

187th AIRLIFT SQUADRON



LINEAGE

Constituted 402nd Fighter Squadron, 25 May 1943
Activated, 1 Jul 1943
Inactivated, 10 Nov 1945
Redesignated 187th Fighter Squadron, and allotted to WY ANG, 24 May 1946
187th Fighter Squadron (SE) extended federal recognition, 11 Aug 1946
Redesignated 187th Fighter Bomber Squadron, 1 Apr 1951
Redesignated 187th Fighter Interceptor Squadron, 1956
Redesignated 187th Aeromedical Transport Squadron, 1 May 1961
Redesignated 187th Air Transport Squadron (Heavy), 8 Feb 1964
Redesignated 187th Military Airlift Squadron, 1 Jan 1966
Redesignated 187th Tactical Airlift Squadron, 13 Jul 1972
Redesignated 187th Airlift Squadron, 15 Mar 1992

STATIONS

Westover Field, MA, 1 Jul 1943
Groton AAFld, CT, 19 Oct 1943
Bradley Field, CT, 6-19 Jan 1944
Aldermaston, England, 12 Feb 1944
Andover, England, 1 Mar-27 Jul
Cardonville, France, 31 Jul 1944
La Vielle, France, 15 Aug 1944
Lonray, France, 6 Sep 1944
Roye/Amy, France, 11 Sep 1944
Florennes/Juxaine, Belgium, 26 Sep 1944
Zwartberg, Belgium, 27 Jan 1945
Gutersloh, Germany, 22 Apr 1945
Sandhofen, Germany, 27 Jun 1945
Fritzlar, Germany, 6 Aug-Sep 1945
Camp Shanks, NY, 9-10 Nov 1945

Cheyenne, WY

DEPLOYED STATIONS

Clovis AFB, NM, Dec 1951

ASSIGNMENTS

370th Fighter Group, 1 Jul 1943-7 Nov 1945

WEAPON SYSTEMS

Mission Aircraft

P-47D, 1943

P-38J, 1944

P-51D, 1945

F-51D, 1946-1952

F-80C, 1953-1957

F-86L, 1958-1960

C-119C, 1961-1963

MC-119J

C-121G, 1963-1972

C-130B, 1972

C-130H

Support Aircraft

T-6, 1946-1952

B-26, 1947-1951

C-47, 1947-1963

T-33, 1953-1960

C-45, 1953-1961

ASSIGNED AIRCRAFT SERIAL NUMBERS

C-45: 210864

C-47: 93166

F-86: 24274

C-119: 18236

C-121: 44062

F-80: 58709

F-51D 44-72837

F-51D 44-84961

F-86L

52-4274

52-10159

C-130B

59-5957

58-0714
61-0966
59-5957

T-33
529654

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Maj Robert E. Sedman
Maj Robert N. Maupin, 19 Jun 1948
Maj Roy E. Cooper, 27 Feb 1951
Maj Jack D. Ziemer (KIA)
Cpt Melvin E. Conine
Cpt John T. McCue, 22 Jan 1960
LTC Gerald T. Rowley
Maj John T. McCue
LTC Benjamin R. Farmer, Dec 1977
LTC Vernon E. Baldeschwiler, 1980
LTC Frank E. Jurenka, Jul 1981
LTC Paul S. Lyman, January 2004
LTC Bruce Rowe, #2007

HONORS

Service Streamers

None

Campaign Streamers

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

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Hurtgen Forest, Germany, 2 Dec 1944

Cited in the Order of the Day, Belgian Army

6 Jun-30 Sep 1944
16 Dec 1944-25 Jan 1945

Belgian Fourragere

EMBLEM

EMBLEM SIGNIFICANCE

During World War I, Army officials directed units to design an identifying symbol that could be stenciled onto their equipment. The order reached the Wyoming National Guard's E Battery, 3rd Battalion, 148th Field Artillery Regiment, 66th Field Artillery Brigade when it was on the frontlines in France. "At this time we were in intensive combat and my battery commander asked me how we could possibly comply with this request," Staff Sgt. George N. Ostrom, the battery supply sergeant and Sheridan, Wyo., cattle rancher wrote in 1973. "My reply was [for him] to detail me to brigade HQ and this could be done," he said. The rest is part of Wyoming lore: The battery commander dispatched Sergeant Ostrom to the rear where thoughts of home and the state's feisty frontier spirit inspired his design of a rider on a rough silhouette of a bucking horse. The commander of the 66th Artillery Brigade was so taken by the concept that he nixed all other drawings and had all brigade equipment marked with the "Bucking Bronco." State officials were equally enamored of the symbol when the Wyoming Guard returned home to the First Regiment Cavalry, which later became the 115th Cavalry. Now known as the Bucking Horse and Rider, the symbol, after refinement by Sergeant Ostrom, would become the state's most recognized and treasured trademark. State officials copyrighted the mark in 1936.

The Wyoming Guard saw a need for an Air Guard about a year before the Air National Guard celebrated its official federal birth. The 187th Fighter Squadron took flight Aug. 10, 1946, giving those cowboys a whole new frontier to tame. And just like the artillery, infantry and cavalry, the new unit needed an insignia, and Wyoming already had one ready to go. "The silhouetted bucking bronc, powerful and always dangerous, is representative of the mission of the unit," Air Force officials said in approving the emblem in 1953, just two years after the unit mobilized for the Korean War, where eight of pilots died in action. "Riding the mustang is a bronc-rider, a rough and ready product of the West who tames the mustang to do the job required," it said. "The bronc-buster is likened to the fighter pilots of the squadron, who are always ready to fly their mounts to do the job required." The logo used was not the same one Sergeant Ostrom originally drew, but one of the subsequent modifications that the state of Wyoming also adopted. The Wyoming Air Guard kept that insignia on its planes, equipment and even drew a big version of it on the floor of the hangar. That was all good until acting Wyoming Gov. Doc Rogers told the Wyoming Air Guard that it was the state's horse and the Wyoming Air Guard couldn't use it, or so the story goes. The Wyoming Air Guard redrew its horse, flipped it around and angled it a bit to see all four legs in 1957. By 1980, the unit had traded in the fighter mission for airlift ability and took hot iron and "branded" their horse. The brand is called "Wio" or "Flying Wio." It's a real brand designed by Lt. Col. John McCue, a former squadron commander.

MOTTO

NICKNAME

OPERATIONS

Combat in ETO, 1 May 1944-25 Apr 1945.

The Wyoming Air National Guard was organized as the 187th Fighter Squadron (SE) on 10 Aug 1946 in Cheyenne, WY. The first aircraft assigned to the unit were P-51s, which had recently seen action in World War II. Maj Robert E. Sedman, a veteran combat pilot was named the first squadron commander. The aircraft and headquarters were located in a small hangar on the southwest side of Cheyenne Municipal Airport.

By mid-1947, the number of aircraft and personnel had greatly increased. Because of a shortage of necessary equipment, the first year's summer field training camp had to be cancelled. Maj Ben Nelson, who later that year was elected Mayor of Cheyenne, served as an element commander.

Early in 1948, the squadron was operating with 25 aircraft and a full complement of pilots. Enlisted personnel strength was continuing to grow. Maj Robert N. Maupin was appointed as the first full-time commander of the Wyoming Air Guard on 19 Jun 1948. In August, the unit's first summer field training was held at the small Cheyenne headquarters.

Training and strength increased in 1949, and five units including Wyoming attended field training at Casper, WY. Eighty-eight plane flyover was completed without incident.

On 1 Feb 1950, the unit moved to its present location in a former United Airlines Modification Hangar on the north side of Cheyenne Municipal Airport. The first out-of-state summer camp for the unit was held that year in Grayling, MI.

Maj Roy E. Cooper, who was later to become the Wyoming Air National Guard's first General, was appointed commander on 27 Feb 1951. Although the unit continued to fly the same aircraft, the official name was changed to the 187th Fighter Bomber Squadron on 1 May 1951.

The Korean Conflict was intensifying and on 1 Apr 1951 the Wyoming Air National Guard was mobilized into federal service. Officers and airmen were ordered to active duty and sent to Clovis AFB, NM. Eighteen pilots flew more than 1,500 combat missions. Eight pilots were killed in action.

Called to active duty and redesignated 187th FBS but remained at Cheyenne MAP for more than seven months. 1 Apr 1951

Although most members of the Air Guard were now at Clovis AFB, a Wyoming Air National Guard State Headquarters was established on 11 Dec 1951 to maintain a working organization until the activated members returned to Cheyenne. An interim 8187th Air Base Squadron was created on 1 Jul 1952 to coordinate the return of the airmen who had been called to active duty and who were now returning to Wyoming.

On 18 Dec 1952, the 187th Fighter Bomber Squadron was released from active military service. Then, the 8187th Air Base Squadron was disbanded and all personnel transferred in their same

grades to the 187th Fighter Bomber Squadron, which continued to be commanded by Maj Roy E. Cooper.

On 1 Jan 1953, the Wyoming Air National Guard expanded beyond Cheyenne creating a detachment at Casper to operate the Air National Guard Field Training Site. Beginning 1 Apr 1953, the unit officially began overall operation of the site. The Colorado and New Mexico and Wyoming Air Guard units, all flying F-51s, all trained together that summer at the Casper facility and the Split Rock Gunnery Range nearby.

Returned to state control at Cheyenne MAP. 1 Jan 1953

The Wyoming Air Guard continued training, and was a part of the 140th Fighter Wing based at Buckley Naval Air Station outside Aurora, CO.

By early 1954, the complete conversion to jets and all pilot training had been accomplished. Summer camps were held at the Casper training site in 1954 and for the next four years.

The pilots and ground crews devoted much of their time to air-to-air and air-to-ground gunnery practice with 50 caliber machine guns. Air-to-air gunnery practice was accomplished with aerial targets towed by unit assigned T-33 and F-80.

The unit quickly filled its ranks with pilots and support personnel who had recently served on active duty in the Korean conflict.

In 1956, the Wyoming Air National Guard changed its official designation from the 187th Fighter Bomber Squadron to the 187th Fighter Interceptor Squadron to reflect its new mission and new aircraft.

With the structure change came command changes; Col Roy E. Cooper was named commander of the 153rd FIG and Maj Jack D. Ziemer was named commander of the 187th.

On 1 Jan 1959, the unit began a 14-hour runway alert. Five aircrews were kept on active duty seven days a week.

Summer camp was held at the Casper Training Site for most of the unit, but a small detachment was sent to Wendover AFB in western Utah to support the F-86 rocket firings which had to be done in the isolated Utah desert.

Now in an expanded role as an all-weather fighter interceptor unit, the entire Wyoming Air National Guard went to summer camp at Wendover AFB, UT in 1960.

A mid-air collision between a Wyoming Air National Guard F-86 and a private plane resulted in the death of Lewis, the pilot of the private plane. The appellant-plaintiff, as administrator of the estate of Lewis, sued the United States under the Federal Tort Claims Act. The trial court denied recovery on the ground that the accident was not caused by the negligence of an employee of the United States while acting within the scope of his employment. Captain Meckem and Lieutenant

Anderson, both officers of the Wyoming Air National Guard, were on a training flight in which Meckem was evaluating the flying proficiency of Anderson. The flight was not under the command responsibility of the United States Air Force but was authorized by the Operations Section of the Wyoming Air National Guard. Prior to the collision, Meckem was flying the No. 2 position in a close formation, the lead plane of which was piloted by Anderson. Anderson saw the private plane in time to take evasive action but Meckem, whose vision was obstructed by Anderson's plane, hit the private plane on the side at a 70-degree angle. Meckem parachuted to safety and received superficial injuries.

A major change came for the Cowboy Guard in Feb 1961 when the unit and its role in national defense changed drastically.

The fighters were replaced by transport aircraft and the mission was changed to medical airlift.

Ten C-119 were assigned to the newly designated 187th Aeromedical Transport Squadron.

The unit was redesignated from a group level down to a squadron level. Group Commander Maj Rowley became the squadron commander and former Squadron Commander Cpt Tom McCue was named operations officer.

Fighter pilots began retraining to become transport pilots and many hours were spent training crews and maintenance people on the systems of the C-119. A mobile training detachment came to Cheyenne to provide this service. Transition flying training for key flight crews was accomplished at Jackson, MS by the 183rd. AMTS.

An active search began for registered nurses to become flight nurses in the aeromedical transport unit. The Wyoming Air National Guard was to have flight nurses and an aeromedical airlift mission for many years.

Elaborate plans were made to totally reconfigure the aircraft into flying hospitals but within two years the Cowboy Guard received newer aircraft and an expanded mission.

The C-121 gave the Wyoming Air National Guard a worldwide mission and took the Cowboy Guard off the ranches and away from the railroads to Southeast Asia and airlift missions throughout the world.

The first C-121G, which had been flown previously by the U.S. Navy, arrived in Cheyenne on 21 Jun 1963 and expanded its military airlift role to worldwide mission capabilities. Entering the realm of South East Asia and Vietnam, the Wyoming Air Guard flew its first mission into the Southeast Asia Theater "combat zone" in late 1964, and continued to do so through the take over of South Vietnam by its enemies.

The unit again expanded to group strength and was designated the 153rd Air Transport Group (H) on 8 Feb 1964. The group was commanded by Maj Rowley with Maj John McCue serving as 187th Air Transport Squadron Commander.

From 1963 through 1968, the Cowboy Guard flew cargo for the Military Airlift Command throughout the world.

The aeromedical evacuation mission and the number of nurses and medical technicians was greatly expanded. Numerous "air evac" flights were flown throughout the nation and the world.

Continuing to fly the "Connies," the Cowboy Guard flew more and more worldwide missions. So many missions were flown that the traditional summer training camps were replaced with year-round on-the-job training as flight crews, nurses, medical technicians and support personnel were used to fulfill the global airlift challenge.

In 1972, the Wyoming Air guard received its first C-130. In 1975, the Wyoming Air Guard was selected for the unique role of aerial fire fighting. Two Wyoming C-130s were equipped with Modular Airborne Fire Fighting Systems (MAFFS) and began water/fire retardant bombing of fires throughout the United States. Those fire fighting mission still continue through the present.

With the new tactical airlift mission came the need to be combat ready and the Wyoming Air Guard passed the first level, C-3, test on 15 Oct 1973. The next level of proficiency and strength, C-2, was reached on 30 Nov 1973.

In 1975, the unit was selected to take on a unique and exciting mission—aerial firefighting. Using the Modular Airborne Firefighting System (MAFFS) huge storage tanks, pressurized air and 3,000 gallons of liquid fire retardant the Cowboy Guard learned how to fight fires from the air. Three crews were trained and checked out by Apr 1975.

Operation Brave Shield, a joint airlift and airdrop exercise at Pope AFB, NC, was held in 1975 and the unit provided three aircraft, four flight crews and numerous support personnel.

On 31 Mar 1976, the Wyoming Air Guard achieved C-1, the highest level of combat readiness. Three additional flight crews were trained and qualified for the MAFFS mission. Operation Jack Frost, a huge, simulated combat training exercise, was held in Canada and the Cowboy Guard was invited to provide aircraft, crews and support personnel.

The unit returned to Operation Jack Frost in 1977, but the real action came when the MAFFS crews flew 67 firefighting missions in the disastrous San Bernadino and Big Sur forest fires in California.

A new mission, Volant Oak, the support of Southern Air Command in Central and South America, took aircrews, aircraft and support personnel to Howard AFB, Panama for the first time.

On Monday, 16 Jul 1979, disaster hit the Wyoming Air National Guard as a killer tornado, the worst ever to hit Cheyenne, ripped through the Air Guard facilities and aircraft. Buildings were destroyed, aircraft were lifted and tossed around, hangar doors were blown off never to be found. All aircraft received some damage. No Guard members were seriously injured or killed, but hundreds of cars and millions of dollars of property were destroyed. The unit was called to active

duty, not only to repair its own damage, but also to help protect areas of the city that were in ruin.

Aircrews and support personnel returned to Panama in 1980 and again forest fires in California and Oregon took MAFFS crews to the scene.

Participated in Operation Just Cause in Panama. Dec 1989

Volunteers began flying missions in support of Operation Desert Shield. Aug 1990

At the end of FY92, 1,000 officers and enlisted personnel manned 14 WY ANG units, including the 187th AS at Cheyenne Municipal Airport with C-130Bs.

Beginning 09 Aug 1990, the first day of OPERATION DESERT SHIELD, and into OPERATION DESERT STORM the Wyoming Air Guard flew continental U.S. and Central and South America missions. During that time, the Wyoming 187th Aeromedical Evacuation Flight and the 153rd Clinic were both activated by order of the President of the United States, with a large number of those medical personnel being sent to Saudi Arabia. After the hostilities, Wyoming Guard members continued with OPERATION PROVIDE COMFORT, which supplied humanitarian aid to Kurdish people displaced by the Iraqi military.

During 1993 and early 1994, the 153d Airlift Group traded its C-130B for new C-130-H3, which greatly enhanced the Wyoming unit's world wide flying capabilities. From JULY 1993 through FEB 1994, the 187th Aeromedical Evacuation Squadron, provided volunteer medical personnel for the Egypt/Somalia humanitarian effort in eastern Africa, OPERATION PROVIDE HOPE. Three of those medical personnel subsequently received commendations for saving US Army Rangers lives while under attack in Somalia in OCT 1993. During 1993-94, a number of Wyoming crews volunteered to fly missions into and over Bosnia/Serbia, while temporarily assigned OPERATION PROVIDE PROMISE.

The years between the Gulf War and 2001 proved to be a period of continued activity for the Wyoming Air Guard. Major unit deployments included OPERATION UPHOLD DEMOCRACY (Haiti) in 1995, OPERATION SOUTHERN WATCH (Iraq) in 1996 and 1998, OPERATION JOINT ENDEAVOR (Bosnia) in 1996, OPERATION SHINING HOPE (Bosnia) in 1999, OPERATION JOINT FORGE (Bosnia/Kosovo) in 1999, OPERATION CORONET OAK (Panama) in 2000, and the yearly MAFFS mission as directed.

During this same period numerous individuals volunteered for such missions as OPERATION SEA SIGNAL (Guantanamo, Haitian refugees) in 1995 and OPERATION NEW HOPE (El Salvador) in 1999, along with the missions listed above.

In April 1997 the Wyoming 153d Airlift Wing was reassigned to the Air Mobility Command and continued its federal and state airlift, fire fighting, and humanitarian missions. From 10 NOV to 05 DEC 1997 the Wyoming Air National Guard flew 250 airborne fire-fighting missions in the jungles of Indonesia as OPERATION TEMPEST RAPID, No. 1. This was the first time U.S. airborne fire fighting had ever been done outside of the continental U.S.

As with the rest of the U.S. military, the wing's focus changed abruptly on September 11, 2001. Responding immediately, the 153 AW became the first unit to resume flying, by answering the call to ferry blood donations around the western United States. By the end of September virtually all of the 153rd Security Forces Squadron had been called to active duty and assigned to active Air Force bases. As a result numerous individuals volunteered to be activated as security forces augmentees, an assignment that lasted half a year for many. Three others volunteered for temporary civilian airport security duties.

In December, 2001 the expected call up for more of the unit arrived. This resulted in five aircraft, their crews, and support personnel deploying to Oman as part of OPERATION ENDURING FREEDOM. During the unit's eight-month deployment, it flew 5,500 hours (including 4,000 combat hours in Afghanistan), and earned the Air Force Outstanding Unit Award with Valor. In addition, the unit's air traffic controllers served in Pakistan during this period, while numerous other members answered the call in their individual AFSC capacity.

As the Global War on Terrorism expanded to include operations in Iraq and continued operations in Afghanistan, the 153d Airlift Wing repeatedly answered the nations call. In addition to its ongoing commitment to MAFFS, Operation Joint Forge in Europe, and Coronet Oak in Latin America, the 153 AW maintained a two year long, two aircraft commitment to Operation Iraqi Freedom during 2004-2005. In 2000 and 2007 the unit returned to Afghanistan for two and three aircraft Aerospace Expeditionary Force rotations. On the home front, the end of 2007 found four aircraft responding to the great southern California wildfires.

In Cheyenne the period 2004-2007 witnessed the 153 AW receiving a remodeled dining facility, a new POL facility, a new air operations building for Air Traffic Control and Aerial Port, and approval of a new squadrons operations building. Numerous temporary modular buildings also supported the unit.

The time period 2006-2007 also witnessed a unique combination of active duty and National Guard forces in Cheyenne. In 2006 the 30th Airlift Squadron, an active duty unit, stood up in Cheyenne, under the operational control of the 153 AW. Known as an active associate unit, the addition of the 30 AS resulted in the 153 AW receiving an additional four C-130 aircraft during 2007, and increased the wing's aircraft strength to twelve aircraft.

Six C-130 aircraft carrying special firefighting equipment continue to help battle wildfires in Texas and northern Mexico from the air, as of Monday, announced US Northern Command officials. Since the first of these aircraft arrived on the scene on April 17, these C-130s have carried out 64 missions to release many thousands of gallons of fire retardant and suppressant on the fires in southern Texas and the Mexican state of Coahuila via the self-contained Modular Airborne Fire Fighting System that they carry. Two of the C-130s are from Air Force Reserve Command's 302nd Airlift Wing at Peterson AFB, Colo. They are deployed to Laughlin AFB, Tex. The other four, staging from Dyess AFB, Tex., are Air National Guard assets from the 145th AW in North Carolina, 146th AW in California, and 153rd AW in Wyoming. 2011

Four C-130s saddled up with the Modular Airborne Firefighting System to help battle wildfires

in Colorado. Responding to a National Interagency Fire Center request on June 24, the Defense Department activated two aircraft each from the Wyoming Air National Guard's 153rd Airlift Wing in Cheyenne and from Air Force Reserve Command's 302nd AW at Peterson AFB, Colo. The airplanes will stage from Peterson and are expected to be available no later than June 26, according to the US Forest Service. "We have been monitoring the fires and have had our aircrews, aircraft, and the MAFFS systems in a state of readiness anticipating a possible tasking," said 302nd AW firefighting chief Lt. Col. Luke Thompson. The Forest Service, which owns the palletized MAFFS kits, wanted the firefighting C-130s "to ensure that we continue to have adequate air tanker capability as we experience very challenging wildfire conditions" in the Rocky Mountains region and southwestern United States, explained Forest Service chief Tom Tidwell in a June 24 agency release. These C-130s can discharge 3,000 gallons of water or fire retardant over a large area in less than five seconds. 2012

441226	P-38	42-104086			
430917	P-47D	42-8193MAC	Bouffard, Albert J	Westover Field, MA	
430917	P-47D	42-22376	MAC Lawson, Stuart D	Westover Field, MA	
431117	P-47D	42-22376	LACNU Poe, Carroll J	Suffolk County AB, Westhampton Beach, LI, NY	
431121	P-47D	42-8253TOAEF	Carlson, Oscar	Suffolk County AB, Westhampton Beach, LI, NY	
431202	P-47D	42-22359	TACNU Burns, Dean R	Suffolk County AAF, NY	
431217	P-47D	42-8167LAC	Poe, Carroll J	In water off end of Rwy, Groton AAF, CT	
440308	P-38J	42-67992	TOAEF Berry, Richard N	RAF Swindon	
440308	P-38J	42-67945	CBL Rorabaugh, Robert L	Zeals/Sta 450	
440312	P-38J	42-68061	BOEF Tucker, James E	Chilbolton/Sta 404	
440312	P-38J	42-67454	CBL Squires, Keith L	Stockbridge	
440406	P-38J	42-67829	CBLEF Fulton, Robert C	Andover/Sta 406	
440409	P-38J	42-67273	CBL Shepherd, Keith S	Andover/Sta 406	
440412	P-38J	42-67859	KCR Richards, Coleman C	Pengthely Farm, Llanvey	
440416	P-38J	42-67434	LAC Poe, Carroll J	Andover/Sta 406	
440418	P-38J	42-67994	LAC Marshall, Henry J	Andover/Sta 406	
440419	P-38J	42-68022	LAC Osborne, William F	Andover/Sta 406	
440419	P-38J	42-68091	LAC Stevens, Henry J	Andover/Sta 406	
440422	P-38J	42-67423	KCRTEF Paul, Joseph (NMI)	Andover/Sta 406	
440427	P-38J	42-67255	LAC Poe, Carroll J	Thruyton/Sta 407	
440509	P-38J	43-28355	LAC Poe, Carroll J	Andover/Sta 406	
440515	P-38J	43-28274	KMAC Evers, William E	Ashmenworth	
440515	P-38J	42-67890	KMAC Stewart, Thomas D	Cruxeaston	
440523	P-38J	43-28457	LAC Mary, Virgil J	Andover/Sta 406	
440530	P-38J	42-68064	KMAC Shaffer, Joseph D R	White Parish, Pepper Bx R	
440613	P-38J	43-28339	TOA Stephens, Walter G	Andover/Sta 406	
440613	P-38J	42-68055	TAC Lowe, Burton M	Andover/Sta 406	
440708	P-38J	43-28339	KMAC Weber, Edward M	Tangley	
440717	P-38J	42-104197	KCREF Stevens, John H	King's Samborne	
440717	P-38J	42-104047	KMAC Mary, Virgil J	King's Samborne	
440717	P-38J	42-67908	GACEXF [ground accident]	Andover/Sta 406	
440727	P-38J	43-28284	TAC Post, Marshall S	Cardonville/A-3	
440831	P-38J	42-67440	TAC Morgan, Wayne D	La Vielle/A-19	
440925	P-38J	43-28710	TAC Boufford, Albert J	Wattisham/Sta 377	
441101	P-38J	44-23596	TOA Harman, Charles L	Florennes/A-78	
441116	P-38J	44-23653	CRTEF Rosenquist, Paul E	Florennes/A-78	
441118	P-38J	43-28284	CRLEF Goldman, Sam (NMI)	Florennes/A-78	
441216	P-38L	44-24633	LAC Ellis, Alden Q Jr	Florennes/A-78	
441218	P-38J	43-28435	LAC Hoyle, Robert W	Florennes/A-78	
441223	P-38J	42-104269	LAC Croft, Seymour W	Florennes/A-78	

450101	P-38L	44-24664	TAC	Croft, Seymour W	Florennes/A-78
450221	P-38J	42-104313	KLAC	Floodberg, Frederick J	Ophoven {K466735}
450222	P-38J	42-104055	LAC	Bates, Wallace E	Ophoven {K-466735}
450315	P-51D20	44-72213	LAC	Ward, James J	Ophoven/Y-32
450413	P-51K10	44-12093	BOEF	Fitts, Clarke C	Gheel/ 5mi NE
450414	P-51D20	44-63190	CBLEF	Baggett, Richard L	Munchen-Gladbach/Y-56
450422	P-51D20	44-72164	LAC	Fulton, Robert C	Gutersloh/Y-99
450517	P-51B	43-6386W	LACEF	Heichelbech, Bernard D	Frankenberg
450518	P-51D20	44-72355	LACMF	Bowers, William H	Gutersloh/Y-99
450605	P-51D20	44-63882	CBLEF	Mackenzie, Ian B	Braunhardt/Y-72
450709	P-51D15	44-15249	BO	Ellis, Alden Q Jr	Sandhofen
450716	P-51D5	44-13552	MAC	McIntosh, Frank J	Mannheim/Y-79
450716	P-51K5	44-11650	MAC	McIntosh, Frank J	Mannheim/Y-79
450821	P-51D10	44-14070	BO	Ellis, Alden Q Jr	Obergeis {WH-2256}
450828	P-51D10	44-14362	BMAC	Bohna, Robert H	Weinheim
450828	P-51D20	44-63671	BMAC	Blandin, Robert W	Weinheim
510802	F-51D	45-11489	LAC	Jenkins, Paul F.	Buckley AFB
510823	T-6D	42-44629	LACGL	Pond, Douglas	Cheyenne MAP
510404	F-51D	44-73264	CBLMF	Swanson, John A.	Cheyenne MAP
470607	P-51D-25NA	44-73085	CBLEF	Bennett, Ellery A	Cheyenne Municipal Apt
500615	F-51D	44-74977	LACGL	Aldridge, Dean C.	McNamara Field
500723	TB-26B	41-39435	LAC	Graper, Victor B.	Cheyenne MAP
500810	F-51D	44-73264	TAC	Marsters, Thomas C.	Offutt AFB
501125	F-51D	44-74977	LAC	Aanes, Edward A.	Cheyenne MAP
500107	F-51D	44-18157	TAC	Ambrose, Robert S.	Cheyenne Mun. Airport
500107	F-51D	44-72908	TAC	Horn, John L.	Cheyenne Mun. Airport



Air Force Order of Battle
Created: 7 Sep 2010
Updated: 8 May 2011

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