

147th AIR REFUELING SQUADRON



LINEAGE

346th Fighter Squadron activated, 1 Oct 1942
Constituted, 2 Oct 1942
Inactivated, 7 Nov 1945
Redesignated 147th Fighter Squadron and allotted to ANG, 24 May 1946
147th Fighter Squadron (SE) extended federal recognition, 22 April 1949
Redesignated 147th Fighter Interceptor Squadron, 1 Oct 1952
Redesignated 147th Aeromedical Transport Squadron, 1 May 1961
Redesignated 147th Air Transport Squadron 18 Feb 1964
Redesignated 147th Military Airlift Squadron, 1 Jan 1966
Redesignated 147th Aeromedical Airlift Squadron, 19 Feb 1968
Redesignated 147th Air Refueling Squadron 4 Oct 1972

STATIONS

Bushey Hall, England, 1 Oct 1942
Coltishall, England, Oct 1942 (ground echelon, which was formed in US, was at Harding Field, La, until 2 Nov 1942)
Casablanca, French Morocco, 19 Nov 1942
 Ouja, French Morocco, 6 Jan 1943
La Senia:Algeria, 14 Feb 1943
Orleansville, Algeria, c. 21 Apr 1943
Maison Blanche, Algeria, 22 May 1943 (operated from Monastir, Tunisia, 4-13 Jun 1943)
Rerhaia, Algeria, 22 Jul 1943
Sardinia, 28 Oct 1943 (detachment operated from Sidi Amor, Tunisia, 7 Feb-15 Jun 1944)
 Pomigliano, Italy, 25 Jun 1944 (detachment operated from Piombino, Italy, 7 Jul-24 Aug 1944)
 Tarquinia, Italy, 24 Aug 1944
Pisa, Italy, 16 Nov 1944-14 Jul 1945
Seymour Johnson Field, NC, 25 Aug-7 Nov 1945
Pittsburgh, PA

ASSIGNMENTS

350th Fighter Group

WEAPON SYSTEMS

Mission Aircraft

P-39, 1942
P-400, 1942-1943
P-38, 1943
P-47, 1944
F-47N
F-51H, 1952
F-84F, 1955
F-86L, 1958
C-119J, 1961
KC-97L
KC-135A, 1977
KC-135E, 1983

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-51H

44-64176	44-64503	44-64581	644-6402	44-64610
44-64235	44-64521	44-64583	44-64603	44-64611
44-64286	44-64534	44-64587	44-64606	44-64618
44-64306	44-64546	44-64596	44-64607	44-64622
44-64342	44-64576	644-6400	44-64608	

F-86L
53-807

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

LTC Firman Shoff
LTC John Dranko
LTC Charles Balik
LTC Edward Reybein
LTC Donald W. Johnston
LTC Edward J. Bollen
Maj George H aliiwell
Maj Richard Grant

HONORS

Service Streamers

None

Campaign Streamers

Tunisia

Sicily

Naples-Foggia

Rome-Arno

Southern France

North Apennines

Po Valley

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation

Italy, 6 Apr 1944

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Activated, 1 Oct 1942 by special authority prior to constitution as 346th Fighter Squadron on 2 Oct 1942. Combat in MTO, Jan 1943-2 May 1945.

In June 1951 the 147th Fighter Squadron converted Unit Equipped aircraft from the F-47N to the F-51H. The unit mission, defense of eastern US, remained the same.

With the third annual field training encampment scheduled for 11-25 August, much work was necessary to prepare both pilots and maintenance personnel to satisfactorily perform with the newly-assigned aircraft. The Pittsburgh based units arrived at a new permanent training site, Spaatz Field, Reading, Pa., with their new F-51's, T-6's, and C-47's. All training during this period was scheduled to conform to Continental Air Command (CONAC) Training Directives. Flying training was concentrated on aerial gunnery being fired at the Ocean City Range, and Ground Controlled Interceptor missions. A total of 44 aircraft were stationed at Spaatz Field thirty-three F-51H's; four C-47's and seven T-6G's. With the newly assigned F-51's, the 146th flew 370 hours and the 147th flew 395 hours.

On 1 October, the 112th Fighter Group and attached squadrons, the 146th and 147th, was redesignated Fighter Interceptor Group and Squadrons, with no change in mission. This action was premature and was brought about by a mix-up in signals. On 1 December, all units were again redesignated Fighter-Bomber. The 104th Fighter Squadron was also redesignated Fighter-Bomber and was relieved from assignment to the 112th Fighter Bomber Group effective 1 January

1953.

The beginning of 1953 saw the Pittsburgh-based fighter units depart for a warmer climate and better flying weather. The redesignation of the 146th and 147th from Interceptor to Bomber required all aircrew members to now become proficient in use of bombs. The training conducted at Eglin AFB, Florida, in February 1953, included the use of bombs, rockets and .50 calibre ammunition for both air-to-air and air-to-ground firing. Upon completion of training, both units returned to Pittsburgh. A fourth Annual Federal Inspection was conducted and again yielded an overall "Sat."

Conversion to the jet age began in November, 1953, with the arrival of one T-33A for each unit. Since none of the assigned pilots or mechanics had any previous jet fighter experience, everyone started from ground zero, but with great enthusiasm.

In July 1955, the unit mission was officially changed to Fighter Interceptor and placed under the 26th Air Division, Air Defense Command, for operational control of training. Operating with the ADC Ground Control Stations and air-to-air gunnery training was primary.

Meanwhile, the 147th was busy ferrying the original F-84's to the Arizona storage area, and enjoying a more simple checkout program in their newer F-84F's. The appearance of the later model was similar to the "split tail"; there the similarities ended.

Normally, two vital radio calls remain: one at twenty seconds, and one at ten seconds before the rockets are released. On the attacker's twenty second call, the target pilot automatically responds with a "Stand By," carefully determining if the F-86L is locked onto the proper target. On the ten second call, the target pilot confirms a good pass by giving the "Clear to Fire," or, if a questionable pass, the target pilot calls "Heads Up," meaning fly through on a dry pass.

In this instance, the target pilot felt the F-86L was going to fire on the Delmar, and gave the "Clear to Fire" call. The target pilot had misjudged. Two of the six rockets fired hit the T-33. one passing through a tip tank setting it on fire. and the other passing through the engine compartment. Fast reaction on the part of the target pilot by releasing the tip tank, removed the immediate threat of fire. The rocket passing through the engine compartment had severed an oil line. Ingested oil in the engine introduced heavy dark smoke into the cockpit. Again, the target pilot reacted properly by blowing his canopy away from the aircraft and descending to a lower altitude. All aircraft safely returned to Hancock Field. The Group Commander now had one day to sort out all the facts and report same to the Commander of Air Defense Command. There is no bigger loser.

In November 1957, the Annual CONAC Inspection visit was satisfactorily completed. The unit was also alerted to another aircraft change. The 146th was being converted to the F-86L allweather fighter while the 147th was to convert to a later model F-84F. As it turned out, the change in the 84F models was short-lived. In March 1958, the last "Hogs" departed for other ANG fighter units and the 147th was also equipped with the F-86L.

Unfortunately, the 147th was destined for other things not yet revealed. The 147th continued the

alert commitment until 1 May 1961.

The 147th FIS continued operating the F-86L with some apprehension as to its future while the 146th was converting to the F-102. Shocking news filtered on to the base in the Spring of 1961. The 147th was scheduled to move to an aeromedical transport mission and to be equipped with the C-119J.

On 1 May 1961, the 147th reorganized as an Aeromedical Transport Squadron with the Military Air Transport Service designated as its gaining command. Specifically, the First Aeromedical Transport Group, Brooks AFB, Texas, the only active Air Force Aeromed unit, was assigned the advisory responsibility for the 147th. The First Aeromed played a key role during the initial training phase of the aeromed mission, especially so in the newly formed Aeromedical Flight, consisting of Flight Nurses and Medical Technicians. By July, three Air Force Advisor personnel were in place: a C-119 Instructor Pilot, a Flight Nurse and Medical Technician.

Conversion training for the C-119 started in earnest when the initial cadre upgraded to Instructor status by early June. The basic aircrew consisted of a Pilot, Co-Pilot and Flight Mechanic. Ten aircrews were authorized. The Flight Mechanic, the first enlisted position on flight status, was a welcome addition to assist the pilots in managing this vibrating monstrosity. He assisted with aircraft pre-flight inspections, monitoring engine and system instruments from engine start to engine shut down, and operating heaters for wing and tail surfaces and cabin heat. He was responsible to assure proper weight and balance calculations and safety of the cargo compartment. He was the master mechanic and resident expert on all crosscountry flights: the last to leave the aircraft upon arrival and the first arriving at the aircraft prior to departure. The success of on-time departures from other than home base was directly proportional to the skill of the Flight Mechanic.

At last, the 147th Aeromedical Transport Squadron was to have an aircraft capable of intercontinental missions. The silver, and later, grey and white Constellations from Pittsburgh were destined to be seen in almost every part of the world. There were few sad faces as the last of the ungainly C-119 tucked up their spindly landing gear and disappeared into the western quadrant of the Pittsburgh control area. The C-119's were bound for the aircraft graveyard at Davis Monthan AFB in Arizona, but many were still to see service in Europe before the final melting pot.

13 May 1968: Called to active duty as part of the Pueblo Crisis call-up to conduct worldwide aeromedical support operations from its Pittsburgh base.

13 Dec 1969: Returned to state control.

Aug 1990: Volunteers began flying Desert Shield support missions.

20 Dec 1990: Called to active duty for Desert Shield.

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

441229	P-47	42-28333	350	346	
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430205	P-39L	42-4480	346FS	350FG		MAC	Robb, Henry J	FMO		Oujda
430222	P-39L	42-4481	346FS	350FG		CBL	Eames, Robert P	ALG		Bouira/ 19mi SE
430305	P-400	BX365	346FS	350FG		TAC	Van Reed, Charles H	ALG		La Senia
430322	P-39L	42-4494	346FS	350FG		CBL	Ogilvie, Jack L	ALG		Ain-el-Arba/ 1/2mi S
430326	P-400	AP-325	346FS	350FG	La Senia Airfield, Algeria	CBLMF	MacDonald, Ronald G	ALG		LaSenia Airfield, Algeria
430305	P-400	BX365	346FS	350FG		TAC	Van Reed, Charles H	ALG		La Senia
430322	P-39L	42-4494	346FS	350FG		CBL	Ogilvie, Jack L	ALG		Ain-el-Arba/ 1/2mi S
430326	P-400	AP-325	346FS	350FG	La Senia Airfield, Algeria	CBLMF	MacDonald, Ronald G	ALG		LaSenia Airfield, Algeria
430403	P-39L	42-4559	346FS	350FG		KCRL	Dragoo, Allen C	ALG		La Senia
430421	P-39L	42-4508	346FS	350FG		LAC	Dow, Hugh D	ALG		Warnier AD, Orleansville
430517	P-39N	42-9213	346FS	350FG		CBL	Combest, Ross T	ALG		Warner AD, Orleansville
430613	P-39N	42-9401	346FS	350FG		CBL	Walcott, Salvador B	TUN		Monastir Fld
440716	P-39Q	44-3123	346FS	350FG		CRT	Bauman, A	ITA		Cecina AF
441105	P-47D	42-74958	346FS	350FG		TAC	McCargo, Forrest W	ITA		Pisa
441114	P-47D	42-75737	346FS	350FG		MACBZ	Sulzbach, Richard P	ITA		Pisa AF
450131	P-47D	42-28591	346FS	350FG		GLDF	Gilbert, Charles E	ITA		Pisa
450302	L-5	42-99581	346FS	350FG		CRW	Tomlinson, Robert G	ITA		Cannon Fld/20mi N Pistori
450312	P-47D	42-75790	346FS	350FG		LAC	James, John F	ITA		Pisa
450419	P-47D	44-21005	346FS	350FG		KCR	Wilkinson, Thomas (NMI) Jr	ITA		Pentederà/ 7mi NW
450424	P-47D	42-28318	346FS	350FG		CRL	Chote, Jack B	ITA		Pisa

421023	P-400	BX-418	346FS	350FG	RAF Coltishall, Norfolk, ENG	LAC	Urban, John A		RAF Burtonwood, Lancashire, ENG
421023	P-400	BX-400	346FS	350FG	RAF Coltishall, Norfolk, ENG	LAC	Kelleher, Joseph R		Warton Airdepot, Lancashire, ENG
421123	Spitfire Vb	EN-867	346FS	350FG	RAF Coltishall, Norfolk, ENG	LACGC	Kirschner, Charles M		RAF Coltishall, Norfolk, ENG

500128	F-47N	44-88645	147FS	112FG	Greater Pittsburgh APT, PA	KLAC	Gardner, Herman W.	Greater Pittsburgh APT, PA
500511	C-47A	43-48097	147FS	112FG	Greater Pittsburgh APT, PA	TAC	Dinkins, Firm L.	Greater Pittsburgh APT
500514	F-47N	44-88596	147FS	112FG	Greater Pittsburgh Airport, PA	LAC	McChesney, William H. Jr	Greater Pittsburgh Airport
500718	F-47N	44-87843	147FS	112FG	Greater Pittsburgh APT, PA	LAC	Cook, John R.	Greater Pittsburgh APT
500821	F-47N	44-88600	147FS	112FG	Greater Pittsburgh APT, PA	LAC	Kouche, Clarence H.	5 Mi SSE Dover AFB
500927	T-6D	42-44574	147FS	112FG	Greater Pittsburgh APT, PA	TOAMF	Doody, Joseph.	Greater Pittsburgh APT
510218	F-47N	44-89425	147FS	112FG	Greater Pittsburgh IAP, PA	GCW	Rastrelli, Frank. Jnr	2 Mi SW Pittsburgh
510220	F-47N	44-88921	147FS	112FG	Greater Pittsburgh IAP, PA	LACMF	Halliwell, George R.	Greater Pittsburgh MAP
510421	F-47N	44-88358	147FS	112FG	Greater Pittsburgh APT, PA	TAC	Taylor, Charles E.	Dover AFB
510505	F-47N	44-89317	147FS	112FG	Greater Pittsburgh APT, PA	DTCEF	Balik, Charles F.	6 Mi E Ocean City
510610	F-47N	44-87876	147FS	112FG	Greater Pittsburgh APT, PA	KCREF	Blair, Scott A.	8 Mi S New Castle
510729	T-6G	50-1282	147FS	112FG	Greater Pittsburgh APT, PA	LAC	Clearwater, Melvin B.	Muir Field
511025	F-51H	44-64596	147FS	112FG	Greater Pittsburgh APT, PA	GAC	Halliwell, George R.	Greater Pittsburgh APT



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Sources

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Air Force News. Air Force Public Affairs Agency.