

STATIONS

Richmond AAB, VA, 10 Feb 1943
Camp Springs AAFld, MD, 26 May 1943
Millville AAFld, NJ, 15 Aug 1943
Camp Springs AAFld, MD, 18 Sep 1943
Richmond AAB, VA, 30 Sep-11 Nov 1943
Bottisham, England, 30 Nov 1943
Little Walden, England, 28 Sep 1944 (operated from St Dizier, France, 23 Dec 1944-1 Feb 1945)
Chievres, Belgium, 1 Feb 1945
Little Walden, England, 7 Apr-11 Oct 1945
Camp Kilmer, NJ, 23-24 Oct 1945
Wayne City Airport, Detroit, MI
Selfridge ANGB, Mt Clemens, MI, Jun 1971

ASSIGNMENTS

361st Fighter Group, 10 Feb 1943-24 Oct 1945

WEAPON SYSTEMS

Mission Aircraft

P-47D
F-51D
F-84B, 1950
F-84E
F-84G
F-51H
F-86E, 1953
F-89C, 1955
RF-84F, 1958
RF-101A, 1971
RF-101C
F-106A, 1972
F-106B
F-4C, 1978
F-4D, 1986
F-16A, 1990
F-16B
C-130E, 1994
KC-135R
KC-135T

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

P-47D
42-26027 42-75204 42-75441 42-75521 42-76140
42-8604 42-75211 42-75441 42-75524 42-8661
42-75155 42-75401 42-75452 42-75552
42-75187 42-75417 42-75512 42-75567

P-51B
42-106434 42-106735 42-106817 42-106942 43-24830
42-106586 42-106763 42-106820 42-106942 43-24835
42-106655 42-106766 42-106837 42-106866 43-24840
42-106655 42-106766 42-106839 43-24763 43-24843
42-106695 42-106801 42-106839 43-24785 43-6977
42-106713 42-106811 42-106871 43-24812 43-6982
42-106721 42-106817 42-106942 43-24819 42-106875

P-51C
42-103274 42-103301 42-103362 42-103750 43-25032

P-51D

44-11344	44-13537	44-14080	44-14546	44-15365
44-11164	44-13538	44-14128	44-14714	44-15526
44-11164	44-13626	44-14139	44-14818	44-15606
44-11186	44-13652	44-14139	44-14957	44-15657
44-13326	44-13676	44-14139	44-15024	44-15665
44-13333	44-13676	44-14166	44-15036	44-63273
44-13340	44-13704	44-14191	44-15059	44-73208
44-13356	44-13708	44-14202	44-15065	44-15365
44-13357	44-13708	44-14261	44-15145	44-72811
44-13357	44-13857	44-14275	44-15275	
44-13392	44-13877	44-14305	44-15323	
44-13404	44-13949	44-14415	44-15323	
44-13515	44-14055	44-14515	44-15358	

F-51D
44-72739

P-51K
44-11367
44-11568

F89
15827

F-106				
56-0454	58-0760	58-0774	58-0793	59-0109
56-0463	58-0766	58-0775	59-0007	59-0150
56-0465	58-0767	58-0779	59-0025	59-0153
57-2465	58-0772	58-0780	59-0027	
57-2523	58-0773	58-0783	59-0042	

F-4C
63-7475
63-7514
64-707

F-4D
65-668
66-0243
63-446
63-453

F-16				
82947	80542	80567	81708	81719
81704	80553	80613	81709	82916
81706	80558	81690	81714	82932

82026	82945	80571	80587
81686	81763	80579	80570
81701	80568	80580	80598

C-130
62-1842
62-1858
62-1842
62-7812

KC-135
580049

T-33
57580
35818

F-51H
44-64356

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

Yellow and black
Checkerboard on rudder

COMMANDERS

LTC Thomas A. Hess, #1976
LTC Eric R. Hagelthorn, #1986
LTC Michael T. Thomas July 2003–Aug 2004
LTC David Brooks Aug 2008–Apr 2011

HONORS

Service Streamers

None

Campaign Streamers

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

Armed Forces Expeditionary Streamers

Decorations

None

EMBLEM

On a disc Argent, a hurt fimbriated Sable surmounted by a lightning bolt bend sinister Or fimbriated of the second, overall the profile of an Aztec Indian high priest to dexter in traditional feathered head dress Proper; all within a narrow border Yellow. Attached below the disc, a White scroll edged with a narrow Yellow border and inscribed "171ST AIR REFUELING SQUADRON" in Yellow letters. Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. This emblem has been in existence in various forms since World War II. It was created by members of the 361st Fighter Group while traveling from Virginia to Shanks, NY to report for duty. It began with an idea gleaned from symbols viewed during the trip which were drawn into a concept and finalized upon arrival in New York. The emblem of the 361st Group was used as the template for all four units in the Michigan Air National Guard. The Aztec Indian head represents Michigan's long-standing heritage, and the lightning bolt signifies the unit's willingness to act at a moment's notice in support of community and country. The emblem is historic and epitomizes triumph, courage, duty, and strength by all who have and will bear this patch.

MOTTO

NICKNAME

Michigan Grey Wolves

OPERATIONS

The present 171st Fighter Interceptor Squadron was established January 28, 1943 under the wartime designation of the 374th Fighter Squadron from Richmond, Virginia, and gained battle honors from Normandy, Northern France, Aidenes-Alsance, Central Europe and the Rhineland. The unit was based in Scotland, Belgium, France and England during the Second World War. Combat in ETO, 22 Jan 1944-20 Apr 1945.

Upon deactivation in 1945, the 374th became the 171st Fighter Squadron, Single Engine, on May 24, 1946 when it was redesignated and allocated to Michigan's 127th Fighter Group.

The wing was alerted on August 1, 1961 for possible activation for the Berlin Crisis. The Wing began assembling and packing equipment for the activation but the call up did not occur.

The 191st Fighter Interceptor Group, then commanded by Col. Donald K. Reid, formally joined the Aerospace Defense Command in July 1972. Selfridge's largest flying organization, the 191st FIG, was now tasked with the heavy burden of area responsibility for the nation's defense. The 191st FIG is a fulltime partner with the Air Force Aerospace Defense Command units, assuming a 24 hour-a-day, seven-day-a-week runway alert posture. The unit must fulfill identical training

requirements and the same operational readiness commitments as their regular Air Force counterparts.

In March 1972 Maj Edward B. DelAquila was fatally injured in a crash of an RF-101 at Selfridge ANG Base.

The 171st FIS "Six Pack" at Selfridge Field received its first F-106A (58-0767) on 29 Dec 1972. The squadrons initial batch of 18 aircraft came from the 2nd FIS and consisted of 18 F-106A's and two F-106B's. The squadron operated the Delta Dart for fewer than 6 years replacing them with the F-4C Phantoms. The last aircraft to depart this squadron was an F-106B (59-0150) which transferred to the 84th FIS on 16 Aug 1978. The squadron operated 24 Delta Darts in all, and experienced no losses.

Monday, February 3, 1975 marked the return of a full-time 24 hour a day alert mission to Selfridge. Pilots of the "Six Pack" were flying some of the same F-106 Delta Darts that were flown by Selfridge 94th FIS pilots in the mid '60s. The Group had previously served a 14 hour a day alert from late 1954 to June 1956 flying the F-89C Scorpion out of Detroit Metropolitan Airport.

A midair collision incident involved three other unit aircraft on training flight near pigeon mi, 3 mar 92; Lt Col Roy A. Keyt, commander 171 Fighter Interceptor Squadron killed in accident.

191 Fighter Interceptor Group, Detachment 1, Seymour Johnson afb deactivated 30 Sep 1992.

Participated in combat archer training at tyndall afb, fl, 2 - 8 may 1993;

Flew first humanitarian airlift on mission to Rwanda, 9 Sep 1995.

January 1998—the 171st Airlift Squadron (AS), 127th Airlift Group (AG) deployed three C-130Es and personnel to Howard AFB, Panama in support of Operation Coronet Oak. The 171st flew 176 hours in the Southern Command Area Of Responsibility (AOR), which included drug interdiction airlift support missions to Honduras and Peru.

16 June 1998—A 171st AS C-130 transported 24 7th Army Special Forces troops, a Raven team and four tons of cargo from Howard AFB, Panama to Santiago, Chile for a joint training exercise.

July 1998—A 171st AS C-130 and aircrew participated in another Baltic Challenge exercise in Lithuania, transporting 213 passengers, 97 tons of cargo during 39 sorties.

August 1998—A 171st AS C-130 deployed to Puerto Rico in support of the Puerto Rico Air National Guard's conversion to the C-130.

October 1998—The 127th Airlift Group deployed to Howard AFB, Panama in support of Operation Coronet Oak. While there, Hurricane Mitch struck Central America. After the storm cleared, 171st AS crews were the first on the scene to deliver emergency personnel, supplies and

water to hurricane-ravaged Honduras. The unit continued flying such missions for the duration of their two-week deployment.

November 1998—Members of the 127th Logistics Squadron and Aerial Port prepared and loaded 365,000 pounds of food onto C-5 Galaxy transports in support of relief efforts in Honduras, following the devastating hurricane. The following month, the 171st AS delivered medical supplies to the country.

May 1999—Howard AFB in Panama closed. The 127th Airlift Group was the last unit to operate from there as a part of the 22 year-old mission known as Operation Coronet Oak. 30 April was the last day of Coronet Oak C-130 operations in the region. Following their departure from Panama, the squadron moved to Muniz ANGB, Puerto Rico where it became the first unit to fly Coronet Oak missions from the base. Panama rotations began in 1978 when then-President Jimmy Carter signed two treaties releasing the Panama Canal to Panamanian control. Air National Guard (ANG) and Air Force Reserve Command (AFRC) C-130 units deploy to the region to provide theater airlift support for Southern Command throughout Central and South America. Among the typical missions flown by aircrews are support of U.S. troops/special forces personnel and DBA agents, alert, re-supply and medical evacuation. Units deploy for two-week rotations.

December 1999—127th Airlift Group personnel and aircraft made a Coronet Oak deployment to Puerto Rico for the first time. The unit flew humanitarian missions into Venezuela, following storms and flooding.

Gabonese troops help load cargo on a 171st AS C-130E during the Gabon 2000 exercise. (

January 2000—C-130s and personnel from the 127th Airlift Group deployed to Africa to participate in the French Gabon '00 peace-keeping and humanitarian assistance exercise.

May 2000—C-130s and personnel from the 127th Airlift Group deployed to Oman in support of Operation Southern Watch.

September 2001—In early September, F-16s and personnel of the 127th WG made an Operation Southern Watch deployment to the Saudi Arabia to enforce the no-fly zone in Iraq. Later that month, C-130s of the 127th Airlift Group deployed in support of Operation Joint Forge, delivering personnel and supplies into Bosnia.

January 2002—The 127th Airlift Group flew transport missions into Guantanamo Bay, Cuba in support of Operation Enduring Freedom. The U.S. base at Guantanamo Bay is the site of a prison facility where captured Taliban, Al Qaeda and other terrorist suspects are held. C-130 aircrews from the 127th AG flew the missions from their Coronet Oak airlift hub at Muniz ANGB, Puerto Rico.

February 2002—127th AG C-130s and personnel made a 45-day deployment to Kadena AB, Japan to bolster airlift loads, as demanded by Operation Enduring Freedom.

June 2002—The aircrew of a C-130 of the 171st AS flew to Normandy France to participate in ceremonies commemorating the anniversary of the D-Day invasion, which occurred 6 June 1944. Selfridge C-130s performed airdrop displays for audiences.

December 2002—275 Members of the 127th Airlift Group deployed to Ramstein AB, Germany in support of Operation Joint Forge. 127th Guardsmen provided airlift support to war-ravaged Bosnia-Herzegovina and Kosovo. 85 missions were flown in support of NATO operations and humanitarian efforts. During this deployment they set an unparalleled record for meeting mission timetables, with a 96% on-time takeoff rate. 171st Maintenance Squadron troops kept aircraft in mission-ready condition 100% of the time during the deployment.

May 2003—A joint Michigan ANG and Army NG exercise was held, in which elements of Company F, 425th Infantry Regiment conducted parachute drops from C-130s of the 171st AS. 31 paratroopers were dropped over Selfridge during the three-day exercise.

September 2003—The 127th WG received an Air Force Outstanding Unit Award for its service from 1 January 2000 to 31 December 2001. During this time, the wing was repeatedly called upon to serve in such operations as Northern Watch and Southern Watch in Iraq, Joint Forge in Germany, and a number of other missions and deployments. Following the 9/11 attacks, the 127th WG flew 24-hour combat air patrols. While serving in Operation Northern Watch in Southwest Asia, the 107th simultaneously stood alert in defense of CONUS as a part of Operation Nobel Eagle. The 127th Airlift Group also stood alert during this period and flew supporting missions in Germany, earning an excellent ORI rating in so doing. In addition to this accolade, the 107* FS received the Air Force Association Air National Guard Outstanding Unit Award for 2002 and the National Guard Association of the United States Distinguished Flying Unit Award.

January 2004—127th Airlift Group returned from deployment in Operation Joint Forge in Germany. It became readily apparent that new facilities at Ramstein were needed to deal with the increased personnel presence (which included other ANG C-130 units) brought on by the war in Iraq.

January 2004—the first of many regular deployments by the 127th Airlift Group to the Middle East in support of Operations Iraqi Freedom and Enduring Freedom commenced. These 45-day deployments would continue until January of 2007.

October 2005—The 127th Airlift Group deployed to South America in support of Operation Coronet Oak. This operation saw the 127th flying airlift missions for U.S. Southern Command.

August 2006—127 AG deployed its C-130s for the final time in support of Operations Iraqi Freedom and Enduring Freedom.

November 2006—The 171st AS embarked on its last combat deployment with the C-130 Hercules.

January 2007—Last wartime deployment of C-130s of the 171st Airlift Squadron, 127th Airlift Group ends. The deployments by the 127th AG in support of Operations Iraqi Freedom and Enduring Freedom began in January of 2004, During this time, personnel and aircraft were rotated on 45 day intervals to the Middle East, while still maintaining Operation Coronet Oak in South America and providing airlift assets during Hurricane Katrina relief efforts. The unit flew more than 3,000 missions and transported 62,000 passengers and 6,600 tons of cargo during its wartime deployments. C-130Es of the 171st AS were equipped with the Joint Precision Airdrop System, which uses GPS to improve accuracy of airborne drops and allows for them to be done from the safety of higher altitudes.

April 2007—171st AS officially began its transition from the C-130E to the KC-135T. The C-130s were transferred to Puerto Rico and Little Rock, AK., marking the end of three and a half decades of C-130 operations at Selfridge.

August 2007—the 127th AG deployed a C-130 and personnel to the Alpena CRTC for readiness training. This was to be the last of such deployments before the group's conversion to the KC-135. That same month, the group was named 2007 Distinguished Flying Unit by the NGAUS.

December 2007—the first KC-135 was handed over to the 127th Air Refueling Group by the 927th Air Refueling Wing (Air Force Reserve Command), which was the former aerial refueling unit based at Selfridge. The 927th transferred to MacDill AFB, FL. in 2008 as a part of the 2005 BRAC decision. Lt Col David Brooks was named the first commander of the 171st Air Refueling Squadron.

May 2009—Over 100 personnel and several newly-acquired KC-135 of the 127th Air Refueling Group deployed to Turkey for a summer tour in support of Operation Iraqi Freedom. KC-135S provided tanker assets to aircraft involved in Central Command's area of responsibility.

April 2009—the 127th Air Refueling Group flew its first aerial refueling mission on 12 April. The flight took place immediately after the change of command ceremony was held, which marked the unit's transition from the C-130E to the KC-135T.

2011 The eight KC-135s of the Air National Guard's 127th Air Refueling Group at Selfridge ANGB, Mich., will sport the distinctive checkerboard design long associated with military aircraft at the base, but absent since the group began flying KC-135s in 2008. The group's commander's aircraft already features the slanted checkerboard stripe-in a black and yellow paint scheme-on its fuselage at the forward edge of its wings. This design also features the group's logo, and the KC-135 also has a distinctive marking on its tail as part of this transformation. "This [artwork] not only represents our heritage, it also tells people that we are proud of the work our airmen are doing today, representing Michigan around the world in today's Air Force," said Lt. Col. David Brooks, 127th ARG commander. The checkerboard design dates back to Selfridge's days as a Strategic Air Command installation prior to transferring to Air Guard control in 1971, according to group officials. The group's other KC-135s are expected to get the checkerboard over the next year or so-albeit in a more subdued black and gray paint scheme.

374th Fighter Squadron

Code: B7

Callsign: Hubbard to 22 April '44 then:

Noggin (A Group) Ambrose at Little Walden

Kingdom (B Group) Ripper at Little Walden

440129	P-47	42-75417	Screws	
440130	P-47	42-75567	Amason	
440604	P-51	43-6498	Kozicki	
440606	P-51	43-6977	Golden	
440608	P-51	43-6982	Hastin	
440619	P-51	42-106713	Callaway	
440619	P-51	43-24830	Downey	
440619	P-51	43-24785	Roberts	
440619	P-51	42-103724	Stolzy	
440619	P-51	42-106735	Latimer	
440619	P-51	42-106871	Sargent	
440623	P-51	43-24835	Davis	
440422	P-47	42-75521	Norman Jr	
440705	P-51	44-13333	Harris	
440705	P-51	44-13538	Bernert	
440804	P-51	42-106820	Potts	
440812	P-51	42-106942	Zieske	
440813	P-51	44-13857	Montgomery	
440918	P-51	44-13949	Arrants	
441030	P-51	43-25032	Christanson	
441205	P-51	42-106695	Wood	
450222	P-51	44-13340	Chandler	
450331	P-51	44-15657	Jackson	
430719	P-47D	42-8034	TACGC Parked Airplane	Camp Springs AAF, MD
430802	P-47D	42-22553	LAC Moore, Wayne L	Camp Springs AAF, MD
430806	P-47D	42-22446	TAC Webb, Roy A Jr	Camp Springs AAF, MD
430831	P-47D	42-22429	MACT Wood, Jefferson K	Millville AAB, NJ
430908	P-47D	42-22438	LACMF Locke, Richard E	Millville AAF, NJ
430925	AT-6A	41-16165	KCR Lind, Robert B	Into Magothy River, 9 Mi N Annapolis, MD
440114	P-47D	42-75187	FLEF Norman, James M Jr	Bottisham/Sta 374
440213	P-47D	42-75155	LAC Collins, Preston B	Bottisham/Sta 374
440305	P-47D	42-8604	KCR Berge, Glenn T	Babraham/10mi SE St 374
440524	P-51B15	42-106776	LAC Lichter, George (NMI)	Bottisham/Sta 374
440528	P-51B	42-106766	LAC Richards, Vernon R	Fowlmere/Sta 378
440530	P-51C7	42-103362	LAC Vandiver, Loy C	Bottisham/Sta 374
440617	P-51B	42-106817	TAC Downey, Frank V	Bottisham/Sta 374
440619	P-51B15	43-24843	CRLEF Murdy, Edward B	Plumpton
440624	P-51B10	42-106586	LAC Wood, Jefferson K	Bottisham/Sta 374
440624	P-51B10	42-106586	LAC Wood, Jefferson K	Bottisham/Sta 374

440628	P-51D5	44-13326	CRL	Bergmann, Charles H Jr	Bottisham/Sta 374
440717	P-51B10	42-106655	LAC	Staples, William V	Bottisham/Sta 374
440721	P-51B15	42-106763	BOEF	Hicks, Barry R	Great Chishall
440731	P-51B15	43-24840	KCR	Staples, William V	Cowlinge
440814	P-51D5	44-13708	TAC	Hicks, Barry R	Bottisham/Sta 374
440829	P-51D5	44-13652	KSF	Bosyk, Harry G	East Winch
440830	P-51D10	44-14139	TAC	Nutt, Sherrill Z	Bottisham/Sta 374
440910	P-51D10	44-14166	LAC	Dunn, Dale E	Bottisham/Sta 374
441003	P-51D10	44-14202	KCRTEF	McKivett, Charles C	Little Walden/Sta 165
441102	P-51D5	44-13877	LAC	Maclay, Alfred B Jr	RAF Matching Green/166
441108	P-51D5	44-13356	TOAEF	Rizzio, Ernest V	Little Walden/Sta 165
441109	P-51D5	44-13704	CBLTO	Mayeux, Collins J	Little Walden/Sta 165
441116	P-51D5	44-13357	KCR	Cook, Alfred B	Kelshall
441126	P-51D	44-13676	LAC	La Croix, Lucius G	Bury St Edmunds/Sta 468
441127	P-51D	44-11164	TOAEF	Bacigalup, Hector L Jr	Little Walden/Sta 165
441129	P-51D	44-14546	LAC	Colet, Frank H	Little Walden/Sta 165
441208	P-51D10	44-14305	CBL0G	Garces, John R Jr	Little Walden/Sta 165
441223	P-51D10	44-14415	LACMF	Waldusky, Merne L	St Dizier/A-64
450104	P-51D15	44-15145	KBO	Zelinsky, Robert M	Upend/Kirtling Parish
450104	P-51D15	44-15036	KCR	Wilson, John R Jr	Holbeach
450113	P-51D15	44-15275	TAC	Voss, John R	St Dizier/A-64
450113	P-51D15	44-15358	TAC	Mitenbuler, Jack C	St Dizier/A-64
450113	P-51D5	44-13515	TAC	Merritt, Joseph R	St Dizier/A-64
450314	P-51B15	43-24812	CBL	Washburn, Edward F Jr	Chievres/A-84
450317	P-51D15	44-15657	TAC	Waldusky, Merne L	Chievres/A-84
450324	P-51D10	44-14191	LAC	Voss, John R	Chievres/A-84
450416	P-51D15	44-15065	CRL	Furbush, Allen E	Duxford/Sta 357
450717	P-51D5NT	44-11166	LAC	Knickman, Edward T	Oberweisenfeld/R-74
440513	P-47D	42-8661	CBL	Bajarunas, Albert A	Bottisham/Sta 374





Air Force Order of Battle

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Sources

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