

121st AIRCRAFT CONTROL AND WARNING SQUADRON

LINEAGE

STATIONS

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

121st Air Control Squadron
Allotted: 24 May 1946 to ANG
November 1951 – 1952

121 Aircraft Control & Warning Squadron
Ohio ANG
Mobilized: 1 November, 1951 – 1 November, 1953
Redesignated: 1952, Tactical Control Squadron

121 Tactical Control Squadron
Redesignated: 1952, From 121st Aircraft Control and Warning Squadron
Note: 1952, Began operations at Spangdahlem Air Base, Germany
Tactical Control Flight

(?) – 15 October, 1988

121 Air Control Squadron
Redesignated: ACS 16 June, 1992

Designed to move at a moment's notice, to set up rapidly and to operate as a fully operational aircraft control center, the 155th T.C.G. and the 121st A.C.&W. squadron had the mission of providing the "eyes" and "ears" necessary to controlling airspace over the battlefield.

The predecessor to these organizations was the 619th Aircraft Control and Warning Squadron formed in July 1946 on the island of Luzon in the Philippines. The organization operated in the Philippines, at Kadena, Okinawa; Ryukus; and Guam until its deactivation in April 1949.

During this same time period, the 155th Tactical Control Group, Ohio Air National Guard, was activated (December 1948). Its first commander was Colonel Raymond Strasburger. The unit consisted of Group Headquarters, the 121st Tactical Control Squadron at Lockbourne AFB, the 121st Aircraft Control and Warning Squadron at Blue Ash, the 110th AC&W and the 114th AC&W Squadrons from Columbia, South Carolina and Miami, Florida. The 105th Radar Calibration Squadron at Lockbourne AFB was also a part of this group.

The unit was called to active duty per General Order #138, Headquarters, 1st Air Force dated October 12, 1951 with an activation date of November 1st and an initial duty station of Lockbourne AFB. The original activation roster was reduced when four men failed to report for duty. They were placed on AWOL status, and, in December, were classified as deserters and dropped from the organizational rolls.

Since these were the days before mandatory basic training, activation orders led to a modified form of "on station" basic training; this was to indoctrinate the new troops and to serve as a refresher for unit members with prior military service. Among the items included in the general military training program were: wearing of the uniform, military drill (with and without arms), field sanitation, chemical warfare, small arms qualifications, principles of war and unit mission. The training was carried on until December 1951, when personnel were ordered to Donaldson AFB, South Carolina and assigned to the Tactical Air Command. This move also drew together the associated units from South Carolina (110th AC&W Squadron) and Florida (114th AC&W Squadron).

To say that things were confused would be an understatement, records of the time indicate such items as missing tech orders, clothing shortages, inoperable vehicles, untrained personnel, leaky and drafty buildings, and a great familiarity with the phrase "back ordered." The records also are filled with comments such as "great dedication to the job at hand," "voluntary overtime work" and "professionalism of the highest order"; for this reason, in spite of the handicaps, the unit mission was accomplished.

In January 1952, a much publicized "crankshaft-carbine" incident created an uproar within the organization. For a whole week the unit appeared to have lost or misplaced a box containing twelve carbines. Every possible place where the weapons might have been stored or placed was checked. Both warehouses were literally turned upside-down. After a week of deep concern,

worry, and fretting, the Supply Officer submitted a letter requesting reassignment due to his frustration in failing to resolve the matter. Two hours after the submission of the letter, Sgt Sergio Del Col, a mechanic in the motor pool, opened a banded wooden box in the motor pool's parts cage. The box was stamped with the words "3 ea Crankshafts." Somehow the "3 ea Crankshafts" had been transformed into twelve carbines and the mystery was solved. The outcome of this was the establishment of a guarded group arsenal.

In September, 1952, the unit was alerted for overseas assignment. The movement was to be made by ship with the advance echelons arriving at Spangdahlem, Germany on September 20 and the main body of troops coming in early November. While this was going on, starting in May, 1952, Air Force personnel began moving into the unit and by June 1953 the majority of the Air National Guard personnel had been replaced.

General Order #78 from Headquarters, Twelfth Air Force, dated September 22, 1953 relieved the 121st Tactical Control Squadron from active duty effective November 1, 1953 and the unit reverted to state control. At this time the earlier mentioned 619th Tactical Control Squadron, an Air Force squadron, was reactivated to replace the 121st. A circle that started in 1946 on Luzon in the Philippines was now complete. The unit was not reactivated in Ohio; its members either returned to civilian life or joined other organizations.

Air Force Order of Battle

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Sources