

123 COMMUNICATIONS FLIGHT



MISSION

LINEAGE

123 Information Systems Flight
123 Communications Flight

STATIONS

Louisville, KY

ASSIGNMENTS

123 Mission Support Group

COMMANDERS

Maj James C. Burckell, #1986
Maj Norris C. Delph
Major Mary A. McCallie

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award
1 Jan 1983-31 Dec 1984

EMBLEM



On a disc Azure, a mullet Argent charged with a fleur-de-lis Gules fimbriated Or, radiating five lightning bolts from its inside angles of the like, all within a diminished bordure Yellow. Attached above the disc, a White scroll edged with a narrow Yellow border and inscribed "123 COMMUNICATIONS FLT" in Yellow letters. Attached below the disc, a White scroll edged with a narrow Yellow border and inscribed "PRACTICE MAKES READY" in Yellow 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 star, a symbol of the Air Force, depicts the unit's goal of perfection for combat readiness. The fleur-de-lis represents the city of Louisville, Kentucky, home base of the unit. The five lightning bolts represent the unit's worldwide communications capabilities and the Squadron's five branches - Administration, Plans & Programs, Visual Information, Maintenance and Support.

MOTTO

NICKNAME

OPERATIONS

Participated in Coronet Bishop; Derby King 83-1 and 84-1;

As the Kentucky Air Guard turned the corner of a new decade there were many tasks to perform. The Communications Flight made its project replacing the old manual switchboard at Shewmaker with a new automatic one operated by a dial. The 165th Weather Flight went back to work early, as usual, but without their commander, Lt Col Mansfield, who did not arrive back at Louisville until January. He had been serving out a tour of duty in Thailand.

Training programs of the Communications Flight were successful enough to rate first in its Southern Communications Area for the first quarter of the year. The unit was led by Lt Col Norris C. Delph.

The 123 Communications Flight's communications center won a "Tributary Award" this year for handling more than 8700 messages without error. At the same time the COM Flight was rated C-I for the third consecutive year!

The Weather Flight and COM Flight continued to blaze a trail by their performances. The COM Flight, rated C-I for more than three years, led by Lt Col Winfred Appleby and Lt Col Norris Delph, continued its effective recruitment and training programs. The Weather Flight presided over by Maj Donald Engleman, aced its MEI by MAC during April and kept its C-I rating going. During their annual inspection in February, the COM Flight did not receive a single discrepancy.

Com Flight was called to Federal Active service in 1968 then was deactivated until release of all KYANG units in 1969

1968 Orders for the 123d Tac Recon Wing and all other units of the Ky-ANG (except for State Headquarters) called for 24 months' active duty, unless sooner relieved. Kentucky units affected by the call (with their gaining commands in parentheses) were: Hq, 123d Tac Recon Wing (TAC) Hq, 123d Tac Recon Group (TAC) 165th Tac Recon Squadron 123d Tac Hospital 123d Combat Support Squadron 123d Consolidated Aircraft Maintenance Squadron 123d Supply Squadron 123d Communications Flight (AFCS) 165th Weather Flight (AWS-MAC)

At that point it also became clear that a number of members of the KyANG would not be moved to Richards-Gebaur with the Wing. The Group Headquarters would be shelved for the time being, the 165th Tac Recon Squadron would be greatly enlarged as an "augmented" squadron, and the 123d Consolidated Aircraft Maintenance Squadron would be reorganized and redesignated as a Field Maintenance Squadron. The Combat Support Squadron, Weather Flight, Communications Flight, Tac Hospital, and Supply Squadron would all be inactivated "for the duration."

One fable which survived the call-up was related by members of the "broken up" Communications Flight. Just before they left Shewmaker for Korea, Sam Duncan, communications superintendent, loudly proclaimed, "Don't worry, men, we'll have that boat (the Pueblo) back

before you get there!" When the rest of the contingent from Louisville arrived at Seattle, Wash., for processing overseas a week or so later, who should they find but Sam Duncan and company. The COM men reported they had been visiting the Worlds Fair site in Seattle, and having a very fine time.

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Air Force Unit Histories

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.