

192nd AIRLIFT SQUADRON



LINEAGE

408th Fighter Squadron constituted, 12 Oct 1943
Activated, 15 Oct 1943
Redesignated 408th Fighter Bomber Squadron, 5 Apr 1944
Redesignated 408th Fighter Squadron, 5 Jun 1944
Inactivated, 7 Nov 1945
Reconstituted and redesignated 192nd Fighter Squadron and allotted to NV NG, 24 May 1946
192nd Fighter Squadron (SE) extended Federal recognition, 12 Apr 1948
Redesignated 192nd Fighter Bomber Squadron, 9 Apr 1951
Redesignated 192nd Fighter Interceptor Squadron, 1 Jun 1955
Redesignated 192nd Tactical Reconnaissance Squadron, 1 Apr 1961
Redesignated 192nd Reconnaissance Squadron, 15 Apr 1992
Redesignated 192nd Airlift Squadron

STATIONS

Hamilton Field, CA, 15 Oct 1943
Portland AAB, OR, 7 Dec 1943
Esler Field, LA, 25 Mar 1944;
Pollock AAFld, LA, 15 Apr 1944
Esler Field, LA, 9 Feb 1945
Alexandria AAFld, LA, 14 Sep-7 Nov 1945
Reno AFB, (Stead AFB), NV
Bergstrom AFB, TX
George AFB, CA
Stead AFB, NV
Reno, NV, Apr 1956

DEPLOYED STATIONS

Keflavik Airport, Iceland, 1 Sep 1952-1 Dec 1952

ASSIGNMENTS

372nd Fighter (later Fighter Bomber; Fighter) Group, 15 Oct 1943-7 Nov 1945

WEAPON SYSTEMS

Mission Aircraft

P-39, 1943
P-40, 1944
P-51D/F-51D, 1948
T-33A
F-86A, 1956
F-86L, 1958
RB-57B, 1961
RB-57C
RB-57A, 1965
RF-101H, 1965
RF-101B, 1971
RF-4C, 1975
C-130, 1995

Support Aircraft

C-47, 1948-1966
C-54
T-29
C-12J

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-51H

44-64251	44-64350	44-64417	44-64621
44-64289	44-64361	44-64429	44-64672
44-64322	44-64380	44-64534	

F-86L

52-4150
53-994
91129
XX0915

RB-57

52-1518
52-1544
52-1570
52-1592
53-3831
53-3920

RF-4C

64-029
64-1021

C-130
90474

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

F-86L Tail flash was also blue and was outlined in white. Each aircraft's state silhouette contained the name of one of Nevada's cities with a white star indicating its location. In this case the "City of Ely"

ANG emblem on the tail and NEVADA in white on a blue stripe.

COMMANDERS

HONORS

Service Streamers

American Theater

Campaign Streamers

None

Armed Forces Expeditionary Streamers

Decorations

None

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

High Rollers

OPERATIONS

Replacement training and air support for maneuvers, 1944-1945.

As a result of the national Security Act of 1947, the Nevada Air National Guard was established on April 12, 1948 at the Reno Army Air Base (later renamed Stead Air Force Base). During 1953 and 1954, when the City of Reno was leasing Hubbard Field (now the site of Reno-Tahoe International Airport) from United Airlines, the Air Guard executed various leases and agreements with the city and United Airlines. The Air Guard agreed to spend \$1 million for a 25-year lease on 29 acres of land for joint use of the airfield. These original agreements were supplemented in 1955 and 1956 extending the lease to the year 2054 and added 35 acres of land.

In April 1948, the 192nd Fighter Squadron, Nevada National Guard took over the then vacant base for training activities.

Using Reno Army Air Base as headquarters the Nevada Air National Guard became operational flying the B-26's and the P-51's. A problem soon developed in that there wasn't enough money to keep the aircraft in the air. Donations from local businessmen and others who responded to an appeal for funds finally put the would-be birdmen over the financial hump. When the year was up and the planes were flying the unit applied for Federal recognition. Recognition was granted April 12, 1948 and what had started as a touch and go operation now settled down as a strong right arm of the United States Air Force.

Temporary facilities were used by the Nevada Air National Guard in 1954 while awaiting new buildings at the Reno Municipal Airport.

The unit with all assigned personnel was recalled into active Federal service with the United States Air Force in March 1951 during the Korean conflict. The first active duty base of assignment was Bergstrom AF Base, Austin, Texas and then to George AF Base, Victorville, California. From these bases Nevada Air Guardsmen performed duty in the Continental United States, Puerto Rico and Iceland. Some Officers were also assigned to Air Force Units in Europe and Korea.

Following the active duty tour the unit was returned to State control in December 1952 and began flying operations at Stead Air Force Base which was controlled by the Strategic Air Command, United States Air Force. The base had been renamed in memorium to Lieutenant Croston K. Stead, an Air Guardsman who died in an aircraft accident in December 1949. Temporary administrative, supply and motor vehicle facilities were established in a warehouse in Reno until a permanent base of operations could be found. In the Fall of 1953 the Nevada Air National Guard found its present home and all facilities moved to the South-East end of the Reno Municipal Airport.

The move was a double blessing for with the unit in Reno proper the airport became eligible for Federal funds and several important construction projects were undertaken. The most important was the work done on the runways and taxiway which was a benefit to commercial and private aircraft using the airport.

In 1955 the F-51 with its distinctive engine sound and racy silhouette became obsolete and the unit received the F-86A. The "A" model remained until 1958 and then was replaced by the rocket firing "L's". The unit pilots were then flying alert duty for the Air Defense Command maintaining air vigilance for unidentified aircraft flying over the Western United States.

Advances in technology meant new weapons and the Nevada Air Guard had to move with the times. Successive moves took it from the F-86L's to the RB-57. The Nevada Air Guardsmen became so proficient in the photo-recon business they entered competition with other reconnaissance units and triumphed in 1963 by winning the coveted Earl T. Ricks Memorial Trophy for outstanding professionalism. Because of this feat the unit was submitted for and

received the Air Force Outstanding Unit Award.

In October 1965 the RF-101 was assigned to the unit. This jet was the first supersonic aircraft to be flown by pilots of the Nevada Air National Guard. Capable of speeds in excess of 1200 miles per hour the two engine jet was outfitted with aerial cameras used for photographing assigned targets in support of the Tactical Air Command Mission. The pilots transitioned from the RB-57 to the RF-101 in record time. The transition and qualification of the pilots included both day and night air-to-air refueling missions from conventional aircraft supplied by various Air National Guard refueling units and from high speed jet aircraft furnished by the United States Air Force.

On the 26th of January 1968 all elements of the Nevada Air National Guard except the State Headquarters in Carson City, were called to active duty with the United States Air Force. The call-up was ordered by President Lyndon B. Johnson as he responded to the crisis created by the North Korean capture of the USS Pueblo. The recall differed from the 19-51 tour as there was no alert or get-ready" period involved. The 76 Officers and 552 Airmen recalled were notified on the 25th of January to report for duty on the morning of the 26th.

By the end of August 1968 all units and personnel of the Nevada Air National Guard had been reassigned and relocated. This was the largest reassignment action in the history of recalled Air National Guard units.

The 192d Tactical Reconnaissance Squadron, the only unit that remained intact with a majority of Nevada personnel performed a variety of missions and deployments while stationed in Missouri. The most notable deployment was to Itazuke AB, Japan for a ninety day period of duty. The mission during this time was in support of the South Korean efforts with daily photo reconnaissance flights. A significant event during this tour of duty was the award of the Headquarters Fifth Air Force Outstanding Unit Award.

A sixty day deployment was made to Howard AFB, Panama Canal. This was in support of the photo requirements of the US Southern Command. Although it was not a complete squadron deployment, the majority of personnel were involved. Numerous other photo missions were performed within the United States in support of Department of Defense as well as other Federal agencies.

LtCol Mervin T. Johnson, a pilot in the 192d Tactical Reconnaissance Squadron and prior to recall an employee of the Sierra Pacific Power Company was killed in an aircraft accident. Colonel Johnson was on a cross country flight from McClellan AFB, California to his home station in Missouri in March 1969. He was taking off after a refueling stop at Denver, Colorado when his aircraft experienced mechanical difficulty, veered off the runway and caught fire.

In December 1968 it was announced that the recalled units and their assigned personnel would be demobilized effective 9 June 1969. In preparation for the release and reconstitution of the Nevada units, Headquarters USAF authorized the early release of one airman for the purpose of implementing an aggressive recruiting program to bring the personnel strength back up to an acceptable level. This was due to the anticipated loss of hundreds of the members who no longer were obligated to remain in the Air Guard.

The demobilization plan for the Nevada ANG units as established by Headquarters USAF required all members be reassigned to their home station at Reno Municipal Airport. Personnel were to arrive between 25-30 May 1969 for final out processing with release effective 9 June 1969. Personnel assigned to Korea were returned in two contract 707s direct from their overseas stations to Reno MAP arriving on 30 May 1969.

Coronet Snipe II (July 1985) Over 300 personnel from the 152nd Tactical Reconnaissance Group deployed to Ingolstadt, West Germany for up to 21 days making this the largest peacetime training overseas deployment for Nevada Air National Guard.

Operation Desert Shield/Desert Storm (Dec 1990-Apr 1991) The 152nd Tactical Reconnaissance Group carried out Gulf War aerial reconnaissance missions to photograph targets for war preparation and bomb damage assessment.

In 1991, after returning from flying combat operations from Sheikh Isa AB, Bahrain, during Operation Desert Storm, the Nevada ANG flying unit began preparations for its conversion from RF-4Cs to F-4Gs. Although the unit did receive a Wild Weasel and painted it in its distinctive 'High Rollers' markings, plans for this conversion were canceled and the 192nd RS (a designation that became effective on 16 March 1992) continues to fly RF-4Cs from May ANG S at the Reno-Cannon IAP. Phantoms were first received during the summer of 1975 when the 192nd TRS converted from its RF-101Bs. Since then, the squadron has made good use of its RF-4Cs as it won Reconnaissance Air Meet competitions in November 1986 and November 1990. Less than a month after this second win, the 192nd TRS was called to active duty and flew 412 sorties during Operation Desert Shield/Desert Storm before being released from active duty on 20 April 1991.

High Flying with the High Rollers: Active Duty airmen from the 41st Airlift Squadron at Little Rock AFB, Ark., tackled Nevada's mountainous terrain in their C-130Js during a training visit to Reno Air National Guard Base. The January trip was in preparation for the airmen's upcoming deployment to Afghanistan, according to a Feb. 4 release from Nevada's 152nd Airlift Wing, an Air Guard unit that operates C-130Hs at Reno. "The mission and terrain here in Nevada is similar to what we'll see overseas, and we can't get this kind of training at home," said Lt. Col. Jim Burgess, 41st AS commander. The Arkansas Super Hercs flew mixed training sorties with Reno's legacy C-130s. "We have experience flying in a mountainous environment in our H-model C-130s" that proved valuable to the visiting crews, said Lt. Col. Caesar Garduno, commander of Reno's 192nd AS. Airmen of the 570th Contingency Response Group from Travis AFB, Calif., set up and ran several austere forward bases to give the crews practice in operating from high-altitude unimproved airstrips, according to the release. 2013

510827	F-51D 44-73113	LAC	Leonard, Lionel G.	NAAS EL Centro
500901	TB-26B 44-34365	TACMF	Barnett, Edd L.	NAS Santa Rosa
501216	F-51D 44-74382	TAC	Kellison, Milton B.	Luke AFB
501217	F-51D 45-11603	BOMAC	Holland, Vernon H.	35 Mi S Hawthorne
501217	F-51D 44-72035	MAC	Gallues, Henry N.	35 Mi S Hawthorne
510208	F-51D 45-11405	LACGL	Bay, William O.	Stead ANGB
440128	P-39Q 42-20840	TAC	Hatfield, Clive	Paine Field, Everett, WA

440713	P-40R 42-11010	LAC	Hood, Lyle D	Lake Charles AAF, LA
440817	P-40K 42-9769	FLoG	Dreiling, Benedict P	5 mi W of Pitkin, LA
450427	P-40N 44-7972	KCR	Thompson, Jearl C	Esler Field, LA
450522	P-40N 44-7254	BOEF	Edwards, James W	over Esler Field, LA
450607	P-40N 44-7197	CBLMF	Fennell, William S	Esler Field, LA
450609	P-51D-25NT 44-84790	GAC	Mathias, John T	Esler Fld
450828	P-51D 44-74538	LAC	Brown, William J	Esler Field, LA
450920	P-51D 44-74659	TAC	Scoleri, Jonny F	Alexandria AAF, IA
440128	P-39Q 42-20840	TAC	Hatfield, Clive	Paine Field, Everett, WA



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Sources

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