

105 ATTACK SQUADRON



MISSION

LINEAGE

105 Aero Sqn organized, 27 Aug 1917
Demobilized, 8 May 1919

136 Squadron organized and allotted to National Guard, 4 Dec 1921
Redesignated 136 Observation Squadron, 25 Jan 1923
Redesignated 105 Observation Squadron, 20 Jul 1923
Disbanded 25 Nov 1930

105 Aero Squadron and 105 Observation Squadron consolidated, 1936.

Redesignated 105 Observation Squadron (Medium), 13 Jan 1942
Redesignated 105 Observation Squadron, 4 Jul 1942
Inactivated, 18 Oct 1942
Activated, 1 Mar 1943
Redesignated 105 Reconnaissance Squadron (Bombardment), 2 Apr 1943
Disbanded, 15 Aug 1943
Reconstituted, 21 Jun 1945
Redesignated 105 Fighter Squadron, and allotted to ANG, 24 May 1946
105 Fighter Squadron (Single-Engine) extended federal recognition 3 Feb 1947
Redesignated 105 Fighter Interceptor Squadron, 1 May 1951
Redesignated 105 Tactical Reconnaissance Squadron, 1 Dec 1952

Redesignated 105 Air Transport Squadron (Heavy), 1 Apr 1961
Redesignated 105 Military Airlift Squadron, 1 Jan 1966
Redesignated 105 Tactical Airlift Squadron, 26 Mar 1971
Redesignated 105 Airlift Squadron, 15 Mar 1992
Redesignated 105 Attack Squadron, 2015

STATIONS

Kelly Field, TX, 27 Aug 1917
Garden City, NY, 4-23 Nov 1917
Winchester, England, 8-23 Dec 1917
Clichy, France, 27 Dec 1917
Romorantin, France, 21 Nov 1918
Chatenay-sur-Seine, France, Jan-Mar 1919
Mitchel Field, NY, 27 Apr-8 May 1919
Blackwood Field, Nashville, TN, 4 Dec 1921
McConnell Field, Nashville, TN, 29 Nov 1927
Memphis, TN, Nov 1930
Murfreesboro, TN, 23 Mar 1931
Sky Harbor Airport
Nashville, TN, Apr 1931
Murfreesboro, TN, 1932
Nashville, TN, c. Mar 1937
Columbia, SC, 24 Sep 1940
Langley Field, VA, 26 Dec 1941 (operated from Cherry Point, NC, 28 Apr-12 May 1942)
Langley Field, VA, 13 May 1942
Georgetown, SC, 24 May 1942
Charleston, SC, 29 Aug 1942
Birmingham, AL, 18 Oct 1942
Columbia AAB, SC, 1 Mar 1943
Florence AAFld, SC, 12 Apr-15 Aug 1943
Blackwood Field, Nashville, TN
McConnell Field, Nashville, TN
Berry Field, Nashville, TN
McGhee Tyson Airport Knoxville, TN
Berry Field, Nashville, TN

ASSIGNMENTS

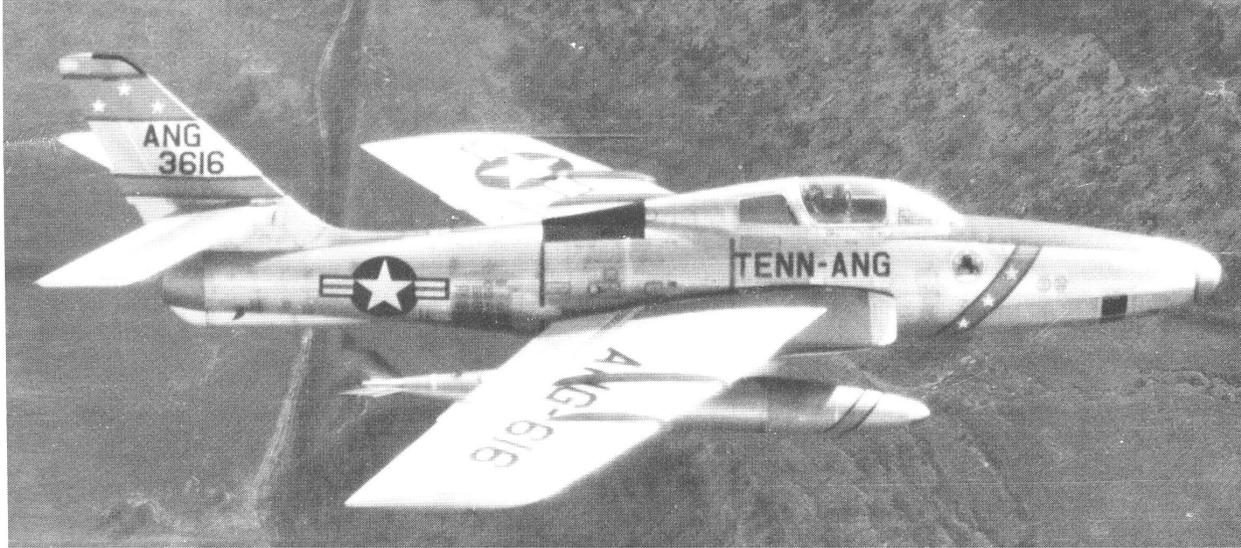
Unkn., 27 Aug-Dec 1917
Air Service Supply Depot No. 1, Dec 1917
Air Service Production Center No. 2, Nov 1918
Air Service Spares Depot, Jan-Mar 1919
Unkn., Mar-8 May 1919
Tennessee NG, 4 Dec 1921 (originally intended as corps air service, served as divisional

aviation, 30th Division)
Fourth Corps Area, 16 Sep 1940
First Army, 3 Oct 1940
I Army Corps, Nov 1940
65 Observation Group, 1 Sep 1941-18 Oct 1942
65 Observation (later Reconnaissance) Group, 1 Mar-15 Aug 1943

WEAPON SYSTEMS

Mission Aircraft

JN-6, 1922
O-11, 1928
O-17, 1928
PT-1
TW-3
BT-1
O-2, 1926
O-46
O-38, 1932
O-25, 1935
O-47, 1939
O-52, 1941
B-10, 1942
O-46, 1942
O-49
O-57, 1941
B-25, 1943
BC-1
O-47
P-47
F-47
F-51, 1951
F-51, 1953
F-82
RF-51, 1952
RF-80, 1955



RF-84 (TN ANG photo)

RF-84, 1956

C-97, 1961

C-124, 1967

C-130, 1971

MQ-9

Support Aircraft

T-33

C-45

U-3

T-6

C-47

COMMANDERS

1Lt Harold B. Hinton, 1919

Maj John C. Bennett, Jr., 4 Dec 1921

Maj Charles Blackard, 1929

Maj Haverty, 1930

Maj Herbert F. Fox, 6 May 1931

Maj Walter M. Williams, 19 Jan 1934-Jan 1941

LTC Harry H. Jones, 1941

Cpt John E. Fox, 1942

Maj Joseph T. Kingsley, 1942

LTC Charles G. Esau, 1943

LTC Wayne A. Hanson, 1944

Maj Riley E. Scruggs, 1944

Maj John Miller, 1944

Maj George R. Kinney, 1945

LTC Malvern H. W. Brown, 1947
LTC Enoch B. Stephenson, 1947
Maj Thomas A. Hudson, 1950
LTC John L. Elder, Jr., 1951
Maj Joseph L. King, 1952
Cpt Benard L. White, 1952
Maj George B. Wallace, 1953
Maj Ernest C. Perry, 1954
Maj George B. Wallace, 1957
Maj Robert H. Veller, 1958
LTC Oscar T. Ridley, 1960
LTC Earl G. Pate, 1962
LTC Roddy L. Story, 1964
LTC Don Follis, 1968
LTC Charles K. Evers, 1973
LTC Thomas R. Harding, 1977
LTC Theodore F. Lowe, 1982
LTC A. J. Newcomb, 1983
LTC Ben J. Welch, Jr., 1985

HONORS

Service Streamers

Theater of Operations

Campaign Streamers

Antisubmarine, American Theater

Armed Forces Expeditionary Streamers

Decorations

None

EMBLEM





105 Tactical Airlift Squadron emblems



105 Airlift Squadron emblem: On a Light Blue disc with White border, the Black silhouette of

General Andrew Jackson riding his steed atop White clouds issuing from the border and between three White stars, within a narrow inner border Red and all within a narrow outer border Blue. Attached above the disc, a Yellow scroll edged with a narrow Blue border and inscribed "OLD HICKORY" in Blue letters. Attached below the disc, a Yellow scroll edged with a narrow Blue border and inscribed "105 AIRLIFT SQ" in Blue letters. **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 silhouette of General Andrew Jackson is symbolic of the 30th Division, Tennessee National Guard, which is nicknamed the "Old Hickory" Division, to which the old 105 Observation Squadron was assigned. The clouds under the silhouette and the sky background indicate that it is a flying organization. The three stars framing the silhouette represent the three Presidents who were from Tennessee--Andrew Jackson, James Polk and Andrew Johnson, as well as the grand divisions of the State of Tennessee, West, Middle, and East. The colors used in the insignia are those used in the Tennessee State flag and the flag of the United States of America.

MOTTO

NICKNAME

OPRATIONS

The 105 Aero Squadron was organized at Key Field, San Antonio, Texas on 27 Aug 1917. The Squadron trained at Kelly Field until it received orders to Garden City, New York for shipment overseas.

The 105 arrived in New York on 4 Nov 1917 and sailed for Europe on 23 Nov 1917. Upon arriving at Winchester, England on 8 Dec 1917, it received additional training from the Royal Air Force until 23 Dec 1917 when the squadron departed for Clichy, France. When the 105 arrived in France the next day, it was Redesignated the 105 Aero Service Squadron (24 Dec 1917).

The 105 was stationed at the Air Service Supply Depot No. 1, Clichy, France until 21 Nov 1918 when the squadron was transferred to the Air Service Production Center No. 2, Romorantin, France. While there, the 105 Photo Section was organized and assigned to the 105 Aero Service Squadron on 6 Nov 1918. The squadron was again transferred to the Air Service Spares Depot in early Mar 1919, Chatenaysur-Seine, France.

Since the war in Europe was over, the 105 returned to the United States and arrived at Mitchell, Field, NY on 27 Apr 1919. The 105 remained there until 8 May 1919 when the 105 Aero Service Squadron was mustered out of service due to the demobilization of the Army. The 105 Photo Section was demobilized on 31 Jul 1919.

During the latter part of 1919, all rated pilots residing in the Nashville area were gathered together for the purpose of organizing an air unit to function as a part of the National Guard in Tennessee.

Following the war, in 1919 a group of veterans from this original unit met to organize an air element functioning as part of the Tennessee National Guard.

Meeting in a room over Tom Jetton's store in Nashville, this group of volunteers drilled for a year with-out pay, straining to meet all requirements in order to obtain Federal Recognition.

Unable to obtain this recognition until they had a landing field, this group finally bought 100 acres of corn-field adjoining Andrew Jackson's Hermitage, with \$1,000.00 donated by H. O. Blackwood.

Later, Lt. C. G. Percy and Sgt. Charles G. Brooks made arrangements to transfer an old wartime hanger to Blackwood Field from Park Field at Memphis.

Federal recognition finally was obtained 4 December 1921 as a unit of the 30th "Old Hickory" Division, The 105 was one of the first 19 observation squadrons designated in the post war era.

Tennessee's total allotment of 9,600 men was to be assigned to infantry, artillery, engineer, hospital, military police and cavalry units with one Air Service Observation Squadron as part of the Corps Organization.

24 Sep 1920, immediate organization of an aviation squadron for the Tennessee National Guard began with a meeting in the National Guard Armory at the Y.M.C.A. at 7:30 P.M., Adjutant General Baxter Sweeney stated that the Squadron would have one commander (major), three flight commanders (Captains); eight flying officers (First Lieutenants), officers for ground duties as required; eight noncommissioned officers and as many experienced mechanics as could be assured.

1Lt Harold Hinton, First commander

1 Oct 1920, Adjutant General Baxter Sweeney gave formal recognition to the First Squadron, Air Service, Tennessee National Guard.

24 Oct 1920, four other southern states were planning to form similar air units, it was announced by 1LT Van K. Rouse, First Squadron, Tennessee National Guard on his return from a trip throughout the South. The First Squadron was to act as liaison for the other units, forwarding the organizational plans to national headquarters in NY. It was also reported that a Memphis group, headed by L. Garrison, was planning a second squadron already equipped with planes. He was going to forward a request to Adjutant General Sweeney for authority to organize the unit.

31 Oct-5 Nov 1920, an intensive recruiting drive was begun to obtain the remaining enlisted men to bring the unit to required strength. Tom C. Jetton, in charge of recruiting for the mechanical department, was exerting special efforts to secure the services of skilled mechanics. An army tent was placed at a corner of Church Street and Capital Blvd., in Nashville as a recruiting station.

19 Nov 1920, temporary headquarters were set up on the second floor of the Jetton Tire Store building at 906 Broad St., with a plane and engine there for instruction in the basic ground school work preparatory to flying next spring. The latest reports showed a roster of 75 personnel already enlisted in the Squadron, with a total of 103 required.

With the Memphis group attempting to form an air unit before Nashville could complete the organization here, local members were showing keener interest in securing the additional recruits required, since Tennessee could have one squadron only and the successful formation of the Memphis unit would stop the work for a unit here.

The curriculum of the ground school consisted of courses in aerodynamics and aeronautical engineering, gas engine theory and instruction, machine gunnery, photography, map-reading and topography, elementary meteorology and wireless telegraphy. Trapshooting facilities would be provided and used when the weather permitted.

One third of the enlisted men in the Squadron at that time had previous experience in the air service. The Squadron was still seeking to find additional experienced mechanics for enlistment and a few inexperienced men could be accepted.

1 Dec-2 Dec 1920, an inspection of the First Squadron, Air Service, Tennessee National Guard, was conducted by Adjutant General E.B. Sweeney at the Squadron's regular meeting at its 906 Broad St. headquarters at 7:30 P.M. Progress in the instruction of new members was reviewed as well as the inspection of the new equipment acquired to date. With further flying equipment expected to be received from the War Department early in the winter.

Authority from Washington to organize the unit to meet the requirements for federal recognition had been followed. General Sweeney's inspection of the Squadron showed 13 officers and 75 enlisted men on its roster. Required minimum strength for federal recognition of the unit was 22 officers and 82 enlisted men.

Physical examinations for the personnel began at 3 o'clock Saturday afternoon 1 Jan. and continued on Sunday morning at headquarters, 906 Broad Street; Capt. Joe W. Fenn, Medical Corps, Tennessee National Guard, conducted the physical examinations.

A shortage of 7 officers and 15 enlisted men existed at that time.

flying 10 Hispano-Suisa powered J-N6 "jennys" and one D-R4 DeHaviland "flying coffin". With a fuel capacity of 30 gallons, flying these early models was a challenge mixed with realistic hazards. But as aviation progressed, the 105 Squadron kept pace, moving to larger bases and getting newer planes for their training.

Because it was part of the "Old Hickory" Division and located near the Hermitage, the squadron was refer-red to as the "Old Hickory Squadron". Its insignia, still carried on its jet planes,

includes the figure of Andrew Jackson on horseback.

After several years at Blackwood Field the squadron moved its equipment and hangar to a site purchased by the City about two miles west of the business center. This base was named McConnell Field, in memory of Lt. Brower McConnell, a squadron member killed in a training flight accident.

As a result of a political development the squadron was moved to Memphis in November of 1930, but by March of 1931 was returned to its Nashville home. Expense of the movement was financed by squadron members who donated a part, or all, of their Guard pay.

Maj. Claggett stated that the unit was properly formed and complied with the regulations as to vocational qualifications for such units. His report on the unit was sent to the Militia Bureau in Washington for its action for approval of the Squadron.

30 Jan 1921, Adjutant General Phillip I. Brumit planned to raise the Tennessee National Guard's allotment to 9,600 men and start a drive to enlist recruits. The First Squadron was attached to the corps troops of the Tennessee National Guard and the flying field to be acquired for it would also serve as a landing place for the aerial mail route that included Nashville as a station.

10 Mar 1921, Mr. W.H. Lambeth, Chairman of the Air Mail Route Committee of the Commercial Club of Nashville, recommended that the Club not engage in any efforts to form a mail carrying company at that time. He stated that they should seek, in connection with the State Government through the Adjutant General's office, to have a landing field established at Nashville.

17 May 1921, Mr. W.H. Lambeth, Chairman of the Landing Field Committee of the Commercial Club of Nashville, presented a report wherein he stated the following facts regarding a landing field:

- (1) That an Aero Squadron had been organized as part of the Tennessee National Guard.
- (2) That the State of Tennessee had appropriated \$45,000.00 for the Squadron, covering a 2 year period, and the U.S. Government would furnish \$40,000.00 additional money for salaries along with \$300,000.00 worth of equipment.
- (3) That the State had rented a field for six years at \$1,500.00 per year.
- (4) That there were no funds available at that time to equip the field with the necessary hangars and repair shops, and the members of the Squadron had appealed to the Club for assistance in equipping the field for which \$4,000.00 would be required. Upon notification of completion of those facilities, the Militia Bureau would extend Federal recognition to the Squadron.

7 Jun 1921, the Commercial Club gave its endorsement to a campaign to raise \$4,000.00 for expenses involved in dismantling, transporting and re-erection of two Government owned hangars and shops at a landing field that was to be established here for the local Squadron and all planes coming this way, including the mail planes for the proposed route from Chicago to

Birmingham. Twelve teams composed the drive organization, with each team headed by a Squadron member. The teams spent three hours in an intensive effort to raise the required funds.

9 June 1921, at their regular meeting on that date, the Secretary of the Commercial Club announced that the campaign had been put over with the 12 teams raising approximately \$3,000.00 of the required sum and Mr. H.O. Blackwood underwrote the remaining \$1,000.00 of the amount. Because of his very liberal donation, the Adjutant General of the State named the Landing Field, Blackwood Field.

13 June 1921, a telegram to Adjutant General Phillip I. Brumit from the Chief of the Militia Bureau at Washington stated that two hangars at Park Field at Memphis had been ordered sent to Nashville at once. The State was to bear the expense for the dismantling, shipping and re-erection of the hangars at Nashville. The actual cost had not been determined at that time, but General Brumit stated that all expenses over the \$4,000.00 raised by Nashville would be borne by the State. The hangars were each 79 feet long and 65 feet wide, General Brumit said that work would begin as soon as possible on this project.

19 June 1921, the National Guard Board of Tennessee recommended to the general staff that Tennessee be removed from the 39th Division and be placed in the 30 Division with the states of North and South Carolina and Georgia. Designations and locations of National Guard units authorized by Congress and to be organized in Tennessee within the next 2 years included the 136 Air Service Observation Squadron, Nashville.

July 1921, 2nd Lt C.G. Percy and SSgt C.G. Brooks were assigned the task of supervising the removal of the two hangars from Memphis, shipping, and rebuilding at Nashville. 10 January 1922, Federal recognition (4 Dec. 1921) was accorded the local Air Squadron under command of Major J.C. Bennett. Notice was received today by Adjutant General Phillip I. Brumit of such action and the unit was designated the 136 Aero Squadron.

10 January 1922, load units of the Tennessee National Guard, consisting of Company F, Service Company and Air Squadron, moved to new headquarters at the old Nashville BoVs Club, Church Street near Fourth Avenue. The units had occupied quarters at the Y.M.C.A. building for the past several years. The new quarters were conveniently equipped and contained reading rooms, shower baths, swimming pool and lounging rooms. Rental of the new quarters was contracted for by Phillip I. Brumit, Adjutant General for Tennessee.

25 Feb 1922, fifteen vacancies in the 136 Aero Squadron were to be filled by applicants at the 1 Mar, Wednesday night meeting of the Squadron. The vacancies were caused by the discharge of men who did not show progress and lacked qualities necessary for becoming aviators. Qualifications for enlistment were available from Lt Tom C. Jetton at 906 Broad Street.

The Squadron had received billing on four JN-6HG Curtiss planes from Aericus, GA, and numerous other supplies from Charleston, S.C. Tennessee's 136 Observation Squadron was

prepared to start assembling, the four new JN-6HG airplanes recently received from the Government, provided the flood backwater on the Nashville-Lebanon Pike receded enough to permit the men to pass through on their way to Blackwood Field, near the Hermitage. Each plane (disassembled) was placed in 2 large shipping boxes with the engine and related metal parts treated with Cosmoline (a gooey anticorrosion compound) which had to be removed before they could be assembled. Water was brought from a spring on the field in a wash tub, under which a fire was built to heat the water for use in removing the Cosmoline. Also received were 6 Lewis and Browning machine guns, pistols, shotguns and ammunition for same, full uniforms for the men, flying suits for winter and summer and overalls. All of the equipment was new and of the latest model. The wireless telegraph and telephone equipment for communication was to be furnished. Cameras to make aerial mosaic maps were to be issued for use.

Applications for enlistment were available on Saturday and Sunday afternoons from Cpt Duncan Potter at the National Guard Armory, located in the old Boy's Club Bldg. near 4th and Church Street in downtown Nashville. 8 May 1922, LT V.J. Meloy, assigned to the local 136 Observation Squadron as instructor, made its first flight Sunday when he arrived in Nashville shortly before 3 p.m., having made the 260 miles from Montgomery, AL, in less than 3 hours.

14 Aug 1922, the 136 Aero Squadron, Tennessee National Guard left for the United States Intermediate Air Depot at Montgomery, AL, for 2 weeks intensive training. About 100 men were in the unit and they made the trip on a special train.

Lt Vincent Meloy, regular army instructor assigned to the unit, and three officers of the unit with 4 mechanics left Blackwood Field on the day before the main group's departure. The flight encountered a terrific rain and wind storm near Birmingham, which forced them off course. After an hour the sun shone through the clouds and permitted most of the planes to get their bearings and go on to Montgomery. LT Charles G. Blackard had been blown far off course and landed near Centreville, AL, after running out of fuel. His propeller was so damaged by hail that he could not take off again. The next day LT V.C. Meloy and Herbert Fox flew from Montgomery, bringing a propeller so that he could finish the flight.

22 Aug 1922, a newsletter from the 136 Aero Squadron, encamped at the United States Intermediate Air Depot, Montgomery, AL, stated that the mission of the camp was to put the finishing touches on the two years of hard work that the Squadron had gone through to make it of some real military value to the country.

From 0500 reveille until retreat at 1800 hrs., the squadron attending classes and lectures. They were given instruction in everything that pertains to the maintenance of an aeroplane and its relation to the infantry and artillery. In learning to take care of planes the men were taught the proper way to rig a ship in class, then put in practice on the field by lining up a ship that was out of flying condition. Engine theory was taught along with troubleshooting methods, with the engine being taken apart and reassembled under the supervision of an experienced army mechanic.

Instruction was also given for photography, which showed how to take pictures from an aeroplane in such a way that they could all be placed together make an accurate mosaic map.

Radio theory and operation was an important part of the instruction as the entire operation of a successful army now depended on information sent from an aeroplane flying over the enemy's lines. Subjects taught were Morse Code, Army code signals and how to send and receive these messages from an aeroplane.

The officers were given about an hour per day of actual flying, usually in the morning. They practiced sending and receiving messages on the radio, reading panel signals on the ground and writing messages in the air and dropping them at a given spot on the ground.

LT Boyd T. Riley was injured in the crash of his plane on the first day of operations at the camp. He suffered a broken leg and other injuries. He was being cared for at the Government hospital in Montgomery, but later was transferred to Walter Reid Hospital in Washington, D.C.

29 Aug 1922, enthusiastic over their encampment, the 136 Aero Squadron returned to Nashville by train and plane from their two weeks of training at the U.S. Intermediate Air Depot, Montgomery, AL.

The Squadron had been assigned several new aeroplanes to be flown back to and based at their home station. Blackwood Field near Nashville, TN. Six of the planes flying in battle formation arrived late in the afternoon. Pilots and crew members of the planes were Major J.C. Bennett, Jr., Lieutenants Tyler Rascoe, C.G. Blackard, Tom C. Jetton, J. Seward, Herbert Fox, M.H. Dobson, Jr., Sergeants Boyce, Brooks, Clary, Egli and Zellner.

28 Jul 1923, the 136 Observation and the 105 Photo Section received orders to proceed to Maxwell Field, Montgomery, AL, to attend a Fifteen Day Camp of Instruction for the period 1-15 August 1923, inclusive. The orders stated that the main group of 8 officers and 90 enlisted men were to go by rail, leaving at 9:30 p.m., 31 July. Two planes left the 28th, with others following the next day.

LT Tyler J. Rascoe, in charge of the 105 Photo Section attached to the 136 Squadron, accompanied by Capt C.G. Blackard and Lieutenant C.G. Percy of Nashville, took off from Franklin for their flight to Montgomery by way of Huntsville and Birmingham, AL. There was a minor problem with LT Percy's plane on the flight, but it corrected quickly after their arrival at Roberts Field about noon. Roberts Field was located between Birmingham and Ensley.

A crowd of spectators had gathered at the field to watch the departure of the several planes that had landed there earlier in the day. Cpt Blackard was the first to take off, followed by LT Rascoe with LT Percy behind him. Cpt Blackard, looking back from his leading position, saw LT Rascoe's plane falter in a climbing left turn at 400 feet and fell off on a wing and crashed into the ground. Cpt Blackard and LT Percy turned and landed as quickly as possible, but when they

reached the wreckage it was engulfed in flames with the crew trapped within. The gas tank burst on impact and caused the fatal fire. The remains of LT Tyler Rascoe and SGT Cleo Cook were returned to Franklin, TN, where military funerals were conducted for them.

15 Aug 1923, the planes, personnel and equipment of the 136 Observation Squadron returned to Nashville from their annual encampment at Maxwell Field, Montgomery, AL. They returned by plane and train, with three of the planes, piloted by Capt. Blackard, Lieuts. Williams and Percy, delaying their departure until the main group had entrained and started the return journey.

29 Sep 1924, the 105 Observation Squadron Tennessee National Guard was highly complimented on its performance at the 1924 summer encampment of the Air Service of the 4 Corps area, held 16 thru 24 August at Maxwell Field, Montgomery, Alabama. Maj Roy Brown, Commander of the 22 Observation Squadron at Maxwell Field, declared that in each of the 3 years the unit had trained there, it had shown decided improvement, and its work was a compliment to its personnel, Maj Bennett, Commanding Officer, and Lt Meloy, instructor of the Squadron.

Six planes were flown to Maxwell Field by Capts Herbert Fox and Charles Blackard and Lieutenants Walter Williams, Maxwell Horkins, James Peterson, and Sam Hartsfield, while the main group, consisting of 12 officers and 120 men, made the trip by train. Enlisted men attended classes in engines and repair, airplane rigging, photo development, radio operation, armament and gunnery maintenance and infantry drill. Pilots with their observers flew cross-country missions, formation flights, aerial observation, gunnery, bombing, artillery fire control, reconnaissance, infantry liaison missions and infantry contact patrols.

10 July 1925, although lacking official Post Office Department sanction, a special air mail test flight from Montgomery, Birmingham, Nashville and Louisville to Cleveland was made Thursday, 9 July. Cleveland was a connecting point for the new night airmail service on the transcontinental airmail route. The flight was sponsored by the Nashville Chamber of Commerce, 105 Observation Squadron, the Nashville Tennessean and Air Service enthusiasts at Birmingham.

The mail was not official until it arrived at Cleveland, although a special airplane stamp was required for this part of the flight. After receiving the mail from the Birmingham plane, Lt Meloy and Capt Cleaves took off in Meloy's DH-4 plane for Louisville, arriving there after a flight of one hour and fifteen minutes. Fifteen minutes later, they were on their way for the last leg of the flight to Cleveland, landing there at 7:04 p.m. where the mail was stamped and transferred to east coast and west coast night airmail planes. Lt Meloy and Capt Cleaves returned to Nashville the next day, leaving Cleveland at daybreak.

1 August 1925, the 105 Observation Squadron left for the 4th annual encampment at Maxwell Field, Montgomery, AL from 1-15 August.

Seven planes of the 105 Squadron left Blackwood Field at 6:30 a.m. and landed at Maxwell Field at noon. The pilots were Capt Herbert Fox, Lieutenants Walter Williams, James Douglas, Sam Hartsfield, James Peterson, Edward Meadow and Albert Roberts. Each was accompanied by his crew chief.

Ninety enlisted men and ten officers entrained at 9:30 p.m. for the trip to Montgomery. They were in charge of Maj J.C. Bennett, Jr., Commanding Officer of the Squadron.

23 August 1925, two proposed sites for an aviation field near Nashville, the Sloan property on Murphy Road and a tract on Lebanon Pike 2.7 miles from the Nashville Post Militia Aviation Bureau, Washington, D.C. He was accompanied on his inspection tour by 4 officers from the 105 Observation Squadron, Lt V.J.Meloy, Maj J.C. Bennett, Capt R.D. Gleaves and Lt Edward Meadow.

Major Miller expressed a preference for the Lebanon Pike site, as the distance was ideal and the natural topography and small amount of work required to put it in a serviceable condition as well as the lower asking price was in its favor.

On 5 July, a JN-6H of the 105 Observation Squadron had been substituted for the damaged Waco, and Capt Williams cockpits, climbed aboard, took off, circled Blackwood Field twice and headed for Nashville at 8:45 that night. They had circled the city once and started on their second round at 5,000 feet above the city, when the front cockpit from which Lt MacKenzie was lowering and igniting the fireworks 100 feet below burst into flames, caused by a short circuit of igniting wires attached to a storage battery in the front cockpit. Capt Williams, piloting the plane from the rear cockpit, saw the flames about MacKenzie, cut the engine and yelled for him to jump, at the same time pushing over the side of the ship and falling free after which he pulled the ripcord and opened his chute. But Lt MacKenzie had been badly burned while getting clear of the entangling igniting wires, and the fire clung to his clothing as he left the plane. He beat out the fire of his clothing and kicked off his flaming boots to prevent the flames from reaching his face and chute harness and shroud lines. Both fliers landed safely and Lt MacKenzie was rushed to St. Thomas Hospital for treatment for burns covering 50 percent of his body. His physician's report indicated that with the extent of the burns on his body, recovery was unlikely.

15 August 1926, the 105 Observation Squadron, Tennessee National Guard, and the 165 Photo Section, Air Service, left for their fifth annual encampment at Maxwell Field, Montgomery, Alabama. The encampment was for a two week period, 15-29 August. Two planes had departed from Blackwood Field the week before and the remaining 8 planes started on their trip on this date, while the main group of men and officers had left by rail train the night before.

Although the weather was threatening with a strong southerly wind from the approaching storm, four of the planes had taken off and were bucking the strong headwinds. After one hour and 45 minutes of struggling against the winds, three of the planes piloted by Lieutenants Douglas, Hartsfield and Outlaw had to be brought down in a hay field near Lewisburg,

Tennessee. Lt. Woolard in the 4th plane was able to go on to Huntsville, Alabama, the first scheduled stop for the flight. All three ships were damaged slightly and the plane flown by Lt Douglas was unable to proceed. Lieutenants Hartsfield and Outlaw continued on their flight after the field had dried out enough for their planes to take off.

After waiting two hours for the storm clouds in the South to break up, the second group of four planes took off at 9 o'clock. They were piloted by Captains Fox, Williams, and Lieutenants McConnell and Meadow. Thick, low hanging clouds forced the fliers to "hedge hop" for many miles to keep the ground in sight. After zigzagging around three storms, the aviators were forced to turn west near Petersburg, Tennessee to miss a wind and rain storm covering a wide area ahead. They deviated west some 20 miles, going through two heavy rain squalls with altimeters showing 800 feet. At Athens, Alabama they turned back east and headed for Huntsville, the first stop on the flight. Lack of gas and another heavy rain downpour forced the ships to come down. The kindly farmer, owner of the pasture where they landed, furnished the fliers with gas from his tractor, and the planes hopped off after the rain had abated. Huntsville was soon sighted and they landed for lunch and gas and oil one hour and 45 minutes after taking off from Huntsville. they landed at Roberts Field, south of Birmingham. The flight was resumed the next morning, and the planes landed at Maxwell Field at 11 o'clock.

22 August 1926, under a scorching sun the members of the 105 Observation Squadron and the 165 Photo Section, Air Service, Tennessee National Guard, left the hangars and photo labs after having completed their first week in camp at Maxwell Field. Men of the Squadron had attended daily classes in radio, parachutes, engines and rigging, with a detail stationed at the hangars for instruction in ground handling of the airplanes.

The Nashville pilots had long before shown their rare ability to fly the many formations required in military aviation and their daily 2.5 hour sessions of formation flying improved it to near perfection.

The 4th Photo Section, U.S. Army air Service, turned over to the men of the 165 Photo Section their photo lab for the 165th's operation and experimentation in taking and development of aerial and general photographs.

Lt V.J. Meloy, instructor of the 105 Squadron, had began giving junior pilots "check hops" in his DH battle plane in which he tested their ability to fly DH type planes. Lieutenants Hartsfield and Woolard passed the test and became eligible to pilot the DH's. Senior pilots, Captains Fox and Williams were rated for flying the DH's without check hops.

August 1926, in spite of dark low-hanging clouds and, bumpy air, ten ships flown by pilots of the 105 Observation Squadron made a simultaneous take-off from Maxwell Field and for 45 minutes beautifully executed a 10-ship formation in honor of General E.J. Williams, Commanding General of the Thirtieth Division who had arrived for a two day inspection tour of the unit. August 1926, after having attended parachute class and packing chutes that were tested with a 300 pound weight dropped from a plane in flight, two members of the class, Pvt

Randolph Ramsey and Sergeant E.E. Pennington of the 105 Squadron, each equipped with a 28 foot dia. chute backpack and a 24 foot dia. chute emergency chest pack jumped from a plane piloted by Lt Robin Olds, U.S. Army Air Service, stationed at Maxwell Field. Ramsey was first to take off and after he had safely made his jump, Lt Olds landed and took Sergeant Pennington aloft. W.E. Barr, a member of the Squadron and Nashville Banner reporter for the camp activities, witnessed the jumps from an accompanying plane. The back pack main chutes opened perfectly and neither of the men were injured in their jumps and landings.

28 August 1926, following the lead of Pvt Ramsey and Sergeant Pennington, who had jumped the day before, Sergeants John Dismukes and Orville Morrow of the parachutes class of the 105 Squadron and Lt Sam Hartsfield, a pilot of the 105 Squadron made parachute jumps on this date. The three flipped coins to decide the order of jumping. Sergeant Dismukes went first, Sergeant Morrow second and Lt Hartsfield third. All of the jumpers agreed that the most trying time had been when, after climbing over the side of their planes, the pilot shouted "Go," and they released their hold on the fuselage and hurled themselves into space. "The plane just seemed to float away from you," said Lt Hartsfield. All five men were heartily congratulated by Major Richards, Commanding Officer of Maxwell Field, at the hangars after the conclusion of their performance. At noon on this date, Major John C. Bennett, Jr., and several assistants, paid a sum totaling over \$5,000 to the members of the Squadron in compensation for their work at camp.

29 August 1926, the officers and men of the 105 Observation Squadron and the 165 Photo Section returned to Nashville on this date from their annual 2 week training encampment at Maxwell Field, Montgomery, Alabama. Captains C.G. Blackard and Walter Williams were first to reach home, arriving at Blackwood Field in a TW-3 plane at 4:20 p.m. yesterday. Major J.C. Bennett and Capt. Herbert Fox left Maxwell Field at 8:45 and arrived at noon today. The remaining planes, except the one piloted by Lt Outlaw, landed in the afternoon. Lt Outlaw remained in Huntsville overnight. Lt McConnell, in charge of the 165 Photo Section, flew by way of Anniston, Alabama, yesterday and took a photograph of that city for regular Army use.

10 October 1926, Lt Wiffiun V. Andrews, formerly of Nashville, succeeded Lt Vincent J. Meloy, who had been government flying instructor at Blackwood Field for the previous four years, in the same capacity at the flying field. Lt Meloy would go to Manila, Philippine Islands, to take over the post vacated by Lt Andrews. Lt Andrews would take over the post at Blackwood Field on 11 November, after spending 10 days in Atlanta. Lt Meloy left for his new post in the Philippines, the first week in December.

11 November 1926, nine planes of the 105 Observation Squadron, Air Corps, Tennessee National Guard, participated in the dedication of the new municipal airport at Memphis, Tennessee, named "Armstrong Field" in honor of Guion Armstrong, a Memphis flyer, who lost his life over the fields of France in 1918.

13 June 1927, Lt F.B. McConnell and Lt C.A. Anderson, of the 105 Observation Squadron, Tennessee National Guard engaged in machine gun practice, nose dived to the ground from 200

feet above as it approached the target at Langley Field VA. The plane burst into flames on impact and there was no way of extricating the fliers.

The camp plan had been laid out by Sergeant C.L. Sanders of the Squadron and with the train's arrival, the men although having spent a more or less sleepless night aboard, pounced upon the tasks awaiting them, and by noon, complete setting up of the forty tents, mess halls, operations and communications tents and other temporary structures was well under way.

The troop train, under the charge of Cpt Richard D. Cleaves, with 60 men and LT W.E. Barr, Walter Capers and Ed Houston aboard, had reached its destination at 8:30 a.m., 1 August, and the rest of the Squadron's planes landed at Armstrong Field about noon. With the arrival of these planes, the Squadron had on hand nine planes, 5 JNS-1s, 2 PT-1s, 1 TW-3 and 1 Douglas O-2 with Liberty engine and equipped with a transmitter for directing artillery fire.

To facilitate the execution of aerial observation and liaison flying, Capt Walter Williams and Lt W.E. Barr took off in the Douglas O-2 on the first official mission of the encampment, that of mapping photographically areas to be flown over by the observers who would use maps for spotting and directing artillery fire. The O-2 was equipped with a mapping camera with which the members of the 165 Photo Section could take photos through the floor of the plane. Flying at 7,000 feet, the fliers photographed several miles of state highway No. 3 and mosaic photos of Millington, a community 10 miles north and slightly east of Memphis, and the site of Park Field, a U.S. Army Air Service Training Station with two auxiliary fields in 1917 and 1918.

Lt W. V. Andrews, regular Army instructor received orders relieving him of this duty and ordering him to report to Langley Field VA, for other duties. He left for his new post the following day.

31 August 1927, complying with government orders to destroy all JN "Jenny" type airplanes that had begun service in 1917 and for the last 6 years, eight of which had served the 105 Squadron for observation purposes, were dismantled and stripped of engines, instruments and other accessories and the airframe parts piled in a huge funeral pyre. A crowd of some 500 people had gathered to view the burning of the planes. At 8:30 p.m. the people were ordered back to a safe distance and the stack of planes were drenched with gasoline. Maj Bennett stepped forward and lighted a fuse. There was a flash, a roar and a burst of flame that spread instantly over the gasoline drenched planes and climbed up in a scarlet, pillar far above the field, lighting the country for miles in every direction and sending out fierce heat. In ten minutes, it was all over.

7 September 1927, Albert W. Biggs, of Memphis, and Lt James P. McFarland, Jr., of the 105 Observation Squadron, Nashville, were killed when the plane in which they were flying nosed over into a dive and crashed near Armstrong Field on the outskirts of Memphis.

29 November 1927, the first of two steel hangars transferred from Blackwood Field was erected and nearing completion at McConnell Field on this date. The erection of the 2nd hangar beside

the first one began a few days later. Each hangar had a capacity of 8 planes. The hangars and other structures on the field were to be named for members of the 105 Squadron who had lost their lives while on flying duty with the Squadron.

2 February 1928, Lt John Gardner, U.S. Army Air Service, instructor for the 105 Observation Squadron, landed at McConnell Field at 2:25 p.m. on this date with the first of the Curtiss O-11 Falcon planes assigned to the Squadron. Two more of the same type would be available in the near future. Lt. Gardner had received the plane from the factory at Buffalo and had flown it to Cleveland on the first leg of the delivery flight. The second leg of the flight from Cleveland to Nashville was made in two hours and 45 minutes flying time. 16 April 1928, Capt Eddie V. Rickenbacker, assistant Sales Manager of the Cadillac Motor Company visited Nashville on this date. While here, he was entertained by the 105 Observation Squadron.

15 June, 1928, Consolidated O-17 observation plane arrived at McConnell Field

24 June 1928, there were no flight operations scheduled for this date because all of the planes of the 105 Squadron were being inspected and overhauled to be in A-1 condition when the Squadron left for Camp Jackson, Columbia, S.C., on 7 July.

Two special troop trains, one from the Union Station and one from the Tennessee Central Depot left Nashville in the morning on this date. On the train from the Tennessee Central Depot were the main group of men and officers of the 105 Observation Squadron, 165 Photo Section and Medical Department Detachment, 30 Division, Aviation. There were other Tennessee National Guard units on the same troop train.

Seven planes, consisting of 3 Curtiss O-11 observation and attack planes, the army's latest warplane, 3 Consolidated O17 planes, smaller types of observation aircraft and one Consolidated PT-1, of the 105 Observation Squadron, left McConnell Field on the same morning for Camp Jackson. Pilots for the 3 O-11s were Captains Herbert F. Fox and Walter M. Williams and Lieutenant Sam E. Hartsfield. pilots for the remaining planes were Major John C. Bennett, Jr., Capt John F. Outlaw and Lieutenants James H. Douglas and Lewis T. Edwards. The O-11s were flying non-stop direct to Camp Jackson, but Capt Williams experienced low oil pressure and returned to Nashville where repairs were made. He then overtook the second flight while they refueled at Atlanta and accompanied them to Camp Jackson.

13 July 1928, despite a slight mishap (on Friday, the "13th") when one of the Squadron planes damaged a wing in landing, the 105 Observation Squadron enjoyed a successful week in camp. Rainy weather nearly every day did not prevent the work as planned except in photographing from the air. With two clear days sufficient photos could be secured to complete a mosaic map of the camp. The 165 Photo Section development and printing lab was under the direction of Lt James H. Douglas.

The 105 Squadron encampment was at a landing field two miles northeast of the main camp and had all conveniences available; electric lights, running water, mess shacks, canteen,

excellent sleeping or living quarters and work tents.

20 July 1928, the 105 Squadron on this day finished off a full schedule of activity for the 2nd week of their annual encampment, that included directing artillery on the first day, aerial gunnery and photography on the second day, parachute jumps, stunt flying, machine gunnery and signaling on the third day, executing observation and attack missions as part of the divisional war games on the fourth day when regular Air Service bomber, pursuit and smoke laying planes were in action.

All planes and crews, except the one flown by Capt Williams with Capt Gleaves, returned to McConnell Field without incident. They were forced to land near Leesville, S.C, because of engine trouble. Neither flier was injured when they brought the plane down in a wheat field. A crew of mechanics were left at Leesville to dismantle the plane and prepare it for shipment by train. Captains Williams and Gleaves had left Leesville by passenger train for Nashville-Two special troop trains, carrying the main group of officers and men of the 105 Squadron along with the 165 Photo Section, the Medical Department

23 April 1929, two planes of the 105 Observation Squadron made cross-country route survey flights for the purpose of recording information necessary for making route or strip charts for the territory covered by the flights. Lt. Paul Sloan, with Sgt John Dismukes, flew the route from Nashville to Birmingham and return, and Lt Harry H. Jones, accompanied by Haywood Norman, Jr., flew their plane on the Dayton, Ohio route.

27 July 1929, Lt Vincent J. Meloy, first regular Army Air Service Instructor for the 105 Squadron, flew from Dayton, Ohio to McConnell Field on this date. He was in transit from his former station in the Philippines to his new position at Washington D.C. as the officer in charge of all national guard aviation units with the Militia Bureau. Lt Meloy and

On 5 August 1929, the 105 Observation Squadron and Photo Section received orders to report for encampment duty to Camp Jackson at Columbia, S.C. on 18 August.

17 August 1929, the airplanes of the 105 Observation Squadron, Tennessee National Guard, stationed at McConnell Field, Nashville, took off on this date for Columbia, S.C., for a two week's training period.

One formation, composed of two PT-1s and three O-17s, with Capt Walter M. Williams in charge, took to the air at 7:30 a.m. The second group of planes, composed of three O-17s, under command of Capt Herbert F. Fox, left the airfield at 8 a.m. and planned a nonstop flight to Columbia. The remainder of the Squadron left Nashville for Columbia on a special train of the Tennessee Central Railway.

26 August 1929, sheer nerve and piloting ability saved the crew and Curtiss O-11 plane of the 105 Squadron at Camp Jackson on this date. Capt Herbert F. Fox was piloting Maj John R. Ridley, Commander of the First Battalion of the 115 Field Artillery Regiment, over the firing

range when the engine began putting out smoke. They decided on remaining with the plane and used fire extinguishers. Maj Ridley worked the extinguishers as Capt Fox banked and nosed his ship down to the landing field. They reached the ground safely, but the engine of the plane was ruined.

1 September 1929, the 8 planes of the 105 Observation Squadron with their pilots and crews landed at McConnell Field in the early afternoon on this date. Maj J.C. Bennett, commander, declared that the camp had closed without any accidents and had been very enjoyable and profitable. The enlisted men and remaining officers traveled by train from Columbia and reached Nashville early the following morning.

9-10 September 1929, Officers at the Militia Bureau of the War Department stated that a formal request had not been received from state authorities in regard to the transfer of the 105 Observation Squadron from McConnell Field to Tennessee Sky Harbor, Interstate Airlines Airport near Murfreesboro. They admitted, that informal discussions had been taking place because McConnell Field could be used only for the training planes, not service planes. They were disposed to defer the matter until action had been taken on the \$250,000 Nashville bond issue for improvement and enlargement of McConnell Field, and would permit its use by both types of aircraft. They would prefer to retain Nashville as headquarters for the Squadron.

Though they disclaimed any official knowledge of a planned transfer, officials of Interstate Airlines, said that such an action could occur. There was no plan to move the 105 Squadron to Sky Harbor near Murfreesboro, Adjutant General W.C. Boyd stated in a comment on the local landing field situation.

He said that he had given permission for the O-1 Is to use Sky Harbor for flying maneuvers as a temporary training measure before going to Camp Jackson for the annual training encampment.

If McConnell Field was not to be improved, a suitable field for the operation of the service planes issued to the Squadron would have to be found elsewhere within Nashville's environments. He had not contemplated an immediate move because Sky Harbor was too far away for practical use of the Nashville Squadron.

10 August 1930, the 105 Observation Squadron, 105 Photo Section and Medical Department Detachment, all units of the 30 Division Aviation, from Nashville, Tennessee arrived at Camp Jackson for a two week training period. Ten planes were to be used in maneuvers. There were five light training planes and five heavy, fast observation and bombing planes. Eight of the planes were flown from Tennessee Sky Harbor, with the four training planes, stopping at Chattanooga, Atlanta and Augusta, and took nine hours to make the trip. John F. Outlaw and Lieutenants Pad J. Sloan and John W. Thomas. Their crew chiefs were Sergeants Baibee Curtis, Melvin H. Rye, Peter P. Neblett and George T. Randolph.

18 August 1930, during its first week in camp, the 105 Squadron assisted and cooperated with

the ground forces from division headquarters in an attack and in scouting the enemy from the air. They also did reconnaissance flights for the two day march of the artillery troops advancing to a new position in the maneuvers.

Extensive aerial machine gun target practice was carried out with a fixed forward gun firing through the propeller arc and a flexible rear gun, each fired in sequence as the plane approached and passed the ground target. The air and the ground crews practiced directing artillery fire. They communicated by radio and signal panels placed on the ground and reported simulated shell strikes near the target as provided by the "puff squad," with little mortars mounted on long poles.

25 August 1930, into the second week of camp the order of operation was artillery target practice, viewed by Adjutant General W.C. Boyd, who had arrived there the day before. Two batteries of the 115 Artillery Regiment fired at unseen targets two miles away, at the direction of 105 Squadron planes

Leading the squadron in the first plane to fly was Maj Charles G. Blackard, just back from a stay at Columbia Hospital with an attack of malaria fever. Although weakened by his bout with the fever, he piloted the plane for an hour before landing.

Lt Maxwell G. Horkins, in command of the 105 Photo Section, received a request for a complete mosaic of Camp Jackson, Capt Williams and photographer, Sgt Thomas M. Speight, took to the air. After reaching 10,000 feet, they made 100 exposures and descended quickly. Films were developed, prints made and fitted together and the mosaic completed in a total time of seventeen hours.

15 November 1930, on this date Adjutant General issued orders for moving the 105 Observation Squadron from the Nashville to Memphis.

General Boyd stated that he had received an ultimatum from General W.G. Everson, Militia Bureau Chief, that informed him that the squadron must meet the requirements placed on National Guard Air units or the squadron would be removed from Tennessee and placed in another southern state.

The requirements referred to was an A-1 airport, of which there were only two in the state, Sky Harbor and the Memphis Municipal Airport. The squadron had been using the former on a temporary basis for some months, but the distance from Nashville made it unsatisfactory as a National Guard port. Other matters which could not be cleared up contributed to the reasons for moving the squadron also, he said. The squadron was disbanded in Nashville and reorganized in Memphis, with the airplanes and equipment sent to Memphis Municipal Airport.

20 March 1931, Shelby County representatives tried to secure immediate passage of a resolution which would retain the 105 Squadron at Memphis. They said the removal action was motivated by the recent action of Ed H. Crump in demanding Governor Horton's impeachment.

The resolution failed to pass in the next day's session.

23 March 1931, a conference at Washington, D.C. with General W.G. Everson, Chief of the Militia Bureau, by Adjutant General W.C. Boyd and Congressman Joe Byrns of Tennessee, resulted in an official transfer of the squadron to Nashville and based at Sky Harbor Airport, near Murfreesboro. Action on the transfer had been expedited by

Congressman Byrns' participation in the proceedings. The order was issued with the stipulation that the unit be based at Sky Harbar permanently and that no further transfers would be panted.

The reorganized squadron would not receive federal recognition until it had passed inspection by an officer designated by the Fourth Corps Area.

The officers and men were busy getting organized, taking physical examinations and preparing for inspection. 31 March 1931, Lt Guy H. McNeill, U.S. Army, Inspecting Officer, representing the Fourth Corps area, conducted an inspection of facilities at Sky Harbor Airport, the proposed base of operations of the 105 Observation Squadron. He was accompanied by Adjutant General W.C. Boyd, Maj Knox Alexander, Attache of the Adjutant General's office, Col Charles G. Blackard, 30 Division Air Officer, Maj Herbert F. Pox, new Commanding Officer of the 105 Unit, Capt Reed, Reserve Officer and Lt John H. Gardner, U.S. Army Air Corps, instructor for the 105 Squadron.

1 April 1931, Col W.E. Gunster, U.S. Army, Senior Instructor for the National Guard in Nashville, inspected the personnel of the recently reorganized 105 Observation Squadron which had been moved back from Memphis. inspection but he declined to indicate what his report on 1 inspection would be.

10 April 1931, the Militia Bureau announced that it b accepted the recommendations of the inspecting officer the 105 Observation Squadron and extended federal recognition to the group.

17 April 1931, now that the 105 Observation Squadron been officially stationed at Sky Harbor, an order was given I Adjutant General W.C. Boyd to transfer the planes, equipment and supplies to their new base.

Expenses for the transfer of their equipment and supplies were paid for by the donations of the squadron members. W. Bush Sneed provided several trucks and drivers to aide in the transfer over the week end.

Army officers, ordered by the War Department, flew ti planes to Sky Harbor after completion of final arrangement Maj Herbert F. Fox stated that actual drill work had been performed by squadron members for 3 weeks pn to receiving federal recognition and the unit became operational on the arrival of its planes, the last items that we transferred.

Three Curtiss Falcon O-11 planes of the 105 Observation Squadron, ordered to the maneuvers at Dayton, Ohio heap their flight on the same morning. They were piloted by Cap John Outlaw and Lts Lewis T. Edwards and R.O. Lindsay.

1 August 1931, seven gray-green planes with the figure of grim "Old Hickory" astride his horse on their skies zoomed out of Sky Harbor on their way to the 1931 battleground

29 November 1931, the third new Douglas O-38 plane of the 1-05 Observation Squadron was christened "City of Clarksville" at the Clarksville Airport with Maj Herbert Fox, squadron commander Mrs. W.D. Hudson, wife of the mayor, broke a bottle of champagne over the nose of the plane which had been flown there from Sky Harbor near Murfreesboro by Clarksville's own Capt John F. Outlaw. The decision for the name was based on recognition of Clarksville's up-to-date airport and that a unit of the 105 Squadron had been located there for several years. The other two new planes were named for Chattanooga and Knoxville.

6 August 1932, today 28 officers and 102 enlisted men of the 30 Division Aviation, Tennessee National Guard left Nashville for a field training period at Camp Jackson, South Carolina. The training period lasted from 6-22 August, and attendance of all commissioned and enlisted personnel was compulsory.

The division was composed of the 105 Observation Squadron, 105 Photo Section and 105 Detachment, Medical Department, Tennessee National Guard.

At an early hour on Sky Harbor's flight line were nine big gray-green planes with red, white and blue markings being prepared for take-off.

After warm-up the war planes pulled out into take-off position three abreast and started on their way, climbing and circling the field to gain altitude. Then formed-up in three flights, they headed southeast toward their destination. At 0800 o'clock the penguin portion of the 105 Squadron units had gathered at the Tennessee Central Railway Station and transferred baggage, equipment and supplies from trucks to the waiting cars of the train. The panting locomotive tooted long whistle blast and the click of hobnail boots increased to a patter in last minute preparations for departure. Two minutes later the last khaki-clad figure had swung into a vestibule step and the troop train was on its way. At the same time other unit members were on their way by automobile along highways leading to South Carolina.

The planes from Sky Harbor arrived at McFarland Field after a flight of approximately three hours. Shortly after daybreak on the following morning the penguin portions of the unit pulled in via Tennessee Central and the Southern Railroads, with 9 million bumps and jolts, a day of cinder wiping and a night of hand springs, bull slinging and swapping of nickels and dimes by matching in the old fashioned way.

Six planes in echelon under the command of Maj Herbert Fox, Squadron Commander,

approached an imaginary target to be bombed. Suddenly the lead aircraft shot put and up in a steep climbing turn. Then with engine roaring it shot downward in a power dive. When it had reached the target release point, the plane pulled out of the dive and up. Just as the first plane turned upward, the next plane following reached the dive point and followed in the terrific drop earthward. It was similarly followed by a succeeding plane, until the entire group had taken the dive to the target. As each plane pulled out of the dive and resumed normal flight they formed up in echelon again. All of the squadron's activities had been for preparation for the "big show" when all of the 30 Division went into the field to conduct a sham battle.

13 August 1932, by way of preparation for the big week end the boys went through the annual ordeal of the Militia Bureau Inspection. Their inspectors never saying anything, so it was difficult to know just what sort of report they turned in. Major Frank B. Mellon was Chief Inspecting Officer.

18 August 1932, the 105 Observation Squadron was in retreat on this morning as the Red Army rapidly advanced in trucks had arrived, "K.P.s" and cooks piled their kitchen equipment and supplies into the army moving vans. The airman rolled pup tents, pins, rain coats and blankets in orderly packs. An array of tents that had housed the squadron's various operations, packed in compact bundles, were stowed aboard trucks. A few minutes later on the airmen themselves piled into the ponderous military carriers and an orderly but rapid evacuation was underway.

Last to leave the airdrome were the airplanes themselves. Their duties were reconnaissance of Red Army lines and providing communications for the units of their own Blue Army, which took up a line shown on the map as "Lexington-Camden-McBee." The squadron had been ordered to set up its base at Camden Airport.

20 August 1932, with red fangs of exhaust fire stabbing the pre-dawn grayness, three fighting ships swept up through the ground vapors, forming a big triangle as they flew. The dawn patrol's orders were to scout "enemy" positions and raise havoc with the sleeping groundlings with bullets and bombs. The three planes worked over an enemy target with their new bombing method — helldiving. It was repeated a second time and then three strafing runs were made in which the observers flexible guns were fired at the target. Then they turned and sailed away into the gray, the mission over and the sun was not yet showing.

21 August 1932, with the airplanes back at Sky Harbor and with the troop train's arrival at Nashville early the next morning, the squadron concluded their eleventh successful annual field training encampment.

21 April 1933, three attack planes of the 105 Observation Squadron swooped down through the night's darkness and rain and made an "air attack" on the grandstands at the state fair grounds. But they were still in place the following morning, due to an admirable defense by the Sixty-Ninth Coast Artillery's Unit of the U.S. Army, and the fact it was all a sham battle.

The impressive demonstration was not affected by the light shower which continued during the

20 odd minutes of "fighting." The air unit was led by Lt R.O. Lindsay, World War flying ace, and Lts Harry Jones and Bill Catron flying the bombing planes, zoomed over the fair grounds in all directions in their efforts to outmaneuver the three 8 million candlepower searchlights of the artillery crew.

Lt Lindsay's assignment was to "strafe" the gun crews of the four 8 inch anti-aircraft guns placed directly in front of the grandstand. It was only by an intricate execution of loops, side slips and barrel rolls that he was able to escape the long white rays of the search lights. The other two planes' orders were to fly back and forth over the stand, and they were spotted continually by the powerful lights of the artillery unit. They were only able to escape them by darting back into the wet weather low "ceiling."

10 June 1933, seven planes and twenty men of the 105 Squadron were at the Savannah, Georgia Airport for the spring maneuvers. They practiced battle formation flying and stunt flying during their 2 day stay there.

29 July 1933, after working constantly from early to late since their arrival two days ago, an advance detail of ten squadron men, under the direction of Capt Lee Conway, and of Sky Harbor at 10:30 in the morning, en route to Camp Jackson. They arrived at Camp Jackson three hours and twenty minutes after leaving the field at Sky Harbor.

Maj Walter M. Williams was in charge of the enlisted men of the squadron who left Nashville by train at 8:15 in the morning. A motor transport company came aboard the train at Knoxville and all of the troops reached Camp Jackson the next morning in time for breakfast.

Instruction for the squadron at their twelfth annual encampment was in charge of Capt W.B. McCoy, new Air Corps Instructor for officers of the unit and Sgt H.S. James, Air Corps Instructor for the non-commissioned officers. The enlisted men had purchased classy new issue khaki uniforms for camp. The material had a silky sheen and the unit expected to be classed as the best appearing outfit in the whole camp.

5 August 1933, the first week of camp got under way as the squadron began operations with practice in formation flying, directed simulated artillery fire via the puff target method and carried out several photographic missions.

6 August 1933, several cross-country flights were made on the week end. The trips were in accordance with operations orders that permitted each crew to select their destination. Captains Sloan, Conway, Lieutenants Lindsay and Sneed flew to Charleston. Lt Flanary and Sgt Morton made a trip to Gainesville, Georgia. Capt Hibbitts made a hop to Greenville, South Carolina. Although it was Sunday, crews on several planes put in extra time for servicing and Lt Dyer and Lt Jones took a number of enlisted men for short hops.

13 August 1933, the planes of the 105 Observation Squadron landed at Sky Harbor and the troop train arrived in Nashville, completing the return of the squadron from a two weeks

successful training period, based at McFarland Field, Camp Jackson, near Columbia, South Carolina.

The planes of the squadron put in about three hours a day at camp. The radio section members worked with the 116th Field Artillery, observing, directing and correcting artillery firing by radio as they flew over targets. 27 August 1933, going through all of the high-sky motions, the 105 Observation Squadron staged an aerial review before 8,000 people at Sky Harbor.

Aided in the impressive exhibition by a crack flying team from the U.S. Army Air Corps Base at Maxwell Field, Montgomery, Alabama, the planes flew over the field in a series of flight maneuvers from a three "V" straight line flight to the roaring "hell dive," a plunge from 10,000 feet to 2,000 with the airplane engine "wide open."

The squadron led by Maj Walter Williams was reviewed by Adjutant General J. Homer Ballew and Major Frank Richmond, Senior Instructor for the Tennessee National Guard. The team from Maxwell Field was commanded by Captain Tennessee's flying guardsmen gave the "brass hats and some 4,000 unofficial inspectors an eyeful out at Sky Harbor Sunday afternoon. Above is the inspection party making its tour along the "line" where three flights with their pilots, observers and crews stand at "attenshun," just before they took off for aerial parade. The front row leading the inspection party includes, Maj. Walter Williams, the squadron's commander, Adj Gen. J. H. Ballew, and Secretary Ralph Perry, the Governor's representative. At the right is one of the aerial parade formations. The cameraman caught them as the three flights fell into T-shape some 5,000 feet overhead. Major Williams is leading the parade.

4 August 1934, Col Herbert F. Fox, 30 Division Air Officer, Capt John F. Outlaw, Lieutenants Robert O. Lindsay and Harry H. Jones of the 105 Observation Squadron, left Sky Harbor in the morning on this date in two observation planes and flew to Maxwell Field at Montgomery, Alabama. There they were assigned two more planes and flew on to Macon, GA, where Col Fox picked up Maj Gen H.D. Russell, 30 Division Commander, in his plane and the four planes flew on to Camp Jackson, where they landed at McFarland Field at 4f10

The 105 Observation Squadron, Photo Section, and Medical Detachment left by troop train with Maj Walter M. Williams in command. It arrived at Camp Jackson early the following morning.

The first two aerial gun-slinging observers to engage in combat were Lts Rudolph S. Farrar and Charles C. (Buck) Fuller, followed by Lts Albert J. Wheeler and Robert Orr III. They were piloted by Capt Paul L. Sloan and Lts William G. Catron, Harry H. Jones and George W. Noland.

Low clouds and fog prevented actual viewing of the planes in action above but the sounds of the ships and their engines as they twisted and turned, seeking victory, could be clearly heard on the ground. The 105 Photo Section took the exposed film from the planes' gun-cameras after the ships landed and developed it, so that the victors could be determined. There was a great deal of excitement and rivalry among the officers participating in these combats.

Capt Wendell B. McCoy, regular army instructor for the squadron, said that the camp was in better condition than last year. An individual mosquito bar had been issued to all men. Tents had wooden floors and the mess hall facilities had been well screened. Several showers for the guardsmen had been provided.

The squadron had seven planes on the flight line. Two were equipped for two-way radio communication with each other and the transmitting and receiving station in camp. One provided for mounting an aerial camera so that it maintained at stabilized position while shooting pictures through an opening in the plane's floor. All ships were equipped for the mounting of fixed forward and flexible rear machine guns.

Formation flights were led by Maj Walter M. Williams. Aerial mapping flights were flown by Lts Paul Flanary and Harry Jones with Lts Albert J. Wheeler and Jesse Zellner operating the cameras.

Lt William G. Catron flew a communications mission in which Lt James W. Hurt, the observer, dropped messages in streamered canisters to ground troops and picked up their reply and orders with a hook and cable device on the plane. When not on duty the officers spent the afternoon playing tennis and golf.

11 August 1934, the 105 Observation Squadron, Photo Section and Medical Detachment stood annual inspection which was conducted by Maj Gen Henry D. Russell, Commander of the 30 Division. The inspecting party included Maj Walter M. Williams, Squadron Commander, and Capt Wendell B. McCoy, regular army instructor for the unit. Gen Russell was pleased with the appearance of the camp and personnel and he said that the squadron was one of the best in the United States of America. Major Williams complimented the men on their performances in camp and said that it was the most efficiently operated encampment he had ever attended.

18 August 1934, during the second week of the encampment the squadron flew their missions, providing the assistance and support for the ground units that made the field training maneuvers a total success.

Following completion of the encampment, ships of the squadron made the return flight to their regular base at Sky Harbor 19 August, and the remainder of the men returned from camp by troop train. They reached Nashville early in the morning on August 20.

7-9 March 1935, Douglas O-25 planes of the 105 Observation Squadron, led by Maj Walter M. Williams, arose from the ground at Sky Harbor, formed up on the leader, and headed northward for Indianapolis. The weather was ideal and the flight was aided by a brisk tail wind. Within one hour after take-off from Sky Harbor the formation of planes was flying over Louisville and 45 minutes later six of the planes had landed at the airport in Indianapolis.

The seventh plane, piloted by Lt R.O. Lindsay with Lt J. Monty Farrar, observer, experienced a drop in oil pressure. After ten minutes more flying, oil appeared in the cockpit and on the wind

shield as well as on the plane's fuselage. They headed for the nearest airport (indicated on their map) at Seymour, Indianapolis, only fifteen miles ahead. On arrival they found the airport abandoned. The oil pressure had improved a bit and they flew on at a greatly reduced airspeed for a time. Finally the oil pressure dropped to zero and an immediate landing was made on a nearby suitable field. Capt McCoy, who had been accompanying them, saw that they were down safely and flew on.

3 August 1935, the 14th annual encampment of the 105 Observation Squadron, Photo Section and Medical Det was under way when seven aircraft of the 105 Observation Squadron landed near a row of tents that they would occupy at McFarland Field, Camp Jackson, near Columbia, SC. An eighth plane would join them the next day. The planes, commanded by Capt John F. Outlaw, carried eleven officers and three enlisted men.

An advance party of seven men, commanded by Lt John T. McCall, had arrived six days early to put the camp in order for the main group. The first job was to replace the tent floors destroyed by vandals since last year. Then they pitched forty-seven tents and cleaned the mess hall and bath house.

For the first time, all National Guard units had been ordered to move men and equipment to camp by trucks in convoy style. The movement of the 105 Squadron traveled the longest distance for any guard unit in the country. The convoy of ten new trucks, one station wagon, one ambulance, and privately owned cars, transporting eighty-one enlisted men, fifteen officers, and several wives left Nashville at one minute past midnight on this date. Six men were assigned to each truck with a driver and officer. Maj Williams was in command, Lt James W. Hurt in charge of transportation and First Sergeant Henry Winford directly in charge of the enlisted men. 16 August 1936, seventy-five enlisted men and ten officers of the 105 Observation Squadron left Nashville that night in a convoy for two weeks annual encampment at Maxwell Field Gunnery Range, Valparaiso, Florida. The convoy, under command of Capt John Outlaw, consisted of twelve trucks, three station wagons and one ambulance, with front and rear vehicles communicating by a two-way radio. The convoy's schedule provided for a breakfast stop at Birmingham, with an afternoon and overnight stop at Maxwell Field, Montgomery, Alabama. The group reached their camp at Valparaiso at 4:30 the next afternoon, which had been prepared by an advance detail of the squadron. Maj Walter Williams left Sky Harbor early in the morning, and the other planes took off at 10:00 a.m. for Maxwell Field, Montgomery, Alabama, where they stopped for the night. The next morning, they continued their flight to Valparaiso, and arrived there at 2:00 p.m.

5 August 1935, regular field training operation schedules of the 105 Squadron went into full swing as each of the eight Douglas O-25 observation aircraft took to the air with pilots and observers on specified missions. During the past year, plans had been prepared by the Operations Officer, Capt John F. Outlaw, and his assistants, that would give each observer and pilot the maximum experience in all types of missions.

Lt William G. Catron, pilot, and Lt J.M. Farrar, observer, flew the first mission on the fire

adjustment of Battery C of the 118 Field Artillery. Communicating by radio with the Airdrome Station which contacted the battery with field telephone, a definite adjustment process was initiated that soon had the battery hitting the target.

Forward gunnery was part of the training with pilots in flight firing the guns through the propeller arc at ground targets. Several pilots had five direct hits on a target of twelve feet square, which they dived at from 1500 feet.

Preceding the night air maneuvers, there was a full day of mimic warfare that involved all National Guard units at camp. Flying missions, requested by the Division Staff, were conducted continuously for sixteen hours. The plane was dismantled by its crew and engineering section and prepared for shipping by rail to Fairfield Air Depot for repair.

23 August 1936, the first few days in camp were spent in setting up equipment and getting their sections organized for operation.

The squadron was divided into two flights, "A" and "B," commanded by Capt Jim Reed and Lt R.O. Lindsay. Each flight had a flight chief, Msgr Boice and Egli. Each plane had a crew chief, with necessary mechanics and other specialists to service the planes.

TSgt Henry Winford was in charge of enlisted men of the squadron and MSgt Marion Speight of the Photo Section while Sgt Richard Campbell was in charge of enlisted men of the Medical Detachment.

Miscellaneous flying the first two days familiarized pilots and observers with the field and outlying areas and water, with particular stress on the area that was used for targets and gunnery missions.

The gunnery ranges were located on a wide bay and projected out into the Gulf of Mexico. The ground targets (mounted on floats or on posts in the bay) were prepared under the direction of Lt John Oman III, the Range Officer, with Lieutenants Haywood Norman and A.J. Wheeler, assistants.

A range detail, composed of Sgt Percy T. Ridge and Pvts Dowell, Cooper, West, Mitchell, Alexander, Distelhurst, Holt and Teagarden, was assigned the duty of posting targets and recording results of each pilot's firing.

Aerial gunnery at this encampment had a new feature, that of firing at moving targets which were towed by other airplanes. The targets were fifteen feet long and resembled a windsock. For protection of the crew in the towing airplane the target was 600 feet behind the plane. The attacking plane fired at the sleeve and it was dropped after the mission and the gunner's hits on the target recorded. As a precaution in case of a mishap, the unit was furnished three government speed boats equipped with crash kits and first aid equipment.

Since both flights could not conduct gunnery missions simultaneously, the off duty observers and pilots of Flight "A" went on a deep sea expedition into the Gulf of Mexico. They left at 6:30 a.m. on a forty-five foot motor launch, and having caught 300 pounds of fish by 2:00 p.m., the launch headed back to port. Movie and graphic cameras verified the catch that otherwise might be said to be only fish stories

30 August 1936, after completing their gunnery training with a final firing for the record at Valparaiso, Florida, six planes of the 105 Squadron arrived at Sky Harbor at 9:45 a.m. and two more landed there later in the day. The truck convoy left Valparaiso at daybreak arrived in Nashville at 2 in the afternoon on this date. 30 January 1937, Col Frank Richmond announced that five companies of the 117 Infantry and the 105 Observation Squadron had been ordered to Memphis for flood relief duty. The squadron's planes were equipped with two-radio and were flown on river patrol missions in search of high water and flood victims.

10 February 1937, tales of mercy flights over the vast flooded areas about Memphis to aide in rescue work were recounted by members of the 105 Observation Squadron when they returned to Sky Harbor.

The planes of the squadron had returned from a ten day tour of duty in the flood zone. The main group of men and officers returned by the usual truck convoy.

Maj Walter M. Williams, Commander of the squadron, said it was the most dangerous flying that they had ever done. The fliers were compelled to fly low over the high water in order to locate stranded persons and livestock.

The Mississippi River, flooded far out of its banks, had been divided into sectors. Five of the sectors were patrolled by the 105 Observation Squadron. Each plane covered an area twenty by fifty miles, and patrolled it five hours a day. Keen eyed observers, the second member of the plane crews, spotted the high-water victims and charted their positions. Rescue workers on barges were dispatched to those places to remove those stranded,

1 August 1937, Maj James L. Grisham relieved Maj W.B. McCoy as instructor for the 105 Squadron. 14 August 1937, members of the 105 Observation Squadron departed for a two week summer encampment at Valparaiso, Florida.

The main group of enlisted men and officers traveled by truck convoy. The details of stowing baggage, assigning men to trucks, and getting the units under way were efficiently performed and provided the first training sequence for the guardsmen.

At 8:30 p.m. the first truck moved out, and the others fell in line and the convoy headed for Birmingham, then on to Maxwell Field, where they had lunch, supper and bivouacked for the night.

The planes of the 105 Squadron were flown from Sky Harbor the following morning, and pilots

maintained formation throughout the flight.

The convoy left Maxwell Field on the last leg of the trip, stopped for lunch at Pensacola and left immediately afterwards for Valparaiso. A small detachment of regular troops greeted the squadron when they arrived at the base.

After arrival in camp the men unpacked equipment and went about their duties of setting up the headquarters, armament, medical, parachute, engineering, radio and communication sections.

A ferry pilot brought in an O-46 observation monoplane that was used for transition flying by the squadron's pilots in preparation for the O-47 type planes that had been ordered to replace the O-38s in use by the squadron.

Initial operations consisted of forward gunnery on ground targets and rear gunnery on towed targets. The Alabama Air Squadron left two O-38 planes for use in forward gunnery tactics. They made a total of nine planes that were used for that purpose.

4 December 1937, in a drama of engine, ice and unseen earth, Adjutant General R.O. Smith cheated death with a parachute and Major Walter M. Williams miraculously found his way through the fog to set his plane down safely on a mountainside near Pikeville, Tennessee. General Smith bailed out of the airplane on the order of its pilot when ice on the wings and engine made control insecure in a blind sea of clouds. Major Williams, the pilot, about to follow senior officer out of the plane, found a needle hole in the haystack of clouds and incredibly dived through to find the ground and a place to land his plane. The two officers, one the Commander of Tennessee's National Guard and the other the Commander of Tennessee's 105 Observation Squadron, were en route to Nashville from the air races in Miami when the mishap overtook them. Flying over the mountains near Pikeville, they were suddenly surrounded by clouds. Unable to turn back, Major Williams, one of the crack pilots of the Guard, continued to fly onward through the fog using his instruments. Gradually ice accumulated on the wings of the plane, the engine and the windshield, and the plane became loggy and difficult to fly. It was a race between the ice and the man-made machine.

1 January 1938, the 105 Observation Squadron completed their move from Sky Harbor Airport to the new Nashville Airport named "Berry Field."

5 July 1938, over 500 Nashville members of the Tennessee National Guard participated in maneuvers centering about the Desoto National Forest area of Mississippi during 31 July-14 August. These maneuvers brought about the largest concentration in the South since the War Between the States. The 26,499 men engaged represented part of the concentrations involving 68,000 troops taking part in other phases of the same tactical problem from New Orleans to Fort Huachuca, Arizona.

Members of the following National Guard units from Tennessee took part in the maneuvers

around Biloxi and neighboring Mississippi cities: 30 Division, 117 Infantry, 109 Cavalry, 115 Field Artillery, 105 Observation Squadron.

The problem was designed to test the defensive capabilities of a Blue Force against invasion by a hostile Brown Army which had affected landings at various Mississippi and Texas gulf ports. The strategic Mississippi Valley was the objective of the invading forces.

10 August 1938, the war was over as far as the troops were concerned as armistice was declared in the war games of the National Guard. The troops were called out of the field the day before and broke camp the next Sunday and returned to Nashville on Sunday, 14 August.

The 105 Observation Squadron performed the regular missions that operations called for and the rest of the missions were the regular training on the field schedule.

Two flights were ordered before the armistice was called. They were flown by Lt Dyer and Capt Noland, and neither plane was able to return to the airport, one having to land at Gulfport and the other at Hattiesburg due to poor flying conditions.

The camp was one of the best the 105 had ever participated in, and the work they did pleased the referees and the regular Army officials. Major Williams and Captains Noland, Reed, and McCall attended a meeting on the night of 10 August to discuss the whole procedure used in the war games and results were announced at that time.

1 July 1939, preparations had been made for the scheduled arrival of the remainder of the planes of the 105 Observation Squadron early that afternoon at Jacksonville Municipal Airport where the Squadron was scheduled to conduct summer maneuvers from 1-16 July 1939 inclusive. The Squadron worked in conjunction with Camp Foster and performed missions for the ground troops stationed in that area.

The several planes comprising the advance detail to prepare camp for the rest of the Squadron left Nashville Wednesday, spent the night in Macon, Georgia, and then proceeded on into Jacksonville. They arrived at the field in time to set up enough tents for the men to spend the night. Those included in the detail which came down were Lieutenant A.J. Wheeler, Sergeants Butler and Brooks, Corporal Treppard, and Privates Jones, Wells, Goldsby, and Tidwell.

The remaining planes in the Squadron to take part in the maneuvers left Nashville that morning at 0900 hours for Atlanta under lead of Major Walter M. Williams, Commander. They refueled at Atlanta and arrived in Jacksonville shortly after noon.

The convoy of trucks accompanying the Squadron with equipment left Nashville shortly after midnight that morning and drove to Macon, Georgia where they spent the night. They stopped again at Waycross, Georgia and arrived in Jacksonville on 3 July 1939. The site of maneuvers was changed on short notice by the War Department from Columbia, S.C. to Jacksonville because of the prevalence of infantile paralysis in and around Columbia.

3 July 1939, with the arrival of the planes at the airport, the camp of the 105 Observation Squadron rapidly took shape and by nightfall, all preparations for operations to begin were completed.

The O-47-A airplanes were led by Major Walter Williams. They arrived at the airport after only two hours and twenty minutes in the air. The O-38's arrived about two hours and twenty minutes later and were flown by Capt J.B. Hibbitts, Lt Harry Dyer, and Lt Paul Flanary. After eating lunch in Jacksonville, they proceeded to the airport where the final preparations for camp were completed in short order. The freight was unloaded and the materials taken to the various sections for use while operating in the field. The remaining tentage was set up Sunday morning and the men given the rest of the day off to do as they pleased.

6 July 1939, heavy fog that began piling up early Thursday night and blanketed the airport preventing the planes of the 105 Observation Squadron from beginning operations for two hours. This was the second time fog had held up operations.

On 8 July 1939, Colonel Wolcott P. Hayes, of Atlanta, Regular Army Inspecting Officer, now with the Squadron, inspected the complete personnel of the Squadron.

The new planes, O-47's, manned by a pilot, observer, and the photographer, proved very fine for observation work, although the gunner or photographer had to take oblique pictures from the rear seat standing up while the pilot slowed the plane down to between 110 to 120 miles per hour in order that the photographer could stand up safely.

It was hard to tell what the staff would want until the Squadron received its orders, but one or two of the planes were held on alert for them beginning at 0300 hours and they could call on them for any of the missions they might desire. The rest of the planes flew the regular missions for the experience necessary for the training of the pilots and the observers and consisted of instrument flying, radio work, reconnoitering of the areas in which the war was to be held, and photographic work.

10 July 1939, the operations of the 105 Observation Squadron consisted chiefly of spotting troops that were moving in a convoy and keeping them spotted at all times. These troops were moved out of Camp Foster by trucks and it was the duty of the Squadron to keep them under observation and locate the place they chose for their bivouac. Two flights were sent over to strafe the troops, when they arrived at their bivouac, and the O-47's were the ships selected for this job.

Later, Lt James W. Hurt and Lt Harry Jones were sent over to photograph the place where the troops were encamped. Another mission that Lt Jones had to fly was to photograph the area south of Jacksonville consisting of exactly 100 square miles, for the staff.

July 1939, Friday morning was spent with the teams performing various missions, including

reconnaissance, formations, photographing pinpoints, instrument training, and puff target adjustments. Muster followed.

July 1939, the convoy left the camp at 0400 hours Saturday morning, spent the night in Atlanta, and arrived in Nashville late Sunday afternoon. The rear detail was one day later 16 July 1939, operations for the 105 Observation Squadron were over. Tuesday the men were mastered and the paymaster paid off. all of the tentage that could be taken down at that time was torn down that day, and the remainder was taken down by the rear detail.

Operations were very active the morning before, as all pilots and observers were busy winding up the very successful camp. There were missions of the regular nature, consisting of instrument flights for the pilots and puff targets for the observers, as well as photographing and map sketching of the various areas assigned by the staff. There was very little to be done after lunch the day before, so the men were given the rest of the day off to do as they pleased.

In 1940, the 105 Squadron returned to Biloxi, MS for participation in the largest peace-time maneuver the Army had ever undertaken. It was stationed at Biloxi for about ten days and then transferred to Nachitoches LA for two weeks. At this place it was made a part of the 3 Observation Group, which furnished observation for the Blue Army.

It returned to Nashville late in August just a little more than two weeks before it was inducted into Federal Service on 16 September 1940. It remained at Nashville until 23 September 1940, packing its equipment and preparing for one year of active duty and was then transferred to Owens Field, Municipal Airport, Columbia S.C., where it remained for the next 15 months.

The work performed and training accomplished while at Columbia was enormous. The 105 Squadron furnished observation for the 8 Division and 30 Division of Fort Jackson reservation. It made thousands of photographs of Fort Jackson, Camp Croft, Camp Stewart, Camp Blanding, and of Charleston Veteran's Hospital for the constructing quartermaster.

During this time in 1941 the squadron began to lose the majority of older and seasoned officers by being transferred to other organizations, so only six of the original 23 officers were left. This loss was replaced by young officers who were qualified in flying, but with no experience in squadron duties. Shortly thereafter, on 1 September 1941, Major Walter M. Williams activated the 65 Observation Group at Columbia, SC and was made Executive Officer. The 65 Group was composed of the 105 and 112 Squadron from Ohio, which had been stationed at Fort Bragg since its induction, and the 121 Squadron, a newly organized squadron from Washington DC. The 65 Group was commanded by LTC Dache M. Reeves, later he became a full Colonel of the 1st Air Support Command

On 1 September 1941, Captain Harry H. Jones, a veteran pilot, and a member of the squadron for many years was appointed as the squadron's new commanding officer. On 4 September 1941, the Group moved into the maneuver area with the 105 and 121 being stationed at Maxton NC and the 112 at Lumberton NC.

The Group took part in the "Carolina maneuvers", which were the largest scale maneuvers ever held by the U.S. Army. Although the 105 had a new commanding officer for this tremendous job, his ability as commanding officer can only be measured by the excellent rating received from the War Department for the work performed on this maneuver.

The squadron returned to Owens Field late in November from maneuvers, just a few days before it was moved to Lexington County Air Base, a new \$1,000,000.00 airport just completed by the Army engineers. It was during the progress of this move that War was declared. The squadron completed the move and had just settled down, when it received orders to move to Langley Field, Virginia.

The Group moved on 24 December 1941, with the 112 being stationed at Dover, Delaware, the 105 and 121 Squadrons being stationed at Langley Field VA. The Group was assigned an area from Dover DE, to Wilmington NC. for offshore and sea patrol.

At that time the squadron was using O-52's and then during February, March and April, 1942 the squadron was assigned and operated six B-10's.

On 28 April, 1942, the 105 moved to Cherry Point. NC. They were using O-46 aircraft when the move took place.

On 8 May, 1942, Captain Harry H. Jones, commanding officer of the 105 Observation Squadron, was promoted to the grade of Major.

On 13 May, 1942, the 105 returned to Langley Field from their temporary assignment at Cherry Point, NC.

On 22 May, 1942, the 105 Squadron moved to Georgetown, SC.

On 28 August, 1942, the squadron was moved to the Charleston Army Air Base in South Carolina.

On 31 August, 1942, Captain John E. Fox became commanding officer, relieving Major Jones.

After the war, the Tennessee Guardsman returned to Nashville as part of the Tennessee Air National Guard. The old 105 Reconnaissance Squadron was reconstituted on the inactive list on 21 June 1945 as the 105 Reconnaissance Squadron (B). The 105 Reconnaissance Squadron was then redesignated the 105 Fighter Squadron on 26 November 1946 and later made a part of the 118 Fighter Group. On 3 February 1947, the 105 Fighter Squadron was reorganized under state control and granted Federal Recognition on that date as the 105 Fighter Squadron (S.E.), Tennessee Air National Guard, which was a part of the 54 Fighter Wing with headquarters in Marietta, Georgia, and equipped with P-47 Thunderbolts.

On 3 February 1947, the famed 105 Observation Squadron was reactivated as the 105 Fighter Squadron in ceremonies conducted at Tennessee National Guard Headquarters in the Cumberland Lodge Building. Officers of the new outfit answered roll-call conducted by Col Robert M. Burns. Senior Air Instructor for the 118 Fighter Group. An all day inspection of the physical properties and examination of personnel by a special board from the 14 Air Force Headquarters climaxed a year-long effort to bring back into existence the old 105 Squadron which produced a host of air heroes in World War II.

After reorganization, the 105 Fighter Squadron learned that they would receive twenty-five P-47. They would also receive four B-26, two AT-6, two L-5, and two old C-47. In time, they were told, the unit would be equipped with the P-80 "Shooting Star" or the F-84 "Thunderjet." Under arrangement made with the city, the new Squadron would have two hangars, an administration building and other necessary facilities, in exchange for turning over to the city the 105 hangar and administration building.

On 4 February 1948, Governor Jim McChord praised the 105 Fighter Squadron on completing their first year, without an accident, since the unit was federally recognized. Thirty-eight pilots recorded 3,002 flying hours in 38 combat planes assigned the unit by the Army Air Forces when the unit was reorganized.

Adjutant General Hilton Butler, who accompanied Governor McChord to Berry Field to commend Colonel Burns and the Squadron, announced that Major Enoch B. Stephenson was the new Commanding Officer of the 105 Fighter Squadron.

On 11 August 1948, the 105 Squadron lost one of its fellow members. Lt James F. Hartman, one of the Squadrons youngest and ablest pilots was killed when his P-47 crashed into a mountain slope eleven miles east of Crossville. The wreckage was found about 24 hours later due to unfavorable weather conditions and rugged terrain after approximately 40 National Guard and private airplanes began a search for Lt Hartman²⁹ August and 12 September 1948, the 118 Fighter Group participated in Field Training Exercises at Chatham Field, Savannah, Georgia. Between 16 and 31 August 1949, the 118 Fighter Group participated in Field Training Exercise at Auxiliary Field #6 and #7, Elgin Air Force Base, Florida.

On 31 August 1948, the 105 Squadron arrived at Chatham Field GA for maneuvers, with some 2000 other Air National Guardsmen from Tennessee, South Carolina, Georgia, and Florida. Of this group the 54 Fighter Wing, composed of Tennessee units from Nashville and Memphis, was the first and only (at that time) completely organized Air National Guard component in the United States. In spite of the intense heat of the first three days the guardsmen went about their duties of reopening the musty buildings, establishing eating facilities, and solving communication and transportation problems that existed at the field due to being closed for two years. On the second day, the Nashville pilots were the first to start their firing assignments flying as many as seven missions a day. After the first week of training, the Tennesseans were rated tops in flying time, rounds of ammunition fired in practice, aircraft kept in commission, and general efficiency. The 105 Squadron also had the lowest rate of casualties for the ten days

of encampment.

As the Guardsmen from five states began winding up two weeks of maneuvers, Nashville's 105 Fighter Squadron purposes, stopped all work on the former Army Air Base. The Inspector General of the 14 Air Force paid the Nashvillians a high compliment, and four of the P-47 fighter pilots brought further glory to the 105 Squadron by qualifying as expert aerial gunners. And with only one more day to go they were well ahead in all the highly competitive phases of the training courses. Word got around about noon that the 105 Squadron was going to "put on a show" at the conclusion of an all-day tactical exercise, and everyone was ready and waiting when the sixteen thundering Thunderbolts came roaring in.

Shady spots were at a premium and seats on the control tower platform were taken long in advance. When the Nashville "boys" came in sight, there was a general shout "here they come." Three Generals and a Congressman had vantage points of observation. Coming in high, the perfect formation broke off into groups of fours and starting plunging towards the concrete runways at dazzling speeds as if wired together. They were only a scant few feet from the ground when the leaders of each group broke the dives and started the roaring planes into three separate loops, each evenly spaced as to group and plane. At the top, the Thunderbolts leveled off and disappeared into the haze.

On 28 March 1949, Theodore I. Silar was killed when the P-47 fighter plane he was piloting crashed on a pasture hilltop three miles west of Sewart Air Force Base. This was the second fatality since the 105 Squadron was reorganized. Lt Silar had a twin brother Edwin L. Silar, who was also a pilot with the 105 Squadron. Lt Edwin Silar was prevented from accompanying his brother on the ill-fated flight by afternoon classes. Both brothers were law students at Vanderbilt University.

During the middle of 1949, the 105 Squadron was almost removed from Nashville and placed in another city. The Federal Government was going to withdraw funds and support from the Tennessee Air National Guard unless guard units at Berry Field were provided with adequate facilities. Major General Kenneth F. Cramer, Chief of the National Guard Bureau in Washington, charged the Tennessee Guard units stationed at Berry Field had been denied use of airport facilities by the city, although most of the facilities were constructed with federal funds. He added that buildings at the field had not been made available for the Guard, as promised by former Governor Jim McChord when reactivation of the guard was authorized in 1946.

Seven buildings were involved, including two hangars, an administration building, drill hall, paint shop, warehouse and mess hall. At the close of World War II, the government declared the installations surplus property and returned its lease-hold interests to the city. The city then leased some of them to private companies. Adjutant General Anderson stated that the guard unit now had use of only one hangar with space for six planes, and the government asked for space for at least 21 of the guard's 42 airplanes. The government also wanted additional space for administration and operations. The units that were stationed at Berry Field at this time were the 105 Fighter Squadron, 118 Fighter Group Headquarters, 105 Utility Flight, 105 Weather

Station, 218 Air Service Group, and the 218 Air Service Detachment, for a total of 639 members and full time personnel.

On October 1949, agreements, were made between the Air Guard and the city of Nashville for the construction of a 200 by 200 foot hangar at the south end of Berry Field near Murfreesboro Road. The new hangar would include space for a machine shop, parachute folding room, sheet metal, carpentry, electric and radio shops to enable closer inspection and maintenance work. Also agreed upon were plans for an additional administration building and warehouse due to be constructed at a later date.

The mission of the 105 Fighter Interceptor Squadron was a dual one of providing aircraft and crews for interception in air defense and of training combat crews in the air-to-ground gunnery, bombing, and rocketry. More specifically, the mission was divided into two areas: To defend strategic installations or the Atomic Energy Commission at Oak Ridge, Tennessee from attack by hostile forces and to effect interception of unknown aircraft penetrating the Knoxville Air Defense Identification Zone. To achieve and maintain a high degree of proficiency in accordance with requirements of the Air Defense Command.

23 July 1950, thirty Air National Guardsmen from Nashville, many of them in their teens, were killed when their C-46 crashed just after take-off from Shaw Air Force Base. They were returning from two-weeks maneuvers at Myrtle Beach, South Carolina. Three crew members on the plane, part of the 349 Troop Carrier Squadron of the Florida Air Force Reserve, were also killed.

Effective 25 October 1951, this unit assumed funding responsibility for the 663 ACWS, Maryville TN, with funds furnished by McGuire Air Force Base. The scope of responsibility of the Squadron was increased on 1 November 1951 when Detachment 1, 52 Fighter Interceptor Wing was redesignated Detachment 1, 105 Fighter Interceptor Squadron.

The capabilities of the 105 Fighter Interceptor Squadron by the acquisition of the one flight of F-82's and one flight of P-47's assigned to Detachment 1.

On 27 October 1951, a more closely coordinated program of scheduled practice interceptions was arranged between the 663 ACW Unit and the 105 Fighter Interceptor Squadron and Detachment. Sufficient aircraft were made available to the Chief Comptroller, 663 AC and W Unit, to accomplish minimum of two practice intercepts a day.

During October, an average of three pilots from the 105 Fighter Interceptor Squadron was maintained on TDY at Detachment 1, 105 Fighter Interceptor Squadron to assist with increased alert commitments which were released during the month of November, 1951.

2 November 1951, Squadron Operations moved from inadequate quarters in the old National Guard Building to the new Tennessee State owned Air National Guard hangar. A corner section of the building was allocated for Squadron Operations office and pilots briefing room, from which

location Operations personnel had a clear view of runways, taxi ways, and parking ramps. This enabled the Operations Officer to maintain visual control of the Operations area.

As all tactical aircraft of the Squadron were at Eglin participating in a gunnery training exercise, participation at Berry Field consisted of setting the Base Defense and Ai Alert Plan into effect. Detachment 1, 105 Fighter Interceptor Squadron at McGhee Tyson Airport participated actively in the exercise. Command of the exercise was maintained from Headquarters, 105 Fighter Interceptor Squadron at Berry Field. A critique on "Operations Hot Rod" was held by the DO, 30th Air Division at Selfridge Air Force Base MI on 1 December 1951. Final conclusion arrived at following the critique was that "Operation Hot Rod" was of little value in determining capabilities of the Air Defense System, because too few penetrations were attempted by SAC aircraft.

21 November 1951, a request for a quota to jet transit for pilots was initiated. This request was endorsed back to the Detachment by Colonel Ernest H. Beverly. Commanding Officer, 52nd Fighter Interceptor Wing, stating that jet transition would be available as soon as conversion dates to jet were known.

On 7 January 1952 the Group departed Municipal Airport Memphis, Tennessee for new home station, Shaw Air Force Base, South Carolina to arrive there not later than 13 Jan 1952. This move, from an administrative viewpoint, was orderly with no casualties, absence without leave, and with minimum of motor vehicle accidents.

On 14 January 1952 planning was begun on the reorganization of the 105 Fighter Interceptor Squadron by Headquarters Air Defense Command. The reorganization provided for the separation of support elements from the tactical squadron and consolidation thereof into an air base squadron, in accordance with the ADC Squadron Base revision of the abandoned USAF Wing Base structure. As of 31 Jan 1952, all personnel concerned were prepared to put the two squadron systems into effect 1 February 1952.

28 January 1952, as directed by Headquarters Eastern Air Defense Force, logistical support for Detachments 1 and 4674 Ground Observer Squadron, Smyrna TN, was assumed by the Squadron. Colonel Edward W. Szaniawski, appointed Commanding Officer, 52 Fighter Interceptor Wing, visited the Squadron on an administrative staff. Colonel Szaniawski replaced, as Commanding Officer of the 52 Fighter Interceptor Wing, Colonel Beverly. 1 Feb 1952 when Colonel Beverly was elevated to the position of Director of Operations, Eastern Air Defense Force.

1 February 1952, the 105 Fighter-Interceptor Squadron Berry Field, Nashville TN, was reorganized authorizing 42 officers and 137 airmen. The mission of the 105 FIS remained the same, that of providing air craft and crews for interception in air defense and of training combat crews in air-to-ground gunnery, bombing, and rocketry.

On 6 February 1952, the 105 Squadron was assigned to the 4709 Defense Wing, McGuire Air Force Base, Trenton. NJ

The First Detachment of the 105 Fighter Interceptor discontinued 31 January 1952, and on 1 February 1952 was redesignated and organized to be discontinued again on 10 April 1952. The Detachment was then absorbed by the 105 Squadron. Following the discontinuance of Detachment 1, 105 Fighter Interceptor Squadron, the Personnel Section of the 105 Squadron at Nashville ran into a serious problem in attempting to handle the administrative problems occurring in the section of the 105 Squadron at Alcoa, formerly the 1st Detachment. For this reason, a newly assigned officer with adjutant officers experience was assigned as Assistant Adjutant and with two airmen assigned to McGhee-Tyson, Alcoa TN to coordinate administrative matters there with Headquarters. The split operation of the orderly room caused an additional workload on each administrative section and duplication of numerous reports.

During the period of the move from Berry Field to McGhee Tyson, it was expedient that higher echelon maintenance and base supply remain temporarily set up a sub-base supply at McGhee Tyson. This was accomplished, and a service stock was set up in the hangar jointly used by Supply, Maintenance, and Capital Airlines. It was thusly necessary that a 400 mile round trip supply run be made between McGhee Tyson Airport and Berry Field, Nashville TN.

On 1 February 1952, the Maintenance Section of the 105 Fighter Interceptor Squadron effected a complete reorganization. The Squadron had 22 P-47D aircraft assigned; two of these aircraft were continually being rotated with Mobile Air Materiel Area for decorrosion. The Squadron also had two T-6G aircraft assigned for tactical support and instrument flying. This unit had an overall average of 80 percent tactical aircraft in commission for the period of this history (November 1951-June 1952).

On 29 March 1952, the 105 Fighter Interceptor Squadron, in cooperation with Exercise Hotline, dispatched two flights of P-47's from Traux Field, Madison WI, destination Berry Field, Nashville TN, in order to ascertain the feasibility of a low-level formation's ability to penetrate our defenses. Insofar as our radar defenses were concerned, our ships were unknown. There were no intercepts made against our aircraft.

Facilities continued to be inadequate at McGhee Tyson site of the 105 Fighter Interceptor Squadron. This situation was soon alleviated when the hangar and Operations offices were finished at the new base which was nearing completion. At that time, Maintenance shared its only hangar with Capital Airlines. Other buildings and offices, as well as the hangar, were leased from the City of Knoxville.

Since 1 February 1952, this unit supported Detachment 1 of the 105 Fighter Interceptor Squadron until it was dissolved by the 105 Fighter Interceptor Squadron on 10 April 1952. On 10 April 1952, the 105 Fighter Interceptor Squadron gained four additional tactical aircraft from Detachment 1. These aircraft were F-82Fs and were transferred to the 39th Air Defense Wing, Elmendorf Air Force Base, AK on 28 April 1952.

On 10 April 1952, the Engineering Section was moved from Berry Field, Nashville, TN to

McGhee Tyson Airport, Alcoa TN. Sufficient personnel remained at Berry Field for the purpose of maintaining support such as, intermediate and major inspections, engine changes, and any mechanical difficulties encountered.

The efficiency of the Engineering Section had been somewhat hampered by Air National Guard personnel being discharged and new personnel being assigned. Few of the new personnel had experience with P-47D type aircraft which necessitated an extensive and thorough transition period for the new mechanics.

During the months of February and March, plans were formulated to move the operating location of the 105 Fighter Interceptor Squadron from Berry Field, Nashville TN to the site of the Detachment at McGhee Tyson Airport, Alcoa TN. The move was started during the last week of March 1952, and completed within the first two weeks of April 1952. Normal alert commitments were maintained at both bases during the move until all necessary personnel and equipment were relocated at McGhee Tyson Airport. At the time, McGhee Tyson became the primary operating location of the

The transfer of operating location resulted in a number of important developments. The primary accomplishment of the move afforded a much more effective interception training program promptly initiated at the new location. Prior to the move, intercept missions had to be coordinated in advance with the 663 Aircraft Control and Warning Squadron, Maryville TN, in order to insure radar control. At the new location with the Squadron operating immediately adjacent to the GCI site, radar coverage was increased, resulting in a greater number of ground controlled interceptions. As a result, the level of proficiency was raised in the mission of both the Fighter Interceptor pilots and the GCI controllers.

The increased number of combat air patrol missions enabled pilots to obtain more flying time applicable to ADC Unit Proficiency Directive requirements.

Integration of aircraft and crews of Detachment 1 with those transferred from Berry Field into one unit allowed additional cross-country training flights and provided, also, some leeway in the scheduling of alert duty and proficiency training. The absorption of Detachment 1 and integration at one location greatly facilitated the completion of the mission and lessened the burden imposed upon the pilots.

In view of the foregoing, it might be assumed that the transfer of operating locations had no disadvantages. Since the aircraft and crews were transferred prior to the maintenance, supply and administrative sections, it was necessary to maintain close liaison with Berry Field. Due to the limited maintenance and supply facilities at McGhee-Tyson, it was necessary to ferry aircraft to and from Berry Field for higher echelon maintenance work. When this was not possible due to AOC's and "red crosses," part had to be flown from Berry Field to the operating base; occasionally, personnel were flown from Berry Field to McGhee Tyson to perform specialized maintenance.

Personnel and administrative questions arising during this period were complicated by the fact that those sections remained at Berry Field. Reports which required coordination between Squadron Operations and Personnel Administrative were flown to Berry via the daily courier. During this time, McGhee Tyson had no cryptograph account, thus necessitating the flying of daily classified reports to Berry for transmission by cryptograph. The daily courier flight was handled by the 74 Air Base Squadron insofar as it was possible. In most instances, the 105 Fighter Interceptor Squadron was required to use primary tactical or tactical support aircraft for such administrative flights.

During the Groups tenure at Shaw Air Force Base, a more intensified training program was placed into effect such as checking the pilots out in jet type aircraft, participating in joint Army and Air Force maneuvers, which was held in Texas and was known as "Exercise Long Horn" and was held during the months of February, March, and April 1952. Immediately upon completion of Exercise Long Horn and after return of personnel from this exercise to Shaw Air Force Base, the Air Force began its release of Air National Guard personnel to state control.

On 29 April 1952, six P-47 were dispatched to Wright Patterson Air Force Base to aid in alert commitments at that base due to their participation in gunnery away from base. They returned on 18 June 1952.

On 20 June 1952, P-47 aircraft were dispatched to Suffolk County Airport NY for gunnery training. One pilot qualified as Sharpshooter, and five as Marksman.

The final tally of flying training accomplishment for the half year ending 30 June 1952, placed the 105 Fighter Interceptor Squadron in the upper third of all day fighter units in the Eastern Air Defense Force.

During the month of July 1952, the remaining sections of the 105 Fighter Interceptor Squadron plus the 74 Air Base Squadron were scheduled to move from Berry Field to the newly constructed base at McGhee Tyson. It was expected that this move would eliminate most of the difficulties mentioned above.

The wing continued to provide replacements for units in the Korean Theater of Operations and elsewhere until the summer of 1952, when personnel who were ordered to active duty with the wing were gradually being released from active

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On 6 September 1952, Lt. James W. Wilson was killed when his P-47 caught fire and crashed near Cortland, N.Y. He was on a routine training flight from the 105 Fighter-Interceptor Squadron Base at McGhee-Tyson AFB, Knoxville, Tenn. to Mitchell AFB, Long Island, to Hancock Field, Syracuse, NY. Lt. Wilson, realizing his plane was in trouble, stayed with it and set it down in the only available space to prevent injury to the residents of Cortland. He died with his plane in the ensuing crash and fire. A scholarship was later set up in memory of Lt. Wilson by the residents of Cortland.

By September of 1952, fifty percent of the Air National Guard personnel were estimated to have been released to State control. The daily assignment of Korean returnees to the wing made possible the release of additional Air National Guard personnel and with the exception of officers signing statements for indefinite active duty and airmen enlisting in the regular Air Force, very few of the original personnel remained in the wing by December 1952.

Even though practically all of the original personnel had returned to inactive status, the part they played in building this wing to an active efficient organization from a force that existed only on paper when ordered to extended active duty cannot be over-emphasized. Together with assigned Regular Air Force personnel, they had formed a unit of immeasurable value to the United States Air Force.

During May 1962, four additional KC-97F arrived at Berry Field. This brought the number of airplanes at Berry Field to eight, a full quota for the 105 Air Transport Squadron. The 1951 models came from Randolph Air Force Base and each were originally equipped with tanks and booms. Air Force serial number 51-253 added up to quite a coincidence for SSgt Charles G. Galemore. It was the same aircraft on which he was crew chief in the Air Force.

On 18 April 1963, the 105 Air Transport Squadron completed its 100th over water mission. Brig Gen John P. Gifford left for Hawaii on this date and the 105 Squadron would later receive a

National Guard Bureau safety plaque as a result of an accident-free year in 1962. As of 10 July 1963, the pilots of the 105 Air Transport Squadron had flown over 2,000,000 cargo-ton miles.

Twenty-three members of the Air National Guard at Berry Field were ordered to active duty 5-12 August 1963, for the purpose of providing support to the military maneuver called "Swift Strike III". Some 100,000 men took part in the peacetime exercise which began 21 July 1963 with an "Air War". Most activity took place in North and South Carolina. Col King C. Matthews, Base Detachment Commander and 118 Air Transport Group Commander, said the Berry Field personnel were responsible for servicing 17 Air Guard planes used to transport Army troops from Fort Campbell KY, to Donaldson AFB SC. Support equipment ranged from drinking water to 500 pound aircraft wheels. The men were quartered in tents.

A total of 106 officers and airmen took part in a bivouac during active duty training in July 1963. The men camped at the old Camp Boxwell Boy Scout site near Rock Island, TN. They made the trek from Nashville via military vehicles of the 30 Armoured Division. ILt Bill Knittel, Motor Vehicle Maintenance Officer, was in charge. "C" rations provided meals and study of first aid and survival techniques were stressed. Those attending the camp were from the Medical Section, Group and Air Base Squadron.

Nashville served as the Airlift Command Post (ACP) for the nation's Air National Guard transport units in "Operation Christmas Star", the mammoth airlift of gifts to American servicemen in South Vietnam. Through 7 December 1965, the post had logged 41 missions to Vietnam, carrying a total of 144.82 tons of gifts for Christmas Star as well as 132 tons of regular Military Air Transport Service cargo. Major Don Follis was the Project Officer. Following an avalanche of cookies, candies, gifts and mail to servicemen serving in South Vietnam, transportation problems were aired in Washington and the Air National Guard offered to fly 75 missions to alleviate the condition. Col King C. Matthews, Base Detachment Commander at Berry Field, conferred with Brig Gen John P. Gifford, Commander of the 118 Air Transport Wing (H) after which Colonel Matthews volunteered Nashville as the ACP for the operation and his offer was accepted immediately.

In late 1965 a well-trained group of officers and airmen at Berry Field in Nashville began operating the Air National Guard's Airlift Command Post to monitor and direct all Guard airlift flights across the United States. Renamed the Airlift Operations Center by May 1970, the AOC served as a controlling agent for more than 180 Guard aircraft across the nation. In operation 24 hours each day, seven days a week, the operations center coordinated the airlift of equipment and personnel by 18 Military Airlift groups in 15 states. Consequently, the unit represented a critical link in the quick response capability of the Air National Guard to all domestic emergencies or civil disturbances in the United States.

Lieutenant Colonel Thomas A. Bond was named chief of the new AOC, and his operation center staff was assigned to Headquarters, Tennessee Air National Guard. By May 1970, the National Guard Bureau had announced tentative plans to expand the Air Operations Center at Berry Field to include Air National Guard units of the Tactical Air Command and the Aerospace

Defense Command during fiscal year 1970. The expansion was foreseen as a move that would hike the number of monitored Guard units from 18 to 69; it would involve the responsibility for 16 ADC units and 53 TAC units.

On 15 November 1965, a Tennessee Air National Guard C-97 flew into Nashville after breaking the non-stop speed mark from Hawaii to Nashville. Maj Gen Howard F. Butler, Chief of Staff of the Tennessee Air National Guard, piloted the transport plane which made the hop in 15 hours and 25 minutes. The C-97 which had been on a cargo mission to De Nang in Vietnam, also received the Air Force Got-a-Tiger award for landing, unloading the cargo, and leaving the area within a period of less than two hours. Col King C. Matthews, the Base Detachment Commander at Berry Field and Commander of the 118 Military Airlift Group, met the C-97 and its crew when it landed in Nashville.

In November of 1967, the 118 ATG started receiving the C-124 a replacement for the C-97.

On 13 February 1969, General William C. Westmoreland, then Army Chief of Staff visited Berry Field and Nashville and conducted a press conference in the briefing room of the 105 Military Airlift Squadron. He was greeted upon arrival at Berry Field by Col King C. Matthews, Base Detachment Commander. General Westmoreland was guest speaker at a Chamber of Commerce banquet and then delivered a foreign policy address at the War Memorial Building. Major General Hugh B. Mott, Adjutant General, was on hand to welcome the distinguished visitor.

Responsibility for the Memphis and Jackson organizations was lost when the conversions were completed and new TAG units were activated at Nashville. Under mobilization, the wing now would be activated under the Ninth Air Force, rather than the 22 Air Force, which was the parent Air Force unit of the 118 Military Airlift Wing. Also in the event of mobilization, the 109 Tactical Airlift Group, headquartered at Schenectady County Airport, New York, would now have as its parent unit the 118 Tactical Airlift Wing at Nashville. In general, military manpower authorizations for the new tactical wing were sharply reduced from that which had been prescribed for the 118 Military Airlift Wing.

Commanders of the new units were announced, and the new titles also became effective on 26 March 1971. Those officers and their organizations following the conversion were Brigadier General William C. Smith, commander of the 118 Tactical Airlift Wing; Colonel Oscar T. Ridley, 118 Tactical Airlift Group; Lieutenant Colonel Don E. Follis, 105 Tactical Airlift Squadron; Captain James R. Griffin, 118 Mobility Support Flight; Lieutenant Colonel Joseph O. Martin Jr., 118 Combat Support Squadron; Lieutenant Colonel James R. Roberts, 118 Consolidated Aircraft Maintenance Squadron; Colonel Joseph S. Butterworth, 118 Tactical Hospital; Lieutenant Colonel Clarence Suiter, 118 Civil Engineering Flight, and First Lieutenant Percy L. Jenkins, 118 Aerial Port Flight.

By the end of July 1971, all C-124 aircraft that had been assigned to the 118 TAGp under the Military Airlift Command had been reassigned and transferred. Six C-130A Hercules aircraft

were assigned by the Tactical Air Command and by July, all assigned aircraft were on the base at Berry Field. At the end of September 1971, the 118 TAGp had a total of six C-130A aircraft operationally ready and two undergoing Inspection and Repair as Necessary (IRAN) at Hayes Aircraft in Birmingham, Alabama.

Combat Crew Training School at Ellington AFB, Texas. Navigators and loadmasters attended the C-130 Replacement Training Unit at Lockbourne AFB, Ohio. Upon their return to Nashville, they along with USAF Air Advisor personnel and active duty personnel assigned by TAG, began Phase I Flying Training for those who had completed Mobile Training Detachment (MDT) and Simulator training. By the end of September 1971, eight of the 12 aircrews assigned had completed Phase I training, and C-130A flying hours for the period 1 March-30 September 1971 were 1153.8, Phase I airdrop training commenced at Fort Campbell, AAF, Kentucky in September 1971, and at the end of the month, the group's combat capability/operational readiness status was C-4, or not operationally ready.

"Conversion" remained a dominant theme for most 118 Tactical Airlift Wing units during the last three months of 1971. By the end of December the combat capability/operational readiness status of the wing and 118 Tactical Airlift Group was still C-4, or not operationally ready, but five of the 12 assigned aircrews had completed Phase II of their training. Phase II for Nashville area Air Guardsmen meant the upgrading of TAG aircrews to combat readiness status, and it required a highly trained Aerial Port Flight which had responsibility for rigging loads for aerial delivery, moving them to the aircraft, and recovering them from the drop zones; the airdrop training was initiated 14 September 1971, at Fort Campbell AAF, Kentucky.

Pilots continued their simulator training at Minneapolis, Minnesota, and at the Combat Crew Training School at Ellington AFB, Texas. By the end of December 1971, seven C-130A aircraft were in the possession of the 118 TAG, and one was undergoing Inspection and Repair as Necessary (IRAN) at Hayes Aircraft, Birmingham, Alabama.

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After the March conversion, other primary changes in command included the elevation of Colonel Joseph H. Johnson to wing commander; he replaced Brigadier General Smith who was relieved in order to be appointed as The Adjutant General of Tennessee. Lt Col Suiter was appointed Commander of the 118 CSSq after Lt Col Martin was reassigned as 118 TAGp Deputy Commander for Materiel. Also Lieutenant Colonel Harold B. Leonard was named commander of the 118 CEF when Lieutenant Colonel Suiter was reassigned.

Aircrews of the 118th Tactical Airlift Wing, continuing their intensive program in C-130 transition training, crossed another hurdle toward a goal of combat capability and operational readiness during the first quarter of 1972. By the end of that period they had achieved the new readiness status of C -3, meaning the wing was officially considered to be marginally operational ready. The new classification reflected an upgraded readiness posture for the Nashville-based wing, which was shifted to the Tactical Air Command a year earlier and was now realizing tangible gains from its labors at conversion.

Colonel Joseph H. Johnson, 118 TAW Commander, commended members of the 118 Tactical Airlift Group on 9 April 1971 in a speech that followed the announcement of their improved combat readiness classification. The commander, speaking in the auditorium of the Berry Field administration building, noted that six C-130s had left the ground "on the exact second" specified by the critical inspection schedule during a practice readiness inspection.

In February 1972, approximately 469 Air Guardsmen of the 118 Tactical Airlift Group joined in a practice mobility exercise. "Mobility," which was referred to as the "watchword" under the concepts of the Tactical Air Command, is the capability of a single unit or the entire base "to effectively and safely deploy its personnel and equipment from the deploying base to the base of deployment and to be able to perform its assigned mission" at the new location. During the unit training assembly in March 1972, the 118 TAG completed its first "full dress" exercise under the mobility plan. The activities included the briefing of maintenance personnel prior to boarding the aircraft for deployment and the preparation of cargo for deployment by various Enroute Support Teams. Overall responsibility for mobility rested with the group commander, Colonel Oscar T. Ridley, and the group mobility officer Captain Charles I. Ward.

Another aircrew of the 118 TAG at Nashville became tactical qualified during April, bringing the number of qualified aircrews to nine, out of a total of 13. During the first 3 months of 1972 the three groups under the 118 Wing were assigned 23 aircraft. Individually, the 118 TAG had eight C-130A models; the 145th TAG at Charlotte NC had eight C-130B models; and the 166th at New Castle, Del., had seven C-130A models.

During the period 23 March 1972-10 April 1972, the 118 TAG became the first unit in the wing to participate in a Joint Chiefs of Staff exercise. Called Exotic Dancer, the exercise occurred at Pope AFB, NC. Two aircraft and three aircrews, plus 30 support personnel were deployed from the group for the exercise, which was designed to test a joint U.S. military force against invading forces in the South-eastern part of the nation. Personnel from Air Guard and Air Reserve units in 18 states and the District of Columbia joined active duty Army, Air Force, Navy and Marine members. The 118 TAG crews flew 10 airdrops and 15 air/land missions during the 12 day period. At the conclusion of Exotic Dancer, the exercise commander commended the 118 on its ability to integrate with the other participants in successfully accomplishing the mission.

Total operational readiness of two units in the 118 TAW was drastically reduced during this

reporting period due to the loss of five C-130A aircraft to the Republic of Vietnam Air Force under project "Enhance Plus."

Hardest hit was the 118 TAG at Nashville TN. which transferred three aircraft to the Republic of Vietnam and one to the 166 TAG at New Castle DL. The 118 possessed only four aircraft at the end of September 1972.

Despite the hardship created by the aircraft losses, three units of the Wing participated in "Brave Shield," a Joint Chiefs of Staff exercise conducted in the Southeastern U.S. in December. The 118 TAW, the 166 TAG and the 145 TAG each provided two aircraft and aircrews for the exercise.

The Wing's four groups possessed 23 aircraft during the first three months of 1973, with the 145 TAG at Charlotte NC, claiming seven C-130Bs, the 166 TAG at New Castle, DL, claiming six C-130As, the 167 TAG at Martinsburg WV, claiming six C-130As and the 118 claiming four C-130As.

The 118 TAW gained a fifth group during this period when the 170 TAG at McGuire AFB, NJ was assigned to the unit on 9 June 1973. The 170 Tag, which previously flew C-121 aircraft under the Military Airlift Command, would now fly C-7As under the Tactical Airlift Command.

The 118 TAW and the 118 TAG at Nashville, Tennessee, participated in a NATO-sponsored exercise in Europe from 9 Sep to 10 Oct 1973 called "Deep Furrow," the exercise utilized one plan and several aircrews from each Group, along with numerous other aircraft from Active Duty and Reserve components. Purpose of the month-long venture was to test the integration of U.S. forces into the NATO structure. The aircraft from this Wing were stationed for two weeks at Mil-denhall AB, England, and the remaining time, at Incirlik AB, near Adana, Turkey. The 118 TAW flew its C-130A aircraft 63.2 hours during the mission, carrying 93 passengers and 30.6 tons of cargo, including British and Turkish troops and equipment.

The Wing, along with most other Air Guard and Reserve components, was ordered to ground all training flights on 19 Dec to conserve fuel. The Pentagon order came as the result of a Federal Energy Office (FEO) order diverting military jet fuel to civilian airlines.

Lt Col Don E. Follis, formerly commander of the 105 TAS, was assigned 118 TAG Deputy Commander of Operations. Lt Col Charles K. Evers, formerly 105 Squadron Operations Officer, was reassigned Squadron Commander.

The office of the Inspector General, 9 Air Force conducted an Operational Readiness Inspection/Management Effectiveness Inspection of the 118 TAG and MEI of the 118 TAW from 22-26 March. The Group received outstanding ratings in the areas of Standardization Evaluation, Logistics, Aircraft Maintenance, Mobility Exercise and Medical Services. Concerning the Group's safety section, the inspection team's formal report said: "This was the first safety inspection conducted by the 9 Air Force Inspection Team which reported no deficiencies."

Four units of the 118 TAW drew praise from the head of the National Guard Bureau and a regular Air Force Tactical Airlift Wing commander for their participation in Solid Shield '74, a Joint Chiefs of Staff-directed exercise held during this reporting period.

On 1 April 1974, a tornado struck the Air Guard facility at Nashville, causing extensive damage to the 105 TAS Operations Building, Aerial Port Building, Nose Docks, Base Supply, AGE Shop, POL area and two C-130 aircraft. Total cost of the damage was about \$100,000. As a result of the disaster damage, the 118 TAG fell from C-1 status to C-4 status.

105 aircrew and 118th support personnel participated in the two-day contest, which was held at Metro Airport, Nashville, and Fort Campbell, KY. The competition consisted of C-130 aircraft making heavy equipment and personnel tactical deliveries to the Army post. Each crew flew four sorties, with the flights beginning and ending at Metro Airport. The loading, airdrops and the flight activities were evaluated by impartial umpires. The 167th won the competition with a total of 1,651 points, squeezing past the 118 TAW, which had 1,600 points. Third place went to the 145 TAG with 1,455 points, and fourth place to the 155 TAG with 1,430 points.

During the first two months of 1975, the 118 Tactical Airlift Group participated in exercise Solid Shield 75. The exercise was conducted in the southeastern portion of the United States with the primary objective to test the 82 Airborne's capabilities, as well as to test the Air Force's ability to support recently modified Army/Air Force combat tactics.

Brave Shield XIII, 3 October 1975 to 14 November 1975, was a Joint Chief of Staff directed exercise in which employment operations were to be conducted within the Eglin AFB Range Complex. During the employment phase of the exercise, the Provisional Airlift Wing (PAW) operating from Pope AFB NC, consisted of aircraft from the 118 TAW and other USAF and ANG wings.

Guardsmen from the 118 TAW were placed in responsible positions within the TAW headquarters. The Director of Operations was from Nashville. Four hundred guardsmen from Nashville, Memphis, and Charlotte participated in the exercise.

In early September 1975, the 118 TAW was tasked to plan and develop tactical airlift missions and to prepare and conduct formal briefings on all airdrop missions. The magnitude and complexity of the aerial delivery missions, which were to operate in an extremely compressed time frame, necessitated the integration of Adverse Weather Aerial Delivery System (AWADS) C-130 Instrument Flight Rules (IFR) airdrop package with non-AWADS C-130 and C-141 aircraft. Airborne assault missions were planned and flown during hours of daylight and darkness. C-141s and non-AWADS C-130s employed a combination of vertical IFR and visual aerial delivery procedures in the performance of airdrop missions. The initial airborne assault consisted of 46 aircraft launched from two separate bases. Numerous airdrops of comparable size followed.

Aircrews assigned to the TAW flew nearly 900 sorties, transported 7,129 personnel, and 3,691

tons of cargo. They logged 2,313 flying hours.

During the summer of 1976 it was discovered by Warner Robins Air Material Area that the three bladed propellers on the 105 Tactical Airlift Squadrons A model C-130s failed to meet inspection criteria due to metal fatigue. Warner Robins, Air Materiel Area recommended and the United States Air Force and Air National Guard accepted the proposal to replace all three bladed propellers with four bladed Hamilton Standard propellers. The installation program would take over two years with an expected completion date of February 1978.

During July 1976, the 118 Tactical Airlift Wing transported over 400 Tennessee Army Guardsmen to and from Gray AAF, located at Fort Hood, Texas, where they conducted their summer camp. This was in addition to 25 Guardlift Missions performed by the Wing during June, July and August 1976.

The four groups assigned to the 118 TAW participated in Exercise Orbiting Eagle IV during December 1974. Aircraft from all four Groups transported over 200,000 pounds of equipment from Smyrna Airport, Tennessee, to Fort Campbell, Kentucky. The exercise proved the Wing's capability to successfully integrate with the active forces.

The 118 Tactical Airlift Wing participated in the Joint Chiefs of Staff exercise Brave Shield XV during the later part of 1976. This was one of the largest and most complex joint peacetime exercises ever conducted by this country's armed forces. It was staged in the massive Eglin Range complex in Florida. The 118 Tactical Airlift Wing deployed to and operated from Pope Air Force Base, North Carolina. Over 300 personnel from this Wing, including units from Nashville, Charlotte and Memphis, participated in the exercise. The 118 Tactical Airlift Wing was responsible for the overall planning and execution of missions assigned the Air National Guard airlift forces. The exercise consisted of a three battalion night airborne assault on Florida by the 82 Airborne Division and concluded with a three battalion drop on Fort Bragg, North Carolina. Over 300 air-land resupply missions were flown by the active, reserve, and guard forces which participated.

Colonel Robert A. Neal was assigned as Commander of the 118 Tactical Airlift Wing effective on 1 March 1977 replacing Brigadier General Oscar T. Ridley who retired on 28 February 1977.

Lieutenant Colonel James R. Roberts was assigned as Vice Commander of the 118 Tactical Airlift Wing effective on 1 March 1977 replacing Colonel Neal.

The Tennessee National Guard Distinguished Unit Commendation was awarded to the following units for exceptionally meritorious achievement in the performance of outstanding service: Headquarters 118 Tactical Airlift Wing, Headquarters 118 Combat Support Group, 105 Tactical Airlift Squadron, 118 Tactical Hospital, 118 Consolidated Aircraft Maintenance Squadron, 118 Aeromedical Evacuation Squadron, 118 Civil Engineering Flight, 118 Aerial Port Flight, 118 Mobility Support Flight, 118 Weapon System Security Flight, 118 Communications Flight, and the 105 Weather Flight.

118 TAW was designated the ANG planning and coordinating agent for ANG tactical airlift forces committed to Bold Eagle, a JCS directed exercise which was conducted in October 1977 within the Eglin AFB range complex and involved all components of the U.S. Armed Forces. The ANG airlift force consisted of 12 C-130 aircraft and 150 guardsmen drawn from five separate units. The force deployed to the Savannah Field Training Site, Georgia where it combined with an AFRES force to form a Provisional Airlift Wing under the command of an active duty colonel. Numerous airdrop and airland sorties were successfully accomplished by the Wing. It was another demonstration of the smooth integration of reserve forces into the active structure for the purposes of providing effective airlift support.

The problem related to propeller defects continued to bother units equipped with C-130A aircraft. Training requirements were cut significantly in order that overall flying time could be reduced and thus save prop life. During this quarter, C-130A aircraft were being retrofitted with the four-bladed propellers. This unit was scheduled to receive its first four-bladed prop aircraft during the next quarter.

During the first three months of 78, the unit combat capability showed significant improvement. The defective prop problem began to diminish. Three-bladed props were to be replaced by four-bladed props. The unit received its first four-bladed prop aircraft January 1978. The 118 C-130A aircraft were all scheduled to be retrofitted by October 1978.

The 118 Tactical Airlift Wing responded to the Challenge and became the first ANG C-130 wing to have two flying units join in an off-base Operational Readiness Inspection. With the Military Airlift Command's concurrence, a squadron of C-130s from Nashville and a squadron from Memphis deployed all their aircraft and aircrews to Campbell AAF Kentucky. At Campbell AAF the forces were combined under the command of Brig Gen Robert A. Neal 115 TAW Commander. During the three day exercise. 9-11 June 1978. the two units deployed over 400 ANG personnel with necessary support equipment and supplies. The missions were tasked in a setting of military confrontation between two mythical countries. Intelligence information injected into the scenario by MAC inspectors formed the basis for operational planning and deployment operations. Redeployment from Campbell AAF to home stations on 11 June 1978 concluded the three day Operational Readiness Inspection.

Between July and September 1978, the Wing made preparations to assume a new mission — airlift support for the Southern Command in Central and South America. The force, consisting of seven aircrews, six aircraft, plus operations and maintenance support personnel were to be permanently located at Howard AFB, Canal Zone. The mission assignment was to be rotated among the ANG and AFRES airlift units. Each unit would stay for a four to six week period. The 118 TAW was first scheduled to deploy on 28 Sep 1978 taking part in what is now known as Operation VOLANT OAK.

During one of the 118 TAW rotations in support of Volant Oak 1978, one of the 105 Tactical Airlift Squadron aircrews received the honor as high time crew. The crew was Captain Bill

Weathers, aircraft commander, Lt Steve Minton, Copilot, Capt Tom Calvert, Navigator, MSgt Joe Williams, Engineer and TSgt Jack Nixon, Loadmaster. Various missions flown by this crew, such as Channel Traffic to South America, Tactical (HALO) Airdrops, Search and Rescue (SAR), the finding of a lost boat, and a Special Air Mission (SAAM) to Santiago, Chile in support of a Navy C-118 crash, are typical of the missions flown by all 105 TAS aircrews.

The Wing participated in an aeromedical field training exercise in August 1978. Over 100 personnel from the Wing deployed to Westover AFB, Mass. It was the largest air evac training exercise in history. Conducted under actual field conditions, the exercise involved the use of C-141, C-9, C-130, C-123 and C-7 aircraft plus several helicopters.

In late June 1979, four aircrews plus three aircraft and twenty-five maintenance personnel deployed to Panama. The 118 TAW was tasked to remain at Howard AFB CZ until relieved by other ANG units in mid-August. They were sent there to support USSOUTHCOM. The mission took on increased significance because of the political instability in South and Central America.

The National Guard Bureau announced in April 1979 that the 118 TAW would convert from 8 C-130A aircraft to 16 C-130A aircraft effective 1 Oct 79. The 118 TAW received 7 of the additional C-130A aircraft from the 137 TAW, Oklahoma City OK.

ANG forces from the 118 TAW participated in support of operation VOLANT OAK at Howard AFB, Canal Zone, during the period 30 June to 11 August 1979. Lt Col Hughie R. Pedigo served as Mission Commander. The operation was in support of the U.S. Southern Command (USSOUTHCOM) and its components.

On 2 October 1980, four 105 TAS guardsmen were killed during a routine night training mission. The C-130 aircraft crashed about ten miles North of McMinnville, Tennessee. No other persons were on board and no civilian casualties were encountered. The four crew members were: Capt Stephen D. Carver, Captain Joseph D. Young, MSgt William F.K. Street, and SSgt Gary F. Camp.

Personnel from the 118 TAW and 118 CAMS, along with the 105 TAS participated in Operation VOLANT OAK. Deployment, employment and redeployment took place in three segments which included: 27Sep-11Oct1980 8 Nov-22 Nov 1980 20 Dec- 3 Jan 1981

This was the first deployment of the 118 TAW/105 TAS over a Christmas/New Year season.

Missions were flown in support of embassies of the Southern Command (South and Central America). Also, Air Rescue Missions, Channel Traffic (Routine Freight) and Special Air Missions (SAAM) were flown.

ANG forces from the 118 TAW participated in support of operation VOLANT OAK at Howard AFB, Canal Zone, during the period 30 June to 11 August 1979. Lt Col Hughie R. Pedigo served as Mission Commander. The operation was in support of the U.S. Southern Command (USSOUTHCOM) and its components.

From 8-15 August 1981, over 40 Air Guardsmen from the IIS Tactical Airlift Wing participated in Rapid Deployment Force Red Flag at Nellis Air Force Base, Nevada. Under the Command of Lt Col Tom Harding (Commander, 105 TAS) the 115 TAW personnel flew tactical low-level missions to drop zones in a simulated battle area.

For the period 14-23 October 1981 the 118 TAW, under the request of Headquarters MAC, assembled a force of eight C-130 aircraft, twelve aircrews and a Maintenance Support package to provide Intra-European Airlift Support. Other units that participated were the 143 TAG, Rhode Island, 116 TAG, Delaware, 934 TAG, Minnesota, 442 TAW, Kansas. Lt Col Pedigo, Lt Col Bell, Lt Col Ward, Lt Col Arbuckle and Lt Col Tallent were especially instrumental in the success of the mission as over one thousand passengers and one million pounds of cargo were transported.

During November 1981, the Wing Deployed one C-130 to Rhein Main Air Base, West Germany for a ten day Supplemental Airlift within EUCOM.

The 118 TAW again supported the Southern Command during VOLANT OAK during 25 June - 9 July 1983.

In January Major Robert O. Johnson became the new Commander of the 118 CEF and Lt Col Allen J. Newcomb, Commander of the 105 TAS. Lt Col Newcomb was the first Navigator to be named Commander of the 105 TAS.

During April 1984, the 118 TAW participated in Flintlock 84 and Open Gate 84 Exercises conducted in the European Theater with two C-130 aircraft.

The VOLANT OAK (Panama) Rotations were satisfactorily completed during October. The first rotation was 29 September-13 October 1984. The second rotation was 13 October-27 October 1984.

On 9 September 1986, three 105 TAS Guardsmen were killed and two others seriously injured when their C-130 crashed upon landing at Campbell AAF, Ft. Campbell, Ky. The three crewmembers killed were Maj. Michael G. Beadle, Pilot; Maj. Timothy J. Myers, Navigator; and SMSgt. Charles E. Tipper, Loadmaster. Capt. David E. Pelham, Co-pilot and SSgt. Patrick M. Nash, Flight Engineer were evacuated by helicopter to the nearby hospital at Fort Campbell and were listed in critical condition.

1990 was the start of another conversion process. The 118th received a total of sixteen new C-130H aircraft from Lockheed, replacing the 30 year-old A-models. But, the Iraqi invasion of Kuwait in 1990 was to place the largest demand upon 118th personnel in almost 40 years. The Wing mobilized 462 personnel during 21 deployments for Operation Desert Shield/Desert Storm in southwest Asia and flew a record 7239 flying hours.

In 2003, the 118th deployed ten C-130's and over 320 personnel to the Middle East in direct support of combat operations at the beginning of Operation Iraqi Freedom. While living in austere conditions in tents, enduring the desert heat and sand storms, the men & women of the 118th supported combat operations into and out of Baghdad and surrounding areas of Iraq. The 118th was the lead wing in establishing a bare base in support of the largest contingent of C-130's ever based in a combat environment, over 46 C-130's located at a single base. The unit supported CENTCOM at various locations in Iraq, Kuwait, Oman and Saudi Arabia. The unit returned home at different times in late 2003 as U.S. forces were drawn down and rotated to meet the changing requirements. In late 2003, the Wing again deployed to Uzbekistan supporting Operating Enduring Freedom in Afghanistan.

Operation Volant & Coronet Oak- airlift support for SOUTHCOM in Central & South America
Operation Brim Frost- airlift support to Alaska in 1985, 1987, 1989
Operation Artic Warrior- airlift support to Alaska
Operation Amalgam Warrior- airlift support to Alaska
Operation Amalgam Virgo- airlift support to Alaska
Operation Creek Resolve: airlift support in Turkey
Operation Desert Shield / Storm- deployments of Forces in support of CENTCOM in Southwest Asia
Operation Distant Haven- humanitarian operations for Haitian refugees in Surinam
Operation Provide Relief- humanitarian airlift into Somalia
Operation Provide Promise- airlift into Sarajevo and airdrops over Bosnia
Operation Support Hope- humanitarian operations in or near Rwanda
Operation Uphold Democracy- supporting military forces in Haiti
Operation Southern Watch- enforcing the no-fly zone over southern Iraq
Operation Joint Guard- supporting peacekeeping operations in Yugoslavia
Operation Joint Endeavor- supporting peacekeeping operations in Bosnia
Operation Noble Eagle- supporting the National Homeland Security Plan
Operation Enduring Freedom- deployments of Forces in support of CENTCOM
Operation Iraqi Freedom- continued deployments of our forces in support of CENTCOM operations in Iraq

Air Force Lineage and Honors

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