LINEAGE

STATIONS

ASSIGNMENTS

WEAPON SYSTEMS

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM
On a disc Sable, a quatrefoil quartered Azure and Or, fimbriated Gules, charged with the head and arms of an archer firing an arrow to sinister base counterchanged of the field, all within a narrow border Yellow. Attached below the disc, a Black scroll edged with a narrow Yellow border and inscribed “429TH AIR COMBAT TRAINING SQ” in Yellow letters.
EMBLEM SIGNIFICANCE
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. The background represents the night sky which is symbolic of night operations or operations that are hard to detect, a hallmark of remotely piloted aircraft units. The quatrefoil is a reference to the World War II emblem of the 429th Bombardment Squadron to which the unit traces its heritage. The alternating colors within the quatrefoil represent the multi-spectral polarities with which the unit can find their targets and also form a centered target reticle representing the precision and accuracy inherent in the weapon. The warrior with the drawn bow and arrow speaks to how the unit is always at the ready. The warrior is perched on high, overlooking the battlefield, lethally ready to react at a moment’s notice. This position also represents the lofty goal of the Squadron’s training mission, to produce the most highly trained warriors possible, always ready to provide constant surveillance and precision strike capability throughout the world.

MOTTO
NICKNAME
CALL SIGN
OPERATIONS

429th BOMBARDMENT SQUADRON (MEDIUM)
LINEAGE
41st Aero Squadron organized, 16 Jun 1917
Demobilized, 2 Jul 1919

41st Squadron authorized, 10 Jun 1922
Organized, 7 Jul 1922
Redesignated 41st School Squadron, 25 Jan 1923

41st Aero Squadron reconstituted and consolidated with 41st School Squadron, 1924
Redesignated 41st Observation Squadron (Long Range, Amphibian), 1 Mar 1935
Redesignated 41st Reconnaissance Squadron, and inactivated, 1 Sep 1936
Redesignated 41st Reconnaissance Squadron (Long Range), 22 Dec 1939
Activated, 1 Feb 1940
Redesignated 41st Reconnaissance Squadron (Heavy), 20 Nov 1940
Redesignated 429th Bombardment Squadron (Heavy), 22 Apr 1942
Inactivated, 28 Feb 1946
Redesignated 429th Bombardment Squadron (Medium), 11 Aug 1958
Activated, 1 Oct 1958
Discontinued and inactivated, 1 Jan 1962

STATIONS
Camp Kelly, TX, 16 Jun 1917
Selfridge Field, MI, 28 Aug 1917-2 Feb 1918
Montrose, Scotland, 10 Mar 1918
Gullane, Scotland, Apr-14 Aug 1918
Romorantin, France, 29 Aug 1918
Colombey-les-Belles, France, 18 Sep 1918
Lay-St Remy, France, 15 Nov 1918
Ourches, France, 30 Nov 1918
Lay-St Remy, France, c. 15 Dec 1918
Coblenz, Germany, Apr 1919
Colombey-les-Belles, France, May 1919-unkn
Camp Lee, VA, 28 Jun-2 Jul 1919
Kelly Field, TX, 7 Jul 1922-1 Sep 1936
Langley Field, VA, 1 Feb 1940-23 Aug 1941
Newfoundland Aprt, Newfoundland, 28 Aug 1941
Ephrata, WA, 29 Oct 1942
Cut Bank, MT, 29 Nov 1942-13 Mar 1943
Chateaudundu-Rhumel, Algeria, 27 Apr 1943
Ain Mlila, Algeria, 18 Jun 1943
Massicault, Tunisia, 1 Aug 1943
Amendola, Italy, 9 Dec 1943
Foggia, Italy, 20 Oct-28 Feb 1946
Hunter AFB, GA, 1 Oct 1958-1 Jan 1962
ASSIGNMENTS
Unkn, 16 Jun 1917-Nov 1918
5th Pursuit Group, Nov 1918-Apr 1919
Unkn, Apr-2 Jul 191
10th School Group, 7 Jul 1922
Air Corps Advanced Flying School, 16 Jul 1931
2nd Wing (attached to Air Corps Advanced Flying School), 1 Mar 1935-1 Sep 1936
2nd (later 2nd Bombardment) Wing, attached 1 Feb 1940
2nd Bombardment Group attached c. Dec 1940, and assigned 25 Feb 1942-28 Feb 1946
2nd Bombardment Wing, 1 Oct 1958-1 Jan 1962

ATTACHMENTS
Newfoundland Base Command, 3 Sep 1941-29 Oct 1942

WEAPON SYSTEMS
Spad VII, 1918
Sopwith F-1 Camel, 1918-1919
DH-4 1922-1928
A-3, 1928-1935
O-19
O-25, 1935-1936
B-17
B-18
B-10
XB-15
OA-9
B-17, 1942-1945
B-47, 1958-1961

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS
Capt. Earl H. DeFord 7 Jul 22-1 Sep 22
1st Lt. Elmer D. Perrin 25 Mar 30-7 Jul 30
1st Lt. Walter D. Peck 1 Sep 22-1 Dec 22
1st Lt. Emil C. Kiel 7 Jul 30-6 Sep 31
1st Lt. Earl H. DeFord 1 Dec 22-4 Mar 23
1st Lt. Elmer D. Perrin 6 Sep 31-24 Sep 31
1st Lt. Walter D. Peck 4 Mar 23-4 May 23
1st Lt. Russell C. MacDonald 24 Sep 31-1 Oct 31
1st Lt. Earl H. DeFord 4 May 23-1 Mar 24
Capt. Christopher W. Ford 1 Oct 31-10 Aug 32
Capt. Charles B. B. Bubb 1 Mar 24-8 Aug 24
1st Lt. George H. Steele 10 Aug 32-19 Oct 32
Capt. Gilbert T. Collar 8 Aug 24-23 Oct 25
1st Lt. Russell C. MacDonald 19 Oct 32-13 Jul 33
1st Lt. George E. Rice 23 Oct 25-3 Dec 25
Capt. Rosenham Beam 3 Dec 25-7 Oct 26
Maj. William R. Sweeley 1 Oct 35-1 Sep 36
1st Lt. James G. Taylor 7 Oct 26-1 Nov 26
Inactive 1 Sep 36-20 Jan 37
1st Lt. Delmar H. Dunton 1 Nov 26-27 Sep 27
Capt. Joseph T. Shumate, Jr. 20 Jan 37-1 Jan 38
1st Lt. William W. Welsh 27 Sep 27-1 Apr 28
Inactive 1 Jan 38-1 Feb 40
1st Lt. Arthur Thomas 1 Apr 28-5 Jul 28
Maj. Caleb V. Haynes 1 Feb 40-Mar 41
Capt. John I. Moore 5 Jul 28-1 Aug 29
Capt. Carl T. Goldenberg Mar 41-Oct 41
1st Lt. Emil Kiel 1 Aug 29-25 Mar 30
Maj. Richard T. King, Jr. Oct 41-Feb 42

HONORS

Service Streamers
Theater of Operations

Campaign Streamers
Antisubmarine, American Theater
Air Offensive, Europe
Tunisia
Sicily
Naples-Foggia
Anzio
Rome-Arno
Normandy
Northern France
Southern France
North Apennines
Rhineland
Central Europe
Po Valley
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations
Distinguished Unit Citations
Steyr, Austria, 24 Feb 1944
Germany, 25 Feb 1944

EMBLEM
Forty-first: The Forty-first Aero Squadron is represented by an oval inclosing a scene in an African desert, a camel appearing in the foreground. This is superimposed upon the numeral V, showing that the squadron was one of the Fifth Pursuit Group.

On a yellow quatrefoil bordered with red an Indian head in black war paint with three red feathers Attached to scalp lock, with arms holding a drawn bow and arrow in black. (Approved, 12 May 1930)

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS
Authorized in the Regular Army on 10 June 1922 as the 40th Squadron (School), assigned to the 10th School Group, and allotted to the Eighth Corps Area. Organized on 7 July 1922 at Kelly Field, TX. Redesignated as the 41st School Squadron on 25 January 1923. Consolidated on 8 April 1924 with the 41st Aero Squadron (a WWI unit organized on 16 June 1917 at Kelly Field, TX; demobilized on 2 July 1919 at Camp Lee, VA; reconstituted on 8 April 1924). Relieved from assignment to the 10th School Group on 16 July 1931. Reorganized and redesignated 1 March 1935 as the 41st Observation Squadron (Long Range, Amphibian), assigned to the 2nd Wing, and attached to the Air Corps Advanced Flying School. Redesignated as the 41st Reconnaissance Squadron on 1 September 1936, inactivated at Kelly Field, TX, and allotted to the Eighth Corps Area. Organized on 20 January 1937 with Organized Reserve personnel as a RAI unit at Love Field, Dallas, TX. Withdrawn from the Eighth Corps Area on 1 January 1938 and allotted to the Third Corps Area. Activated on 1 February 1940 at Langley Field, VA, and assigned to the 2nd Bombardment Group. Redesignated as the 41st Reconnaissance Squadron (Heavy) on 20 November 1940. Transferred on 28 August 1941 to Newfoundland Air Base, Newfoundland. Location 7 December 1941—Newfoundland Air Base, Newfoundland. Inactive in the U. S. Air Force as the 429th Bombardment Squadron.

After several months of routine training and garrison duties, unit became operationally ready as a pursuit squadron in Second Army just as hostilities ceased in Nov 1918; never saw action; served with Third Army as part of occupation forces, Apr-May 1919. Antisubmarine patrols, c. Sep 1941-Oct 1942; combat in MTO and ETO, 28 Apr 1942-1 May 1945.

41 Aero Squadron
Type: Service (Pursuit)
Service Period: March 10 to August 14, 1918
Locations: Gullane, Montrose
The squadron was never separated into flights while in the British Isles. Moved to France on August 19.

A few days after the War Department took on the job of making the world safe for democracy, the 41st Aero "fell in" at Kelly field.

For three months an attempt was made to drive the Hun out of the skies by digging post-holes and building roads. This seemed to have small effect, so the Squadron was moved to Michigan. Here they found aeroplanes and large amounts of squads east and west. Still the Huns bombed London.

A move closer to the scene of action, it was thought, might produce better results, so the Squadron was moved to Mineola. Still Hindenburg refused to be bluffed. It was clear that more desperate measures would have to be adopted, and consequently the outfit went aboard ship and started east.

Considerable German activity was reported the next few days, due doubtless to the extremely rough crossing and the fact that upon arrival at Romsey, England, on March 4, 1918, the Squadron was confined to a so-called rest camp.

Upon being released and moved up to Montrose, Scotland, the men jumped in to assist the Royal Air Force. Here was work a plenty as well as fine hospitality from the Scotch folk. One or two air raids were made on different parts of England during this time but after the Squadron, moved down to West Fenton, Scotland, there is no record of a bomb being dropped in the British Isles.

Still, Paris and the hospitals in France were being bombarded nightly. Orders came to move to France. Not wishing to cause any hard feeling we will omit stating our opinion of the rest camps encountered enroute.

Arrived in Romorantin, August 28, the Squadron fell to work unloading steel rails and lumber with such eagerness and avidity that almost immediately German strategic movements began to result all along the line of the Western Front. It was then decided to give the outfit something to do with aviation again. And see what happened.

September 16th the sound of the guns could be heard at Colombey-les-Belles while the rumors flew thick and fast that some time soon the Squadrons might get an aeroplane or two. Sure enough in a few days the Q. M. or some one issued out an aerodrome near town and it began to look as if everything might be gotten ready before next apple-blossom time. Then before the pilots and planes could arrive the Huns had thrown up the sponge.

On November 15th came another move to Lay St. Remy and the Fifth Pursuit Group and the biggest surprise of the season, real aeroplanes and pilots. It was "apres la guerre" and all that, but what's the use of dropping the briny tear over the upset carnation brand. Henry Clay was to be the new C. O. He was fresh from work with the British Air Force where he had hung up a long string of victories and won the Distinguished Flying Cross. The machines were his old favorites, the British Sopwith "Camel" but were equipped with a French engine.
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Klyce, Marion R | North Reading, MA
Air Force Reserve Command activated the 429th Air Combat Training Squadron at Holloman AFB, N.M., as a new remotely piloted aircraft instructional unit late last month, base officials announced. The geographically detached Reserve unit now augments the Active Duty 926th Group at Nellis AFB, Nev., which supplies MQ-1 and MQ-9 flight and crew instructors, in addition to providing test and evaluation to Nellis' Air Force Warfare Center, according to Holloman's Dec. 6 release. "Gaining the 429th ACTS highlights the Reserve Command in the RPA enterprise, and our projected growth into a wing with a dedicated RPA operations group," said 926th Group commander Col. John Breeden. "I'm humbled to lead such a talented group of airmen," said 429th ACTS commander Lt. Col. Brian Moles. The unit first stood-up at Holloman as a detachment of the 301st Fighter Wing at JRB Fort Worth, Tex., in 2010, before it was redesignated as a squadron on Nov. 19, 2013

The 926th Group at Nellis Air Force Base, Nev., added a new remotely piloted aircraft squadron in November. The 429th Air Combat Training Squadron was activated during a ceremony Nov. 19. It is a geographically separated unit located at Holloman AFB, N.M. “Gaining the 429th ACTS highlights the Reserve Command’s progression in the RPA enterprise and our projected growth into a wing with a dedicated RPA operations group,” said Col. John Breeden, 926th GP commander. “We’re excited to expand our mission and partnership with additional regular Air Force units across Air Combat Command through total force integration,” he said. The 429th ACTS is a classic Reserve associate unit that supports three regular Air Force formal training squadrons with MQ-1 Predator and MQ-9 Reaper instructor pilots, sensor operators and mission intelligence coordinators. “I’m humbled to lead such a talented group of Airmen,” said Lt. Col. Brian Moles, 429th ACTS commander. “They are experts at what they do and will no doubt continue to forge the way for RPA operations here.” Moles commissioned into the Air Force in
1988. He is a command pilot with more than 3,200 combined flying hours in the MQ-9, T-6, F-15S, F-15E, A-10A, AT-38B, OV-10A, T-38 and T-37 aircraft. Before assuming command of the squadron, Moles led the unit as a detachment. The 429th ACTS has a long history, dating back to 1917 when it was established as the Air Service 41st Aero Squadron at Camp Kelly, Texas, as an infantry and construction unit. It was re-established as a pilot training squadron in 1922, providing basic flight training throughout the 1920s and early 1930s. In 1935 the unit was reassigned to Langley Field, Va., and equipped with Martin B-10 bombers. It later flew B-18 Bolos and B-17 Flying Fortress bombers. During World War II, the squadron was assigned to antisubmarine duty on the Atlantic Coast after the Pearl Harbor attack. It then moved to Italy in 1943 to engage in long-range bombardment of strategic targets in Germany, Poland, Czechoslovakia, Hungary, Yugoslavia, Romania and Greece. The squadron was deactivated in 1962 and reactivated in 2010 at Holloman AFB as Detachment 1, 44th Fighter Group, under the 301st Fighter Wing at Naval Air Station Joint Reserve Base Fort Worth, Texas, before transitioning under the 926th GP. 2014

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