

## 133<sup>rd</sup> AIR REFUELING SQUADRON



### LINEAGE

383<sup>rd</sup> Bombardment Squadron (Light) constituted, 28 Jan 1942  
Activated, 2 Mar 1942  
Redesignated 383<sup>rd</sup> Bombardment Squadron (Dive), 27 Jul 1942  
Redesignated 529<sup>th</sup> Fighter Bomber Squadron, 30 Sep 1943  
Redesignated 529<sup>th</sup> Fighter Squadron, 30 May 1944  
Inactivated, 6 Jan 1946  
Redesignated 133<sup>rd</sup> Fighter Squadron, and allotted to ANG, 24 May 1946  
Federally recognized, 4 Apr 1947  
Redesignated 133<sup>rd</sup> Military Airlift Squadron  
Redesignated 133<sup>rd</sup> Tactical Airlift Squadron  
Redesignated 133<sup>rd</sup> Air Refueling Squadron, Heavy, 1 Oct 1975  
133d Air Refueling Squadron, 1994

133rd F-I Squadron: federalized ANG 10 Feb 51 at Grenier AFB, NH, as the 101st F-T Wing; called 133rd Ftr Sq, S.E. when federalized with F-47D acft; transferred to 4707th Defense Wing; released from AD and returned to control of State of NH 1 Nov 52.

08 June 58-Two NH ANG F-86L Sabrejets of Grenier's 133rd FIS were destroyed in a crash. Both pilots escaped with minor injuries.

133<sup>rd</sup> Air Refueling Squadron

157<sup>th</sup> Air Refueling Group

Lineage: Constituted at Will Rogers Field, OK, in January 1942 and activated two months later, the 529th BS (Light) was redesignated 529th FBS immediately upon arriving in India in September 1943. Assigned to the 311<sup>th</sup> FG, Tenth Air Force, the squadron was redesignated the 529th FS in May 1944 and flew combat operations in the CBI from October 1943 to August 1945 with North American A-36s and P-51s. Inactivated at Ft Lawton, WA, in January 1946, the unit was reconstituted and redesignated the 133rd FS before being allotted to the New Hampshire NG on 24 May 1946.

4 Apr 1947: 133rd FS (SE) extended federal recognition at Grenier Field, Manchester, NH, and soon equipped with Republic P-47Ds (plus support aircraft).

1 Feb 1951: Called to active duty as part of the Korean War call-up but remained at Grenier Field as the 133<sup>rd</sup> FIS.

1 Nov 1952: Returned to state control and converted from F-47Ds to North American F-51Hs.

Jim 1954: Converted from F-51Hs to Lockheed F-94A/Bs.

16 Apr 1956: Reached group status with federal recognition of 101st FIG.

Apr 1958: Converted from F-94A/Bs to North American F-86Ls.

Summer 1960: Converted from F-86Ls to Boeing C-97As.

1 Sep 1960: Became MATS-gained, squadron redesignated 133rd ATS, and group renumbered and redesignated 157th ATG.

1 Oct 1961: Called to active duty as part of the Berlin Crisis call-up to conduct worldwide airlift missions from its base at Grenier Field.

31 Aug 1962: Returned to state control at Grenier Field.

Jan 1966: Moved to Pease AFB, redesignated 133rd MAS, and became MAC-gained following MATS redesignation.

Dec 1967: Converted from C-97As to Douglas C-124Cs.

Summer 1971: Converted from C-124Cs to Lockheed C-130As.

11 Sep 1971: Redesignated 133rd TAS and became TAC gained.

1 Dec 1974: Became MAC-gained upon transfer of tactical airlift resources from TAC to MAC.

Summer 1975: Converted from C-130As to Boeing KC-135As.

1 Oct 1975: Redesignated 133<sup>rd</sup> AREFS and became SAC gained.

FY84: Converted from KC-135As to KC-135ES.

Aug 1990: Volunteers began flying missions in support of Operation Desert Shield.

Sep 1990: Pease AFB inactivated, airfield transferred to local authorities, and Guard facilities designated Pease ANGS.

20 Dec 1990: Called to active duty as part of Operation Desert Shield call-up.

31 May 1991: Released from active duty after taking part in Desert Shield/ Desert Storm.

15 Mar 1992: Unit abbreviation changed to 133rd ARS, 157th ARG.

The 133rd AREFS converted to KC-135As during the summer of 1975 and obtained re-engined KC-135Es during FY84. This example in 1992 sports the new AMC mid-gray color scheme.

Before concern over detectability in air combat became the norm, the USAF was not shy to apply conspicuous Dayglo markings, as carried by this F-86L of the 133rd FIS.

## **STATIONS**

Will Rogers Field, OK, 2 Mar 1942  
Hunter Field, GA, 4 Jul 1942  
Waycross, GA, 19 Oct 1942-18 Jul 1943  
Nawadih, India, 17 Sep 1943  
Dinjan, India, 19 Oct, 1943  
Pungchacheng, China, 23 Aug 1944 (detachment operated from Hsian, China, 18 Sep-30 Oct 1944, and 30 Mar-Aug 1945)  
Hsian, China, Aug 1945  
Shanghai, China, 22 Oct-14 Dec 1945  
Ft Lawton, WA, 5-6 Jan 1946  
Will Rogers Field, OK  
Grenier Field, NH  
Pease ANGB, NH, 1966

## **ASSIGNMENTS**

311<sup>th</sup> Bombardment (later Fighter-Bomber; Fighter) Group, 2 Mar 1942-6 Jan 1946  
311th Bombardment (later Fighter-Bomber; Fighter) Group, 2 Mar 1942 - 6 Jan 1946  
101st Fighter Group/Fighter-Interceptor Group 1947-6 Feb 52  
4707th Defense Wing -1952  
101st Fighter-Interceptor Group/101st Fighter Group  
157th Air Transport Group/157th Military Airlift Group/157th Tactical Airlift Group/Air Refueling Group  
157th Operations Group

## **WEAPON SYSTEMS**

### **Mission Aircraft**

V-72, 1942  
A-36, 1942  
P-51, 1944  
P-47D  
F-47D  
F-51H  
F-94A/B

F-86L  
C-97A, 1960  
C-124C 1967  
C-130A 1971  
KC-135A, 1975  
KC-135E, 1984  
KC-135R, 1993

### **Support Aircraft**

C-47  
U-3

### **ASSIGNED AIRCRAFT SERIAL NUMBERS**

F-47: 489766  
F-51: 464491  
F-94: 92578; XX347;  
F-86: X3593; 31025; X4072; 30925  
T-33: 35959  
C-97: 80401; X0334  
C-124: 30043  
KC-135: 23547

F-51D 44-73478 from 54th FIS. To 133rd FIS NH-ANG

### **ASSIGNED AIRCRAFT TAIL/BASE CODES**

### **UNIT COLORS**

#### **133RD FIGHTER INTERCEPTOR SQUADRON NEW HAMPSHIRE ANG**

Based at Grenier Field, the 133rd FIS converted from F-94B Starfires to F-86Ls during February of 1958. However, the last Sabres did not arrive until May to complete conversion onto the type, and this coincided with the withdrawal of the last F-94s to storage. The 133rd FIS then took on the transport role with C-97s starting in September 1960, and the F-86Ls were all reassigned to the 120th FIS. The last Sabres left Grenier in April 1960.

Based at Grenier Field, the 133rd flew the F-86L from February 1958 through September 1960. 52-10150 is seen in 1958 during an open house at Grenier Field in 1958. Aircraft had da-glo markings and a blue tail stripe outlined in green to denote blue flight. Wing tank noses were also blue

**F86L 52-10150 BLUE TAIL STRIPE OUTLINED IN GREEN**

**133 FIS  
F94  
515349  
0935**

**The 133rd FIS flew a combination of F-94As and Bs between May 1954 and April 1958. They replaced F-51Hs, and were replaced by F-86Ls. This example had previously belonged to the 66th FIS. The dark cap on the vertical stabilizer contains the AN/ARC-27 UHF radio antenna.**

#### **NEW HAMPSHIRE AIR GUARD**

**133 FIS was flying the North American F-86L when, on 1 September 1960, the squadron transitioned to the Boeing C-97A and was redesignated 133rd ATS. In February 1968, the squadron received the C-124C and became the 133rd MAS. C-130s replaced the C-124s in April 1971.**

**C-124Cs assigned were: 52-1057, 53-0004-0005, 53-0027, 53-0029-0030, 53-0032, 53-0034, 53-0039, 53-0043, and 53-0049.**

**The 133rd FS was extended federal recognition at Grenier Field, Manchester, on 4 April 1947. On 1 February 1951, the unit was called to active duty with its F-47D aircraft. On 1 November 1952, the squadron was returned to state control and converted to F-51H aircraft. In June 1954, the F-51 Hs were replaced with F-94A/Bs.**

**The 133rd flew F-51Hs: 44-64278,351,356, 377, and 491.**

**F-51H 44-64356 from the 133rd.**

**133rd FIS F-51Hs at Grenier Field in July 1953.**

**F-51H 44-64351 with a shark mouth.**

#### **COMMANDERS**

**Maj Paul R. Smith, @#1954**

**LTC Gordon W. Wright, #1972**

**Lt. Col. Peter F. Sullivan**

**William N. Reddel III**

**Lt.Col. Laurie Farris, 2009**

**LTC Paul Hutchinson Sep 06 - Nov 07**

**LTC Peter F. Sullivan, Jr. Nov 2007-Mar 2009**

#### **HONORS**

##### **Service Streamers**

**American Theater**

##### **Campaign Streamers**

India-Burma; China Defensive; China Offensive

## **Armed Forces Expeditionary Streamers**

### **Decorations**

None

### **EMBLEM**

### **EMBLEM SIGNIFICANCE**

### **MOTTO**

### **NICKNAME**

### **OPERATIONS**

Combat in CBI, 16 Oct 1943-14 Aug 1945.

The unit received orders for overseas duty on June 1, 1943. The squadron departed P/E San Francisco on July 31, 1943 aboard the USS Brazil and arrived in Karachi, India on September 10, 1943.

While in India, the 529th and sister squadrons of the 311th Fighter Group were responsible for air defense of the Bramhamputra Valley, protecting the northern air route to China and the offensive operations against enemy troops and supply concentrations in northern Burma.

In addition, the unit provided reconnaissance and patrol missions and furnished "top cover" for B-24 and B-25 carrying on strategic bombing of Rangoon and escorting transports flying over "the Hump" to China. During this period the unit provided close ground support for "Merrill's Marauders"

In China, the squadron protected B-29 Bombers for missions over Japan and Manchuria. By now the unit had flown V-72's in 1942; A-36's from 1942-1944; and P-51's from 1944-1945. It was awarded battle participation for the India-Burma, China Defensive, and China Offensive campaigns.

On January 8, 1946, the unit was deactivated. On May 24, 1946, it was redesignated the 133rd Fighter Squadron (SE) and allotted to the National Guard of New Hampshire. On October 4, 1946, the Chief, National Guard Bureau granted the authority for the organization of the 133rd Fighter Squadron (SE), NGoNH, and its related elements, the Utility Flight, Detachment B; the 201st Air Service Group (Fighter); and the 133rd Weather Station (Type A).

Brigadier General Charles F. Bowen was granted authority to organize and recruit 50 officers and 303 enlisted men for the 133rd Fighter Squadron, the Utility Flight of the 133rd, Detachment B, 201st Air Service Group (Fighter), and the 133rd Weather Station (Type A). Federal recognition would be withheld until 25% of its authorized officers and 10% of its authorized

enlisted men were on the rolls, an objective finally achieved on April 14, 1947. On that first evening drill, thirteen officers and 14 enlisted men signed the 133rd Fighter Squadron's initial roster with another two officers and 22 enlisted men signing the rolls of Detachment B, 201st Air Service Group. Youthful Major Norman J. Fortier, 24, commanded.

With more World War II surplus planes than people, the 133rd's main objectives were to bring the unit to 100% strength, train aircrews and maintain its 28 P-47D, four B-26 four AT-6A two L-5 and two C-47A.

The first aircraft arrived on May 28th. The unit received eight P-47, flown here from Middletown, Pa., Air Depot by pilots from Dow Field, Me

Unfortunately, the defense budget was far more generous with surplus aircraft than with operations and maintenance funds needed to attract and retain experienced World War II veterans and build the infrastructure needed to accomplish its Continental Air Command mission.

Housed in wooden-frame buildings and the weather-beaten North and South hangars vacated by the Army Air Force on the west side of Grenier Field, the Squadron drilled one night each week and its pilots flew on weekends or whenever a few hours could be spared from their civilian jobs to meet their flying requirements.

The traditional 15-day summer encampment each year a special time for building esprit de corps was generally spent at Dow Air Force Base in Maine, where the entire 101st Group could be accommodated for integrated training.

Progress of the New Hampshire Squadron met every test and with its sister units in Maine and Vermont, the 133d soon became a full partner in the operations of the 101st, commanded in 1949-50 by John J. Pesch.

Training received a high priority. While the first aircraft were being delivered to Grenier, Capt. Stanley Drinkwater, the aircraft maintenance officer, 1st. Lt. John D. Woodward, tech supply officer, and supply clerk Ernest Purcell were all at Olmsted Field, Pa., being trained in supply procedures.

The P-47 had been received painted for an Alaskan rescue mission. They were now stripped and painted for the 133rd's fighter mission. But parts were hard to get, paychecks often ran late, and lack of funds caused an occasional "downsizing."

New Hampshire's airmen met two Tuesdays' a month for two hours. Pilots usually flew on weekends or whenever a few hours could be spared. At first, the unit was made up almost exclusively of World War II veterans who joined for a variety of reasons. They loved to fly. They enjoyed working on aircraft. They needed a job. They enjoyed the unique camaraderie of a military unit. These men had served all over the world, flying or maintaining B-17's, P-38's, P-47's, P-51's, C-47's, and many other aircraft in far off places like England, Sicily, North Africa, Guadalcanal, Bougainville, South America, India, and China.

Pay was considered good. An NCO received \$2 per drill while full-time maintenance technicians earned about \$50 a week. Full-timers were expected to be the unit's recruiters and took turns doing janitorial services, nighttime boiler and guard duty. Each full-timer was personally interviewed by the adjutant general and the starting salary was a matter of negotiation with each individual.

Lt. Col. Charles G.Y. Normand, a much-decorated fighter pilot and New Hampshire native, assumed command of the 133rd on November 7, 1947. Under Normand's command, the unit launched an extensive recruiting drive. The task wasn't easy. Most men had to take an administrative demotion to get into the unit. Promotions were slow. Many believed advancement and salaries were held down because New Hampshire wanted to keep costs at the lowest possible level. But by the late 1940's, promotions came faster and many men at the very least got back their war-time rank.

As more men without prior service joined the unit, those already on board provided both basic and technical training at Grenier for the new recruits. Playing the role of basic training instructor was a very satisfying experience for some older veterans. Relations between officers and enlisted were, for the most part, very formal.

Annual training consisted of a two-week summer deployment to Dow Field in Bangor, now occupied by the Maine Air National Guard. Here the 101st Group would all train together. The 133rd traveled to Bangor in a convoy. Once on site, would live and eat in tents, don their gas masks, qualify with small arms, launch aircraft, and practice gunnery.

On December 1, 1948, under the command of First Air Force and Air Defense Command of the U.S. Army Air Force, the entire 101st was transferred to the Continental Air Command.

For 20 years the New Hampshire Air National Guard would call Grenier Field, Manchester, home. Known today as Manchester Airport, it was built in 1941 with three runways, each more than 5,500 feet long.

The base was deactivated in 1948 but was active enough to serve as a training ground for New Hampshire's early Air Guardsmen. It was activated again in February 1951 when the N.H. Air National Guard was called into Federal service.

On February 1, 1951 the 133rd Fighter Interceptor Squadron was activated for the Korean War. The 133rd had 391 people and flew P-47Ds. The unit would remain on active duty for 21 months until November 1, 1952.

In October 1950, the New Hampshire Air National Guard was reorganized as a wing, a fighter group with three tactical squadrons, two supporting groups with their assigned squadrons, and a medical group.

In January, 1951, an Air Section to the State National Guard Headquarters was activated and on February 15, a separate ANG State Headquarters was federally recognized with a duty station at



the adjutant general's office in Concord.

The 101st Wing had already been called up on February 1—the very height of the Korean conflict. Attached to the 4707th Wing, Otis AFB, Mass., the new Granite State unit was stationed at Grenier under the commands of Lt. Col. Lauren A. Howard, who had succeeded Normand in March 1949, and Detachment Commander now-Major Stanley Drinkwater, one of the original unit members. The 133<sup>rd</sup> stayed in Manchester during its 21 months of active duty, mostly flying gunnery practice missions. Not surprisingly, a majority of officers and a substantial number of airmen saw duty overseas in different theaters of operations including Korean combat missions.

The 133<sup>rd</sup> was officially returned to the state on 1 Nov 1952.

Shortly after the return of personnel, the 8133rd Squadron was disbanded and its members merged with the 133rd along with a Utility Flight, Air Service Group, and Weather Station. Now equipped with P-51H, the 133rd saw two T-33 phased into service along with two B-25. On December 12, 1953, Gen. Bowen announced that his squadron would acquire F-94 during the next few months. Five days later, the AG revealed plans to spend \$1,750,000 in Federal funds, making Grenier the permanent home of the 133rd Fighter Interceptor Squadron. The F-94's (series "A" and "B" ) arrived June 9, 1954.

The Summer Camp (field training) of 1953 was held with units from Vermont and Maine at Otis Field, Mass. The majority of the training consisted of an aerial gunnery meet. Two pilots from each state were selected annually to represent each squadron. Pilots chosen from the 133rd were unit commander Maj. Paul Smith and 1st Lt. Howard Weston. In competition, pilots got 180 rounds of ammunition. Weston proved to be the best from the tri-states with 44 hits. Smith finished second with 16, while a Vermonter was third with 13 hits. Three missions were scheduled, but only two were flown due to the loss of a tow target. New Hampshire won both.

New Hampshire's planes flew much more than those of Maine and Vermont. They logged 675 hours and a total of 752 pilot hours, which is approximately 250 more than the other two states. For 15 days of field training, the 31 officers and 330 airmen of the NHANG's 133rd Fighter Interceptor Squadron were paid a paltry \$30,000.

The main purpose of the 133rd was to provide front line defense for the United States and to intercept aircraft not readily identifiable by radar or pre-filed flight plan. The radar detection station at North Truro, Mass., was ready to make detection and calls for a scramble. Within three minutes the 133rd could be airborne and heading for a prospective rendezvous point. After identifying any intruders, our aircraft were supposed to radio back to North Truro for further instructions. From October, 1954 until June 30, 1956 the 133rd served on "scramble alert" status,

Growth came rapidly. By April 1958, the 101st counted nearly 700 officers and airmen. It was now re-equipped with 24 F-86L. More than a dozen were in place by May. The old F-94's were shipped to other states for training purposes.

Summer Camp, 1958 The unit again found itself at Otis. There was plenty of training during the two-week encampment. The 133rd's aircraft flew 225 hours on 119 missions including five

gunnery missions. At the same time, the communications section was busy checking and repairing radio equipment throughout the flightline. Security police sharpened skills on the firing range.

On January 15, 1960, in a Union Leader story, State Adjutant General MG. Francis B. McSwiney announced that the NHANG would swap its recently acquired Sabrejet for eight C-97A. The changeover was effective immediately with the first of the new planes slated to arrive in February. Flight crews departed the following weekend for training on their new transport planes.

On September 1, the unit became part of the USAF's Military Air Transport Service (MATS). With many details left to be ironed out, 101st Fighter Group Commander Col. Paul R. Smith and Dublin's Capt. James E. Cuddihee, commander of the 133rd Fighter Interceptor Squadron, were two of the first pilots to leave for training at Travis AFB, Calif. With them went MSgt. Robert Bowen and TSgt. Robert Grady, both of Manchester. A few weeks later, these four men were followed by other pilots, engineers, and maintenance men.

Now new programs were suddenly needed to train five-man crews for each of the eight C-97s the unit received. New buildings had to be constructed for maintenance facilities and ground support personnel required different training.

With a high level of esprit, the NHANG surpassed requirements and in March 1960 became the first Air National Guard unit to qualify C-97 aircrew. As part of the qualification training, the crew flew a mission to Japan.

The Berlin Airlift followed swiftly. One of six Air Guard units mobilized for active duty, the New Hampshire Air National Guard was federalized with MATS on October 1, 1961. Between October and August 1962, approximately 33% of the total Air Guard in the United States was activated. Equipped with eight C-97s and manned with 675 guardsmen, the unit would stay at Grenier Field during the crisis. But its aircraft and crews ranged throughout the world—touching down at bases in Europe, South America, Alaska, Japan, the Philippines, and Southeast Asia. These missions came in addition to the on-going ferrying of life-sustaining supplies to West Berlin. The 157th also airlifted elements of the Turkish Army to Korea and delivered essential communications equipment to Southeast Asia.

Typical of the C-97 flights leaving Grenier was one that departed in early November. Its long itinerary started with a stop at Dover AFB, Del., then it was on to Lajes, Azores; Chateauroux, France; Rhein Main, Germany; Mildenhall, England; Keflavik, Iceland; Harmon, Newfoundland, and back to Grenier Field. This 9,000-plus-mile flight required in excess of 40 hours of flying time and was supported by a crew of eight.

One of the first Viet Nam missions came at the request of former NHANG member Captain John F. Shea, a Catholic Chaplain at Da Nang Air Base. Shea wrote Hamilton in June 1964, telling the future commander about "Operation Lifeline," a civic project that Shea was overseeing in Da Nang. The project obtained supplies for local orphanages and nurseries. Shea needed food preparation items, blankets, medical and office supplies, clothing, tools, personal items, even

playground equipment. Hamilton's subsequent request that the NHANG fly these collected items to Viet Nam was approved in December 1964.

With relocation behind them, the ops tempo for Viet Nam steadily increased. By March, 1966, the 157th began regular logistical support for the burgeoning American Forces there. During the next five years, NHANG crews averaged two flights a month to Southeast Asia, hauling air freight and military personnel on globe-circling trips which took Guardsmen away from their homes and jobs for 10- to 20-day periods.

Each mission from New Hampshire to Viet Nam could become an air marathon of sorts. During one flight, Major Gordon "Bud" Wright and his crew transported ammunition and spare parts. The trip lasted almost 11 days, as the NHANGers flew from Pease to Dover, Del., where cargo was loaded. Next it was on to the west coast, then Hawaii, Wake Island, Guam, the Philippines, and finally, Viet Nam.

One unique mission was "Combat Leave" which happened in July and August 1966. Civilian air carriers had gone on strike. To help exhausted service men get their R&R, the Air National Guard, including the NHANG, flew more than 110,000 military personnel throughout the U.S. and overseas. In the 1,352 "Combat Leave" missions logged, approximately 38,300 military personnel were transported from Southeast Asia to the states and back again.

The pace of supporting war was unrelenting. Once "in-country," aircrews got four hours ground time to off-load cargo. Because so many aircraft were coming and going, the quicker cargo could be unloaded and the plane refueled and gone, the better. In 1967, one NHANG aircrew saw their extra-fast unloading of cargo and quick departure from Da Nang Air Base awarded the "617th Military Airlift Support Squadron Tiger Award," an emblem of a small tiger placed on the crew entrance door. All the Granite Stater's had done was off-load 19,365 pounds of cargo and on-load 11,152 pounds of cargo and 15,000 pounds of fuel in an hour-and-a-half!

In December 1967, the 157th again changed aircraft, exchanging its C-97 for the C-124.

The first of the lumbering giants arrived on February 9, 1968. By late Fall, the ninth and last Globemaster touched down and crew transitioning was well underway. By September 1969 the Group had retrained its pilots to the new aircraft and completed its first Operational Readiness Inspection as a C-124 unit, qualifying to resume global airlift support.

The transition did see one dramatic snare. On October 22, 1968, Master Sergeant Real Beaulieu, 42, of Manchester was a crewmember on a routine training flight when the ground down-lock pin, which locks landing gear in place, failed. Fashioning a pole from two broom handles and taping another pin to the end, Beaulieu managed to insert the pin while hanging suspended from the open wheel housing, secured by a tie rope held by another aircrew member. For his actions, the 13-year NHANG member, Manchester West graduate, and father of four children, became the first Air National Guardsman to receive the New Hampshire National Guard Commendation Medal.

Now fully-trained and qualified, the unit finished the decade of the sixties hard at work. Orders

came down from Air National Guard Command Post, Knoxville, Tenn. The 157th hauled much "out-size" cargo such as trucks, military vehicles, and missile components. It also carried troops and cargo that didn't require the speedy capability of MAC's all-jet C-141 and C-5A aircraft fleet.

Although two and three-day flights within the U.S. were common, the 157th's overseas commitment was growing. In 1969 the unit transported more than 1,000 tons of cargo and 2,000 passengers, its aircrews logging 5,236 hours on 44 overseas missions to Vietnam, England, France, Germany, Greece, Japan, Portugal, Newfoundland, Puerto Rico, and Taiwan

New Hampshire Air Guard planes and crews flew five tons of food and relief supplies collected in the southern Maine and New Hampshire seacoast area to Gulfport, Mississippi, when Hurricane Camille devastated that area in August 1969.

The 157th lost the last of a succession of three C-47 aircraft it had boasted since the unit's beginning in 1947. The two-engine transport carried 27 passengers or 7,500 pounds of cargo and cruised at 200 mph. The ANG directed that all C-47s be retired in May 1971 due to obsolescence and a dwindling replacement parts supply. New Hampshire's "Old Faithful," which had on occasion been used to transport the governor and other State and Federal officials, was flown to the USAF storage yard at Davis-Monthan AFB, Az. A U-3, assumed the "support aircraft" role.

On July By 1971 the first C-130A arrived from Lockbourne AFB, Ohio. About a month later on August 9, the first flight with all-157th crew took place. By September heavy Phase I transition training was underway with both aircrew and support personnel at schools throughout the United States. By early 1972, the 133rd Tactical Airlift Squadron began Phase II (combat readiness ) training and in April, low-level flying and navigational training missions were being flown day and night along air routes crossing Maine, New Hampshire, and Massachusetts. First drops of paratroopers and cargo began in early May Although the 157th did not officially join Tactical Air Command until 10 September 1971, it received the first of its new C-130A on 8 July 1971 when aircraft No. 56529 was flown to Pease from Lockbourne Air Force Base, Ohio. First flight aboard the aircraft with a 157th aircrew took place on 9 August 1971, and by September the unit was heavily engaged in Phase I transition training with both aircrew and support personnel attending Air Force and Air Guard schools throughout the United States, as well as participating in Mobile Training Detachment programs at its home base.

As guardsmen carefully conserved gas just to get to UTAs, the summer of '73 promised excitement. With the ORI behind us, two aircraft and more than 30 unit members participated in a joint Army, Air Force, and National Guard-Reserve training exercise. The U.S. Readiness Command training, code named Boldfire 1-74, was centered at Camp Robinson, Ark. During Boldfire, our ground personnel were airlifted aboard the unit's C-130 to Fort Campbell, Ky. They remained there throughout the exercise, maintaining aircraft. New Hampshire air planes, in turn, dropped paratroops and equipment in support of ground forces. During this time frame, we also had a crew participating in Coronet Shamrock, an Air Force-wide air-drop competition. The 157th TAG crew, led by Major Alvan Hicks, won the preliminary competition at Ft. Campbell, earning the right to represent the ANG in further competition.

The Energy Crisis caught up with the NHANG at year's end and all flying activity was suspended from December 22 until January 7, 1974, due to fuel shortages throughout the country.

First Aircraft Transferred - The transfer of aircraft actually began on 16 April 1975, when the Air Refueling Squadron, Rickenbacker Air Force Base, Ohio, transferred the first KC-135, Serial Number 57-1507, to the 160th Air Refueling Group, also located at Rickenbacker. The 160th began operating on an eight UE basis on 1 July 1975. The second unit, the 157th Air Refueling Group, Pease Air Force Base, New Hampshire, entered the program on 1 October. Thus, by the end of December, a 16 UE element had been withdrawn from SAC to support these two units. While these actions were taking place, SAC had inactivated two 15 UE air refueling squadrons: the 922d at Wright-Patterson Air Force Base, Ohio, on 30 September as part of the phaseout of SAC activities at that base, and the 301st at Rickenbacker on 31 December as part of the Air Reserve Forces program. Redistribution of the 14 UE element remaining after these squadrons were inactivated was scattered among several units. This action, along with other aircraft authorization realignments, created eight different categories of squadrons, each with a distinct UE. 1975

August 1981's Operation "Coronet Rudder," Colonel Lilljedahl commanded a 12 aircraft tanker task force that refueled F-105s returning from a tour in Denmark.

Less than a year later, in February 1982, 160 NHANGers flew to Andersen AFB, Guam as part of "Pacific Sentry." This was the first time our KC-135 had flown 10,000 miles in support of a mission, a unit distance record. During its 15 days on island, the unit conducted missions to Kadena, Okinawa, Diego Garcia, Philippines, Japan, and Australia. Additionally, the 157th CLS rebuilt the base fire station.

The year opened with 225 unit personnel deploying to Savannah, Ga., for April's "Operation Sentry Yankee." Here the 157th refueled F-4C aircraft of the 122nd Tactical Fighter Wing, Indiana Air National Guard.

From 1 to 14 April, some 130 unit members took part in Operation "Sentry Shakespeare" at Mildenhall. During the exercise three refuelers supported the European Tanker Task Force and were assigned to the 306th Strategic Wing.

On April 16, the unit received its first KC-135E's boasting modern fuel saving and quieter engines. Col. Lilljedahl piloted one of two aircraft from the Boeing plant in Wichita, Kan. to Pease. All 157th aircraft would be fitted with the new engines by November.

During 1986 the unit deployed personnel to Spain, Florida, and Hawaii.

But by far, the unit's big deployment was to Moron, Spain, in May-June where 300 NHANGers were a part of Operation "Sentry Sunflower." Moron would later become a real-world deployed home for the 157th during Desert Storm and 1992's "Restore Hope." The unit fell in love with the beautiful countryside here as well as its people. Off-duty personnel helped restore an orphanage and teach children how to swim.

Less than a year later, "Team Spirit '87" took four refuelers and 150 unit members to Hawaii and Wake Island. The deployment, planned to replace Hickham AFB personnel who were participating in an exercise involving U.S. and Korean troops, began on March 21, 1987.

No single story of 1989 could top the announcement made on January 5, 1989, confirming the recommendation of the Realignment and Base Closure Committee that Pease Air Force Base would, indeed, be shut down. To be sure, the unit moved ahead with an ambitious flying schedule while wondering about its very future in Newington. In May, some 110 NHANGers deployed to RAF Mildenhall, assisting the 513th Airborne and Control Wing (ACCW). Alaska was the destination in October, where 157th personnel spent a week training with the 168th Air Refueling Squadron at Eielson AFB.

But real-world unrest in the Middle East was drawing the world towards a showdown with Iraq. In a precursor of things to come, 40 members of the 157th were tasked to provide refueling support to aircraft moving military forces into the Persian Gulf.

On a cold January 11 1990, NHANG KC-135E tail number 59-1494 caught fire and exploded on the Pease parking ramp. Fortunately, no one was on board when the aircraft exploded, but one firefighter sustained minor injuries at the scene. The \$12 million aircraft was completely destroyed.

February 9th the unit's fleet returned to a total of 10 aircraft with the return of an "old friend," aircraft 56-3626, a Backup Inventory Aircraft from the 171st AREFW, Pittsburgh. The aircraft had been assigned as one of the 157th's A-model fleet from 1975 until 1983, when it was transferred to the 171st in preparation for reengining.

In actuality, the summer had already ended for some members of the 157th. Early on the morning of August 7, 1990, Desert Shield, a build-up of friendly forces designed to contain the spread of Iraqi aggression, began. A telephone alert asked every crew member of the 133rd Air Refueling Squadron to provide maximum availability so that an immediate response capability could be developed. All 125 Operations crew members stepped forward in voluntary support.

The unit began functioning on a 24-hour, seven-days-a-week basis. Forty-two Desert Shield missions would be flown in the month of August as the 133rd helped refuel transport aircraft and fighters to the Middle East. Forty volunteers were placed on full active duty status for as long as needed.

Close to 100 guard members reported during the next few days as seven additional airplanes arrived TDY from Ohio, Pennsylvania, and New Jersey. Together with the 157th's own KC-135E aircraft, the newly-formed tanker task force became, as 157th Commander Col. Joe Simeone put it, "Like a coiled snake ready to strike."

By October, the 157th's heavy support of MAC flights in transit from the west coast to Saudi Arabia began to slow. The unit became one of 12 National Guard outfits tasked with providing refueling support in Saudi.

Hours before this classified historic flight to a large air base near Jeddah, Saudi Arabia, the 13-member, all-volunteer crew, under the command of "Major Sid" (Girardin) met a mob of reporters. The media, who had come from as far away as Boston and Portland, wanted to know why the men were stepping forward.

More than 90 CAMS, all volunteers, provided maintenance support to the tanker task force there. Five Fuels Management Specialists also made the trip. Two New Hampshire KC-135E's were always a part of the force, swapping out on two-week tours. Personnel worked 12-hour shifts around the clock.

As Christmas approached, the first Presidential call-ups closed Desert Shield's all-volunteer aspect. The N.H. Air Guard now deployed three crews to Site K. Activated were 15 aircraft mechanic/crew chiefs, 20 phase dock mechanics, and 63 133rd Squadron members. The phase dock people deployed to Moron, Spain, providing intermediate level maintenance support until war's end.

The build-up of men and material in-theater was complete. Desert Storm, the attack phase of the Allied plan to liberate Kuwait and destroy Iraq's army, was ready to begin. With its strategic location on the Atlantic shore, the 157th mission reverted to an "Air-Bridge" mode, refueling transiting aircraft. One New Hampshire crew, however, caught at Site K as hostilities began, was pressed into service for an unscheduled 26 days.

The 157th Desert Shield/Desert Storm war totals are, by any standard, impressive. Some 322 sorties launched, 1,529 hours flown, and 13,743,000 pounds of fuel off-loaded to 20 different kinds of aircraft. The unit maintained a 91 percent mission capable rate with the highs of 96 percent during two separate months. Every single mission launched on-time for an incredible 100 percent accomplishment rate.

Equally as impressive was the all-out unit performance. More than 600 of the 157th's 1,100 members served on Desert Shield/Desert Storm orders.

The movement came on just 24 hours' notice as Operation "Restore Hope," a humanitarian mission to bring food to the starving populace of Somalia, was ordered by President Bush. As they had during Desert Shield, a crush of media showed up for a 6 p.m. pre-flight press conference on the night of the 4th. State PAO Col. Joe Riley explained the details of the mission and then escorted the throng of reporters to the flightline.

Someone, along with 75 other unit members, then boarded one of two aircraft that promptly launched for Spain. Film of the take-off was carried nation-wide on ABC-TV. The 157th became lead unit for what would be a 22-aircraft task force combining more than 15 Guard and Reserve units as well as regular Air Force outfits with a force more than 700-members strong.

By mid-January 1993, the 157th came home as the regular Air Force assumed the TTF mission in Moron. Our 10 KC-135E were replaced throughout the summer with quieter, more efficient R-models. By January 1994 all the unit's KC-135's had been converted to R-Models.

With its fleet now "right-sized" from ten to eight aircraft, the 157th provided "airbridge" support.

The Air National Guard became tasked with refueling support for NATO's "Deny Flight," which began in April 1993 and was still ongoing through April 1997. The 157th, in addition to its Volk Field deployment and Support Hope, sent air crews to Istres during the summer.

The busy year saw the 157th again win the coveted Spaatz Trophy for 1993. The award came as recognition for the Moron effort and later the 157th's part as lead unit for the new Northeast Tanker Task Force during Restore Hope II. In all, the 157th had flown 976 sorties in 2,949 hours, off-loading almost nine million pounds of fuel to 1,469 receivers.

As they had after Volk I in 1994, much of the unit deployed to Istres in May. This time about 200 aircrew, maintenance, and support people, including elements of the 107th, made the trip to France for the 30-day "Deny Flight" mission.

Maj. Mark Sears, Capt. Dan Hogan, and TSgt. Dave Lajoie, the 133rd ARS "Identity Council" rediscovered the 133rd Fighter Squadron's "Flying Tiger" patch, first approved in November 1942. The patch was readopted by the unit and is worn today.

There were other deployments in 1996. Some 26 operations personnel served for two weeks in February at Geilenkirchen Air Base, Germany, refueling NATO's E-3 AWACS aircraft in support of "Deny Flight" missions. In April, about 400 unit members deployed to Savannah, Ga. for four days of ATSO training. Unlike Volk I and II, the unit experienced more intense scenarios geared to the ORI, now just one year away. This time, training was not conducted with the 107th, but the Niagara unit

November's "Phoenix Scorpion" saw 14 active duty Air Guard and Air Reserve tankers on the ramp as AMC began moving F-15's and F-16's to the Middle East. That month, the unit had already been rotating 145 members through Incirlik Air Base, Turkey, as part of "Operation Northern Watch," enforcing the no-fly zone over Northern Iraq. Three months later in February 1998, the 157th, augmented by four transient aircraft, flew 28 sorties offloading gas to an air convoy carrying Army personnel and equipment from Georgia to the theater area. In the face of mounting U.S. military might, Saddam backed down.

Col. Robert Monahan, Maj. Dan Desautels, Maj. Jason Denton, Senior Master Sgt. John Craig, Master Sgt. Elaina D'Orto and Tech. Sgts. Randy Robertson and Dick Blais, and Staff Sgt. Mark Sweet, all airmen with the 133rd Air Refueling Squadron at Pease Air National Guard Base, deployed on a life-saving aero-medical evacuation mission in October to transport wounded service members from Bagram Air Base, Afghanistan, to Ramstein Air Base, Germany, where they are stabilized and eventually transported home to the United States. This mission marked a welcome change from their daily charge of refueling aircraft. Craig kept a journal of the deployment, which follows. It was slightly edited for operations security. Day 1: Troubleshooting a navigational aid, passengers with first-hand knowledge of the mission Our augmented aircrew arrived at the 157th Air Refueling Wing's operations building well prior to actual report time; we were all anxious to get this unique mission started, but at the same time individually



focused on every detail. Our squadron had flown several aero-medical evacuation (AE) missions here in the continental United States and Pacific theater in the past, but our crew was about to embark on the first intra-theatre version specifically in support of Operation Enduring Freedom. Loading our field gear such as flak vests, helmets and other required equipment days prior really paid off, as the crew had considerable luggage, food and professional gear to haul to the aircraft at bus time. D'Orto brought enough food to feed a small army, but it was comforting to know we wouldn't go hungry. (I think we needed to hire more Sherpas!) After conducting mission-specific crew briefings, we headed out to our aircraft, a KC-135 Stratotanker. We were met by our crew chiefs, Tech. Sgt. Randy Robertson, Tech. Sgt. Dick Blais and Staff Sgt. Mark Sweet, who helped prep the aircraft and would accompany us on the entire journey. We sensed excitement on their part to get the mission started as well. Unlike standard missions where we typically transport service members to and from areas using regular troop seats, this AE mission was set up much differently. As such, our tanker was configured with a three-pallet roller system, eight airline seats and 12 troop-seat positions to accommodate the AE medical crew and the wounded we would eventually transport. After take-off and reaching cruise altitude, we realized a converter required to operate our portable flight planning system didn't function. Luckily we had Robertson aboard, a top-notch avionics specialist. He was able to trouble-shoot and resolve the converter problem in a jiffy. We landed at Andrews Air Force Base to upload fuel and then board passengers manifested to our destination overseas. In addition to a handful of space-available travelers, we had several active duty passengers headed back to Europe. The duty passengers included an AE team looking for a ride back to their duty station at Ramstein, as they had just arrived days prior on another AE mission aboard a C-17 transporting patients back to the U.S. What a benefit it was to have this AE crew on board with us for our flight overseas, all but one member had previous Bagram-specific AE mission experience. We were able to obtain first-hand information on the mission profile to Afghanistan we were only a day or so away from executing. Day 2: Fixing a leak, driving on with mission After a nearly eight-hour flight, we landed at Ramstein Air Base. During routine post-flight maintenance, our crew chiefs discovered a hydraulic leak at the bottom of the fuselage just aft of the main landing gear section. While the maintenance crew worked hard to locate the leak, the flight crew pressed on to receive mission information and an intelligence/tactics briefing tailored to our upcoming AE sortie to Bagram. However, the hydraulic leak was on everyone's mind: "Were we no longer mission capable? Was all this planning for naught?" We were very concerned about the mission's future, but knew we had to proceed. After our flight crew got a few hours rest, we headed back to the flight line to check on the status of our aircraft to find out that a hydraulic line had failed causing the extensive fluid leak. Blais worked through transit alert, a team who manages flight line maintenance actions and assists visiting crew chiefs with their maintenance problems. He also coordinated with a local sheet metal shop to have a new hydraulic line fabricated. The end result: Mission saved entirely thanks to our crew chiefs! Day 3: Landing in the dark, settling in wounded troops The crew was excited and extremely focused for our first Bagram run. After completing some mission preparation and paperwork, the booms shuttled off to the aircraft while the pilots continued mission planning. We were met at the aircraft by our AE crew. The medical crew director, Lt. Col. Barbara Nist, from a Pittsburgh, Pa., Air Force Reserve C-130 unit, was in charge of her seven-person AE crew made up of fellow reservists from Pennsylvania, MacDill Air Force Base, Fla., and March Air Reserve Base, Calif. After our pilot team arrived, Nist advised us that the expected patient load was 2-3-1. Translated in AE terms: two litter (stretcher patients), three ambulatory (walking patients), and one attendant (someone who accompanies a

patient). She immediately iterated, "That'll change." It is a long flight to Bagram – approximately seven hours. Before landing, crews perform multiple checklists, which include donning flak vests and extinguishing all interior and exterior lighting in preparation for a steep descent and landing due to high terrain surrounding the airfield. We made our approach in total darkness, only turning on the landing lights just prior to crossing the runway threshold. Monahan executed our first "operational" tactical approach and landed with no difficulty. After a few ground controlled taxi instructions, we deplaned our crew chiefs to assist clearing the taxi path from the runway to our parking spot due to the ramp being heavily congested with aircraft. After engine shutdown, an AE representative boarded our jet and told us there were more wounded to transport back to Ramstein. We were now taking a patient load of 9-5-2; much more than the original 2-3-1 load we originally thought. "Told you so," said Nist. Blais and his crew quickly uploaded fuel followed immediately by an AE load team arriving with patient personal bags, food, water, medical equipment and supplies. Shortly after, our patients and attendants were loaded onto a K-Loader, then raised to the cargo door entry and on-loaded to our aircraft. The AE ground support personnel are very methodical with the patient loading sequence. Procedures seem to be as follows: Uninjured passengers are loaded first to the rear of the aircraft, and then ambulatory patients followed by their attendants. Litter patients are brought on last and kept closest to medical personnel. Four of our litter patients seemed to be in serious condition: two with gunshot wounds and two with breathing problems caused by fighting a fire on their Humvee. Getting the litter patients properly settled takes considerable care and time. The AE nurses and medical technicians are very professional and thorough. We allow adequate time for the AE crew to stabilize their patients in preparation for engine start followed immediately by take-off. During the loading operation, we were informed we needed to be airborne prior to an upcoming quiet hour. Why the quiet hour we ask? "For a Fallen Soldier Movement Ceremony," explained an aircraft maintenance officer who came out to greet our crew. When a soldier's remains are transported to an awaiting aircraft for its journey back to the U.S., Bagram shuts down all flight line activity as the casket is transported along flight line road. To show respect, all available personnel stand "at ease" along flight line road, facing the ramp. Our aircrew and crew chiefs positioned themselves to the rear of our tanker facing flight line road, as did other transient aircrews. A small motorcade then approached with a humvee carrying a flag-draped casket on its bed. It was preceded and followed by escort vehicles. As the casket passed each aircraft, crews came to attention rendering a slow, ceremonial salute. Once the movement was complete, our crew quietly returned to preflight duties. This was a very somber and sobering moment for all – a supreme "reality check." Day 4: A deeply gratifying mission For departure, body armor vests were again put on and aircraft lighting extinguished. We got off quickly and invisibly. Once safely airborne at cruise altitude, exterior aircraft lighting, control cabin and cargo/passenger lighting were turned back on and the medical crew immediately began to care for their patients. It's terribly important to understand that these service men and women aboard our aircraft had sustained battle injuries as recently as hours just prior to our arrival at Bagram. An hour prior to our landing at Ramstein, we radioed the AMCC with our arrival estimate and patient offload information. We were a full aircraft: two crews, litter and ambulatory patients, plus duty passengers. As is the case with all AE arrivals, a fleet of equipment and teams of support personnel were awaiting as we chocked into our parking spot. So, after it was all said and done, approximately 22 hours after our initial show time a day prior, the crews returned to their billets for much needed rest; I'm certain we all quickly drifted off to sleep with a great sense of pride, having taken part in such an important, rewarding and humbling mission. As

scheduled, our Pease crew made a second trip safely in and out of Bagram later that same week. While the number of patients and their medical conditions airlifted during this second sortie were somewhat less demanding than the first, the professionalism displayed by all crewmembers remained top notch

431203	A-36A	42-83825	529FS	311FG		KCR	Lovell, Ferne G	IND		Brahmaputra R/N Nagiguli
431213	P-51A	43-6124	529FS	311FG		MAC	Chrismer, Charles R	IND		Dinjan
431213	P-51A	43-6142	529FS	311FG		KTOA	Paige, Harold (NMI)	IND		Dinjan
440102	P-51A	43-6114	529FS	311FG		KCRL	Forsythe, Delbert L	IND		Dinjan
440107	P-51A	43-6193	529FS	311FG		CRLEF	Bloom, Herman B	BUR		Sumprabum/ 20mi N
440114	P-51A	43-6269	529FS	311FG		TAC	Habecker John C	IND		Dinjan
440227	P-51A	43-6291	529FS	311FG		CRTEF	Macklem, George L	IND		Dinjan
440516	P-51B10	42-106513	529FS	311FG		MIS	Blow, Cecil (NMI)	BUR		Shingbwiyang/8mi N
440518	P-51B10	42-106520	529FS	311FG		LAC	Hornsby, Joseph D	IND		Dinjan
440518	PT-17A	42-16490	529FS	311FG		CRL	Hensley, Hoyt M	BUR		N
440529	P-51A	43-6200	529FS	311FG		LAC	Cullen, Joseph P	IND		Gaya/Sta 20
440723	P-51B7	43-7081	529FS	311FG		KCREF	Wilson, Joe O	IND		Mandalay/ 50mi N
440723	P-51B10	42-106508	529FS	311FG		LAC	Hensley, Hoyt M	IND		Dunjan
440804	P-51B10	43-7117	529FS	311FG		LAC	Polve, James H	IND		Dinjan
441004	P-51B7	43-6733	529FS	311FG		TAC	Ingersoll, Robert B	CBI		/H+1
441023	P-51B10	43-7123	529FS	311FG		TAC	Simon, Ray (NMI)	CHI		Hsain/H+1
441124	P-51B7	43-6881	529FS	311FG		CBL	Zachary, Versie L	CHI		/A+5
441218	P-51B7	43-6789	529FS	311FG		CBLMF	Snyder, George F	CHI		Michin
450127	P-51B7	43-6778	529FS	311FG		CBL	Simpson, Robert L	CHI		/A-7
451021	P-51D	44-11305	529FS	311FG		LAC	Maitland, John K	CHI		Lung Hwa AB, Shanghai
451021	P-51K1	44-11535	529FS	311FG		BOEF	Howell, William B	CHI		
451026	P-51D25	44-73238	529FS	311FG		CRL	Wesselkamper, Gilbert C	CHI		Nanking/nr
451101	P-51D-25NA	44-73031	529FS	311FG	Lung Hwa AAB/CHI	TAC	Blackman, Edward W	CHI		Lung Hwa AAB (Shanghai)
451103	P-51D20	44-13199	529FS	311FG		LAC	Weaver, Thomas W	CHI		Lung Hwa AB, Shanghai
451103	P-51D25	44-74089	529FS	311FG		LAC	Klingler, Kenneth M	CHI		Lung Hwa AB, Shanghai

451103	P-51D25	44-73062	529FS	311FG		LAC	Williams, Daniel E	CHI		Lung Hwa AB, Shanghai
451123	L-5C	44-17436	529FS	311FG		LACW	Odsen, Odd K	CHI		Hangchow/100mi SW
451124	P-51D25	44-72742	529FS	311FG		TOA	Bell, William E	CHI		Lung Hua AAB, Shanghai

501219	F-47D	44-33759	133FES	101FG	Grenier AFB, NH	LACMF	Batchelder, Lee Reid	Grenier AFB
510501	F-47D	44-33101	133FIS	101FIG	Grenier AFB, NH	TOAGL	Wilson, John C.	Grenier AFB
510703	F-47D	44-33542	133FIS	101FIG	Grenier AFB, NH	TOAGL	Caron, Donald F.	Grenier AFB
510715	F-47D	44-89767	133FIS	101FIG	Grenier AFB, NH	KSSP	Tobias, Alfred J.	1 Mi W Troy
510720	F-47D	44-21063	133FIS	101FIG	Grenier AFB, NH	TAC	parked	Petersburg APT
510720	F-47D	44-33644	133FIS	101FIG	Grenier AFB, NH	TAC	Smith, Sherman R.	Petersburg APT
510917	F-47D	44-21050	133FIS	33FIG	Grenier AFB, NH	TOAGL	Openshaw, Benjamin L.	Grenier AFB
511012	F-47D	44-33542	133FIS	33FIG	Grenier AFB, NH	CBLEF	Burke, Thomas R.	Grenier AFB
511120	F-47D	44-32742	133FIS	33FIG	Grenier AFB, NH	BOSSP	McQuaid, Frank H.	9 Mi ENE Derry
501113	T-6C	42-44041	133FS	101FG	Grenier AFB, NH	CBLW	Doherty, Robert H.	3 Mi WSW Griffiss AFB

430104	A-36	42-83717	383BS	311BG	Aap, Waycross, GA	GL	Campagna, Joseph F	Army Arpt, Waycross, GA
430113	A-36	42-83675	383BS	311BG	Army Arpt, Waycross, GA	BOCR	Gee, John W	Army Arpt, Waycross, GA
430113	A-36	42-83778	383BS	311BG	Aap, Waycross, GA	LAC	Gibson, Walter L	Aap, Waycross, GA
430115	V-72	812	383BS	311BG	Waycross, GA	LACMF	Lutes, Marion C	Orlando Air Base, FL

430126	A-36A	42-83793	383BS	311BG	Pope Field, NC	LACGL	Townsend, Charles E	Pope Field, Fort Bragg, NC
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430204	A-36A	42-283735	383BS	311BG	Pope Field, NC	TAC	Chenault, Harry K	Myrtle Beach, SC
430209	A-36	42-83713	383BS	311BG	Pope Field, Fort Bragg, NC	LACGL	Holland, Daniel E	Pope Field, Fort Bragg, NC
430312	A-36A	42-83748	383BS	311BG	Waycross, GA	LACMF	Clendenin, Robert A	Alachua AAF, FL
430322	A-36A	42-83787	383BS	311BG	Alachua AAF, FL	LAC	Duvall, Thurman O	Alachua AAF, FL
430511	A-36A	42-83797	383BS	415BG	Alachua AAF, FL	KMAC	Pacatte, Charles D	Ocala, FL
430511	A-36A	42-83787	383BS	415BG	Alachua AAF, FL	BOMAC	Lovell, Ferne G	Ocala, FL
430514	A-36A	42-83788	383BS	406BG	Alachua AAF, FL	FLEF	Underwood, Jesse U	Green Cove, FL
430526	A-36A	42-83720	383BS	415BG	Alachua AAF, Gainesville, FL	LAC	Perkins, Richard A	Alachua AAF, FL
430609	A-36A	42-84019	383BS	311BG	Waycross, GA	TAC	Blow, Cecil	AAF Waycross, GA
430620	A-36A	42-83713	383BS	311BG	Waycross, GA	BLEF	McEvoy, Wilbert R	6 Mi N Waycross, GA
420916	A-31 (V-72)	AF-752	383BS	311BG	Hunter Field, Savannah, GA	LACMF	Hunt, Richard G	Hunter Field, GA
420922	A-31 (V-72)	AF-811	383BS	311BG	Hunter Field, Savannah, GA	LACNU	Gibson, Walter L	Hunter Field, GA
421005	A-31 (V-72)	AF-871	383BS	311BG	Hunter Field, Savannah, GA	LACGL	Garrels, Dale R	Daniel Field, Augusta, GA
421222	A-31 (V-72)	AF-811	383BS	311BG	Waycross Army Airport, GA	LAC	Lovelace, William E	Waycross Army Airport, GA
421001	A-31 (V-72)	AF-884	383BS		Hunter Field, Savannah, GA	TACNU	Brown, Gerald R	Hunter Field, GA



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