

180 AIRLIFT SQUADRON



MISSION

LINEAGE

438 Bombardment Squadron (Medium) constituted, 19 Jun 1942

Activated 26 Jun 1942

Redesignated 438 Bombardment Squadron (Light), 3 Feb 1945

Inactivated, Dec 1945

Redesignated 180 Fighter Squadron and allotted to the MO NG, 24 May 1946

180 Bombardment Squadron (Medium) extended Federal recognition, 22 Aug 1946

Redesignated 180 Bombardment Squadron (Tactical), 1 Jul 1955

Redesignated 180 Fighter Interceptor Squadron, 15 Jun 1957

Redesignated 180 Tactical Reconnaissance Squadron, 10 Apr 1958

Redesignated 180 Air Transport Squadron (Heavy), 14 Apr 1962

Redesignated 180 Air Refueling Squadron, Sep 1969

Redesignated 180 Tactical Airlift Squadron, 1 Oct 1976

Redesignated 180 Airlift Squadron, 15 Mar 1992

STATIONS

Barksdale Field, LA, 26 Jun 1942

Harding Field, LA, 8-27 Aug 1942

Shipdham, England, 12 Sep 1942

Horsham St Faith, England, 5-21 Oct 1942

St Leu, Algeria, 10 Nov 1942

Tafaroraoui, Algeria, 17 Nov 1942

Maison Blanche, Algeria, 26 Nov 1942

Telergma, Algeria, 13 Dec 1942

Oujda, French Morocco, 3 Mar 1943

Rabat/Sale, French Morocco, 25 Apr 1943

Sedrata, Algeria, 1 Jun 1943

Djedeida, Algeria, 26 Jun 1943

Decimomannu, Sardinia, 1 Nov 1943
Serragio, Corsica, 22 Sep 1944-9 Jan 1945
Bradley Field, CT, 25 Jan 1945
Columbia AAB, SC, 28 Feb-28 Apr 1945
Kadena, Okinawa, 3 Jul 1945
Machinato, Okinawa, 21 Jul-23 Nov 1945
Vancouver Barracks, WA, 11-13 Dec 1945
Barksdale Field, LA
Vancouver Barracks, WA
St Joseph, MO

DEPLOYED STATIONS

Bordeaux-Merignac AB, France
Laon AB, France

WEAPON SYSTEMS

Mission Aircraft

B-26, 1942
B-25, 1944
A-26, 1945
B-26, 1946
F-80, 1957
F-84, 1957
RF-84, 1958
C-97, 1962
KC-97, 1968
C-130, 1976

Support Aircraft

COMMANDERS

LTC John Logan, 1946
LTC Wilby W. Lee, #1954
LTC Charles Enos, 1958
LTC Charles Martin, #1963
LTC Robert G. Urquhart
LTC Harry G. Thomson, #1973
LTC Kenneth O. Gabriel
LTC Steven R. McCamy
LTC Ralph L. Schwader Dec 2005 - May 2006

HONORS

Service Streamers

None

Campaign Streamers

Algeria-French Morocco, with Arrowhead

Tunisia

Sicily

Naples-Foggia

Anzio

Rome-Arno

Southern France

North Apennines

Air Combat, EAME Theater

Air Offensive, Japan

Ryukyus

China Offensive

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

Rome, Italy, 3 Mar 1944

Florence, Italy, 11 Mar 1944

French Croix de Guerre with Palm

Apr, May, and Jun 1944

EMBLEM





On a disc, divided by a center line into semi circles, each containing 180°, or and gules, piped azure, a mule courant proper (brown, with nose, mane and hoofs shades of light tan) wearing goggles and earphones proper (shades of tan with blue glasses and trimmings), and belted on his back all within a saddle bag proper (light tan) two bombs proper (steel blue). (Approved 8 Mar 1951). LTC John Logan, commander of the 180 Light Bombardment Squadron announced competition in 1950 for a new insignia. The emblem, designed by Miss Francine Townsend, was chosen from among some 50 entries. Miss Townsend won a \$50 savings bond for her effort. In the emblem, the line through the center represents the 180 since a semi-circle is 180 degrees. The mule represents Missouri, and the saddlebags, the city of St. Joseph, home of the Pony Express and the 180. The goggles and earphones represent a flying unit and the bombs in the saddle bags symbolized the bombardment mission of the 180 at that time.

MOTTO

NICKNAME

OPERATIONS

Lt Col John B. Logan, a World War II pilot, along with local civic leaders Henry Bradley and William Barrow, are credited with getting approval from the National Guard Bureau to form the unit. Lt Col Logan was named as the first Squadron Commander of the 180 by Special Orders Number 36 on 24 July 1946. He recalled that his brother, Tom, had been associated with the 108th Observation Squadron prior to World War II and was aware that a costly investment by the Army Air Corps was being deactivated at Rosecrans Field. At a time when most veterans were forgetting their military skills, he sought counsel of those whom he felt might be able to assist in establishing an Air National Guard unit at Rosecrans Field.

Two individuals responded to his inquiry and within weeks Mr. William Barrow and Mr. Henry Bradley joined Colonel Logan in a call on Brigadier General John A. Harris, Adjutant General of Missouri in Jefferson City. This meeting ended amiably, and a later conference was held in Kansas City, Missouri with Major General Ralph "Snapper" Truman. The group felt they had his endorsement of the proposal. Finding no guideline to forming a National Guard unit, Floyd Sprague, William Barrow and Colonel Logan detoured through Washington, D.C. on a return trip from New York and conferred with General John Williams, Chief, National Guard, and informed

the party that plans had been drafted for a unit at St. Louis and another at Kansas City, but no consideration existed for any Air Guard unit at St. Joseph.

The Chief, National Guard Bureau, covered the reasons that prevented St. Joseph's consideration for a unit but advised the visitors "don't quit trying to get a unit."

The trio that had visited Washington continued their efforts through the Missouri State Adjutant General.

On 26 July 1946 an order signed by Brigadier General John A. Harris, Adjutant General, Missouri, was delivered to John B. Logan which stated: "John B. Logan is hereby appointed Lieutenant Colonel, Air Corps, Missouri National Guard and assigned as Commanding Officer, 180 Bombardment Squadron (L)." On 12 August a second order was issued by the Missouri Adjutant General furnishing Lieutenant Colonel Logan "Authority to set up the 180 Bombardment Squadron, Utility Flight of that Squadron, and Detachment D of the 226th Air Service Group." The unit was federally recognized 22 August by an Inspection Team from 2nd Air Force.

Orders were issued soon thereafter authorizing retention of the first employee who was William S. Allen, a veteran of the Bataan Death March and a POW for some 42 months during World War II. The first office space was in the Bartlett Building, 9th and Frederick Streets, St. Joseph, Missouri, and recruiting was carried on at that point by Allen. The initial meetings were held in the Chamber of Commerce Building, later at the Hotel Robidoux. Lieutenant Colonel Gene Smith, USPFO, Missouri Air National Guard attended the 22 August meeting, appointed a Federal Recognition Board and granted Federal Recognition to the 180, Lieutenant Colonel John B. Logan commanding. At that time the initial muster was less than 60 officers and airmen.

The first aircraft, an AT-6, arrived 21 September followed by another on 10 October 1946. On 21 January 1947 the first B-26 arrived. It was described in the 22 January St. Joseph Gazette as, "A snappy job with cruising speed of 425 miles per hour." It was flown in by Colonel Ivan Palmer, Senior Air Advisor for the St. Louis unit. As Colonel Logan recalled, "I have always considered Colonel Palmer to have been a very brave man because he took me up, we went around and made a couple of landings, and then he stopped on the ground and we traded seats. The B-26 was not a dual control, it had one set of controls on the left side. He sat there while I took it around. Fortunately it was not a very hard plane to fly and after that first landing I seemed to do pretty well. He got out and I made maybe one or two more landings at which point he announced I was 'checked out.' That was all the instruction I ever had in the B-26. When I started checking out other people I had to be just as Colonel Palmer because that was the only airplane we had, so we checked out without the benefit of a dual control on the right side."

The unit received authority to hire a civilian secretary about that time, and Rosalie Turner was our first state employee. As the aircraft inventory increased it was necessary to have mechanics to maintain them as well as personnel to fly them. The first recruiting officer was Captain

Eugene W. Stimble, Jr., who was also Supply Officer of Detachment D. The first maintenance officer was Captain Stanley F. Marek. The "early bunch" of mechanics included Ted Worley, Claude Folks, Jr., Max Williams, Ray McNulty, Jim Davis, and Merrill Wood. Colonel Logan was first Base Operations Officer from November 1947 to March 1948, at which time he left to attend the Air Command and Staff College, Maxwell AFB, Alabama. Captain Wilby W. Lee was named his replacement. Colonel Logan returned to the unit in late 1948 as Base Detachment Commander.

No annual field training was held in 1947. Apparently the National Guard Bureau had never published a training program, , by 1948 the men of the St. Joseph Guard unit served two weeks of training at Rosecrans the latter half of July.

In 1949 the newly-established Base Detachment Commander had established a training program that embraced the first "away from home" summer encampment at Camp Williams, Wisconsin, The 1950 summer camp once again was in Wisconsin, this time at Camp Douglas, and attached to the 126th Bombardment Wing, Illinois Air National Guard, Chicago, Illinois.

An "Alert" to active duty was called on 18 January 1951 during the Korean conflict. 1 March 1951 a detachment of 65 men commanded by Major Charles F. Wurtzler reported to prepare facilities for the balance of the unit and 1 April 1951 the remaining officers, one Warrant, and 327 enlisted men were returned to federal control. Activation was the first extended duty of many of these men and during the initial 60 days many developed and polished military skills and were indoctrinated into military life. The initial squadron mission was to organize an air base for the training of crews and all support elements. During July 1951 the unit was transferred to Langley AFB, Virginia, were in residence there only briefly, inspected and alerted for overseas duty.

The Special Orders dated 13 October 1951 officially ordered 12 aircraft of the 180 Bombardment Squadron (L) from Langley to Merignac Field, Bordeaux, France. They arrived 17 November 1951. The actual troop movement of the support personnel was initiated 19 November, departing Camp Kilmer, New Jersey on the troopship General H. F. Hodges on 28 November 1951. Upon arrival at La Pallice, France, 7 December 1951, they proceeded immediately to Bordeaux, where they were assigned to the 126th Bomb Wing, under command of Brigadier General Frank Allen. They became the first tactical air unit stationed in France since the end of World War II. Within six months they were transient again, relocation at Laon, France in late spring 1952.

Also, in the spring of 1952 Rosecrans Field experienced heavy rains resulting in tremendous flood damage from the roaring Missouri River. The new Administration building, that had not even been occupied yet, had water almost to the ceiling of the first floor. Clean-up was a task beyond imagination. Everything was covered with mud, silt, debris, and the snakes had found refuge in every nook and corner. The flooding was so extensive that it changed the course of the ole' muddy Missouri River. From then on you would have to go through Kansas to get to the Missouri Air National Guard.

In November 1952 the unit suffered a great loss when Major Jack Telford, Commanding officer of the 168th Bombardment Squadron (L) of the 126th Bombardment Wing was killed in a crash while participation in "Operation Long Step," a NATO maneuver, near Naples, Italy. He had served as operations officer of the 180 prior to his final assignment. On 17 May 1953 the Administration Building, Rosecrans Field, was dedicated in memory of Major Telford in ceremonies conducted by Colonel John B. Logan, Base Commander. Major General A. D. Sheppard, Adjutant General of Missouri, was among the honored guests as was Mrs. Nancy Telford, widow of the deceased.

On 27 December 1952 the 180 was ordered back to the U.S. and reverted back to state control effective 1 January 1953. With return to state control, the unit became part of the 131st Bombardment Wing under command of Colonel John B. Logan.

The 180 personnel were in a transitional period during the late winter of 1952-1953, but by July 1953 the unit had reorganized and completed annual field training at Casper, Wyoming. The training period was devoted to flying training. Former President Harry S. Truman highlighted the encampment with his visit, accompanied by other dignitaries including his cousin, Major General Ralph "Snapper" Truman.

During this year the 131st Maintenance and Supply Group was activated with Major Charles F. Wurtzler commanding. Annual field training for 1954 saw the 131st Wing and the 180 Squadron returning to Natrona County Airport, Casper, Wyoming for two weeks training. The operational training 21 August to 4 September 1954 offered an exceptional opportunity to judge the unit ability. An aircraft accident marred the training activity. This occurred at Hill AFB, Utah on 2 September. There were no fatalities although the aircraft was a complete loss. Lieutenant Melvin F. DeHart, Airman First Class George Hawkins, Airman Second Class Andrew J. Gates and crew members recovered sufficiently to return to duty.

All National Guard personnel, both ground and air, were mobilized on 21 April 1955. "Operation Minuteman," a surprise alert type operation, tested reaction time of 340,000 guardsmen to perform. At Rosecrans Field the elaborate pyramidal system of notifying unit personnel was underway within minutes of the initial alert, with 83% of non-flying personnel on duty within 150 minutes.

The traveling habits of the 180 were rekindled in July 1955 and that annual field training found the unit on the sandy shores at Gulfport, Mississippi. Due to weather conditions this encampment met with limited air operational success. Where the formation flying had been the high-mark of unit excellence, this time the unit had to rely on their ground power to record a first as the best-drilled unit in attendance. Immediately following this annual field training a marked change in training was established. Instead of one day weekly, unit personnel would now attend one weekend each month.

The aircrews returned to Mississippi in September 1955 to participate in the Air Guard Gunnery Meet. The five-day event, first National B-26 Gunnery Meet, found the 180 placing second.

Skillful flying on the part of Captain Lester Terrill and Lieutenant Sam McGrath saved the lives of three fellow airmen, as well as their own, on 19 February 1956. B-26s, piloted by the two officers, collided at 2500 feet above Rosecrans in a four-plane formation, resulting to considerable damage to both craft. Both landed without further incident.

The 180 Bombardment Squadron and the 131st Maintenance and Supply Group participated jointly in annual field training 7 through 21 August 1956 at Camp Williams, Wisconsin. Personnel of the St. Louis and New Orleans Air National Guard participated in this exercise.

On 22 August 1956 the local unit celebrated its tenth anniversary. From the original Special Orders directing assignment of Colonel Logan, and authority to recruit for the 180 Bombardment Squadron and Detachment D of the 226th Air Service Group, the units had grown to a strength of 62 officers and 604 airmen. From its somewhat modest origin, as the dream of one man, it had mushroomed to an employer of hundreds. By the tenth anniversary the payroll was \$557,455, local purchases totaled \$31,823, area rail service billing of \$33,555, contracts with the City of St. Joseph in the amount of \$15,000, and to local utilities \$4,200. This was, and still is, newly created wealth contributing toward, but independent of the fiscal growth of the St. Joseph community. In 1956 the Air National Guard at Rosecrans Field was one of the ten top payrolls in the City of St. Joseph, Missouri.

The first T-33 arrived 27 January 1957.

Colonel John B. Logan was elevated to Chief of Staff, Missouri Air National Guard on 16 September 1956. Colonel Charles S. DuBois assumed command of the 131st Bombardment Wing. This same month crews and aircraft of the 180 were back at Gulfport for the second annual gunnery meet. Captain William G. Byrd was awarded the high-point pilot trophy for his outstanding efforts.

In November 1956 preparation for transition from B-26s to jet aircraft started as personnel were sent to schools to qualify on new equipment. The first jet, a T-33 arrived 27 January 1957, the F-84Fs in October and November 1957. The unit was assigned to the 131st Fighter Interceptor Wing in June 1957 as the 180 Fighter Interceptor Squadron. In July 1957 the personnel of the St. Joseph based unit were ordered to Gulfport, Mississippi for annual field training. On 26 July 1957 Captain Harry G. Thomson, Jr. and Lieutenant Bobby Owens escaped serious injury when their T-33 flamed out and burned following a crash landing in the Grandview, Missouri area. Both officers continued to their destination in another aircraft.

On 17 December 1957 the last B-26 departed Rosecrans Field.

To handle the increased landing/take-off speed requirements, an additional 2,500 feet of concrete and high intensity runway and approach lights were installed in 1957-58 at a cost of

one million dollars. On 2 April 1958 the 131st Maintenance and Supply Group was deactivated, the 118th Air Base Group and subordinated units were activated. The newly formed 118th sections, the 180, and supporting elements became part of the 118th Tactical Reconnaissance Wing, Tennessee Air National Guard. The mission was changed from Fighter Interceptor to Reconnaissance.

Following on the heels of the change to Reconnaissance, personnel of the Rosecrans unit performed annual field training at Gulfport, Mississippi during the last two weeks of June 1958. Another "first" was scored when the personnel were all taken to camp by air. These vital two weeks were dedicated to attaining a state of operational readiness and developing techniques in photo reconnaissance capability. A mishap involving Airman Third Class Jake Ridpath resulted in serious injury when a fire extinguisher exploded in his face. He recovered, but retained disability and was retired on that basis 25 November 1958.

A tire blowout on takeoff the evening of 17 July 1958 caused the RF-84F piloted by Captain Charles E. Martin to overman and the aircraft slid through wet grass and soft ground to within two hundred feet of Browning Lake. Despite a spinal injury, Captain Martin was able to free himself from his harness and the aircraft as it burst into flames. Another RF-84F was lost on 3 October 1958. Lieutenant William Wiezorick was approaching the field following a cross-country formation flight when a flame-out caused his craft to crash short of the runway. He walked away from the flames that engulfed his craft.

A somewhat happier vein of thought is provoked by the change in command as of 1 November 1958. Colonel Charles F. Wurtzler was assigned State Staff duties, Lieutenant Colonel Wilby W. Lee assumed command of the 118th Air Base Group, and Major Charles A. Enos, Jr. became commander of the 180 Tactical Reconnaissance Squadron, and Captain William F. Enright, Jr. was named commander of the 118th Installation Squadron.

Highlight of the 1959 summer camp was the 118th Wing's participation in "Operation Minuteman '59." The entire 118th Tactical Reconnaissance Wing was placed on mobility with specific emphasis placed on supporting elements as well as tactical units. The camp was conducted 7 through 21 July at Gulf-port, Mississippi. In October of 1959 maintenance and operations personnel moved into the newly completed Newlon Hanger. The last F-84 fighter departed 21 October 1959.

There were additions to the construction of the base in the amount of \$1,763,000 in 1959. That included the Newlon Hangar, aircraft parking apron, warehouse, fire station, water and sewage mains, roads and parking, and power distribution and outside lighting.

Early in 1960, the St. Joseph Planning Commission was searching for a way to obtain current aerial photographs of the entire city. As a gesture to the city, Major Charles Enos offered to provide the photos using the RF-84 assigned to the Air Guard unit at Rosecrans Field. This community service saved the city about \$7,000.

The Sixties arrived and the first historical event took place on 16 January 1960 when the Newlon Hangar was dedicated in memory of Major Ray B. Newlon. Major Newlon had joined the Air Guard in 1949 and was on duty with the National Guard Bureau in Washington, D. C. at the time of his death in 1957.

The annual summer field training for the St. Joseph unit of the Missouri Air National Guard was held at Volk Field, Camp Douglas, Wisconsin, during the last two weeks of July 1960. The events during the ensuing year proved to be the last field training period held away from the home station.

On 8 March 1961, it was announced that a global aircraft would be assigned to the Missouri Air National Guard. This would prove to be the most important event of the decade. This aircraft, the C-97G, would help change the entire Guard program by providing opportunities for specialized training in new areas. Yes, this was the mission and the aircraft Colonel Logan had been successful in bringing to the base, but it also required a 40% increase in manning. This increase resulted in the implementation of Colonel Logan's technician recruiting program, in which all technicians were directed to recruit members.

A half a world away, during the hot German summer, the construction of the Berlin Wall created waves felt in St. Joseph. This single step in the escalation of the Cold War brought an order from President Kennedy placing the 180 and supporting units on alert for active duty. The effect of the Presidential order was to increase training in the unit, and to prepare its members for the possibility of being placed on active duty. In all, units in 27 states were notified. Even though we were prepared and ready, the call to active duty never came to St. Joseph.

Already planned at the time of the active duty alert was "Operation Swift Strike". This was to be one of the largest peacetime exercises of its kind. The maneuvers were conducted in North and South Carolina, with the 180 headquartered at Shaw AFB. For the first time in several years, the detachment at Shaw spent their summer camp in field conditions.

In 1961 the Missouri Air National Guard held its first annual summer encampment at Rosecrans. Part of the men were sent to Fort Bragg, NC to participate in Operation Pine Cone, a national exercise for all branches of the service, but the main body stayed at Rosecrans during the training period. In previous years the unit was attached to units from Memphis, Nashville, and Sioux City and the encampments were held either in Mississippi or Wisconsin. Approximately 750 men participated in the encampment 5-19 August.

An announcement was made on 7 March 1961 that the Air Guard will change from photo reconnaissance activities to a cargo transport operation. The major changes revolved around bringing in eight C-97, and checking to see that the pilots and other crew members were familiar with the planes. RF-84F will be sent to other bases. Eighty men will make up the actual flight crews, with two five-man crews assigned to each plane. The remainder of the men will handle mechanical duties, administrative work, run hospital facilities and handle housekeeping duties at the base. Assignments will include some transoceanic trips and others to bases in the

U.S.

The much anticipated opening of the new Club One 80 is just around the corner. Like any other temporary World War II barracks, building T-1154 left a lot to be desired in the way of a comfortable club room. With planning and a lot of hard work, it was transformed into a pleasant Old English style pub setting.

The RF-84 needed only a pilot to fly it. The KC-97's required a crew of two to three pilots, one or two navigators, at least two flight engineers, and two loadmasters, and one crew chief. The KC-97F was utilized for flying training in 1962. In 1963 we received the KC-97G. The aircraft went to California for a Modification that involved removing all the in-flight refueling equipment and adding clam shell doors with lamps to allow for loading cargo. After this modification the aircraft was redesignated C-97G.

With the newly modified aircraft the 139th assumed its worldwide commitment. Missions to Europe, Hawaii, and the Far East became common place. Another commitment accepted by the 139th were missions in support of the Vietnam conflict. Our unit flew missions to Southeast Asia and amassed many accident free flying hours. The period from 1962 to 1969 was a time when the 139th achieved many records and accomplishments. It proved the Air National Guard could support a large aircraft and a global mission.

In September 1962, Colonel Wilby W. Lee, Lt Colonel Robert Urquhart, Lt Colonel Paul E. Hansmire, and Major Frank H. Zahrt made a trip to Japan in the first step toward establishing international military flights from St. Joseph to the Far East. Monthly flights were scheduled to Japan. The trips required about 10 days, including a 15-hour "crew rest" along the route, and a 36-hour layover in Japan.

Training for transition to the C-97 began in December of 1961. The 180, now the 180 Military Airlift Squadron, received its first C-97G on 12 March 1962. This aircraft had the capability of airlifting 32 tons of cargo, or 130 fully armed soldiers up to 4,000 miles, non-stop. The last RF-84F departed Rosecrans on 20 September 1962.

With the beginning of the year 1962, the certain arrival of C-97's and the entirely new mission they represented came a major development in the make-up of the 180. For the first time, the unit would have female members. The mission change required an additional 150 members for the unit. Among them would be 16 registered nurses. In the early sixties, this meant that the nurses would be women. In those years hardly any men had trained in professional nursing. The nurses would be commissioned as Second Lieutenants, trained to be medical evacuation nurses, placed on flying status and paid the generous sum of \$28.00 per weekend drill. These new positions offered the opportunity to travel to many parts of the world bringing care and comfort to patients traveling by air.

Summer of 1963 opened the doors to modern data processing at Rosecrans Field. No one realized then the impact which computers would have during the next 30 years. The first

machine, and IBM punch card reader was intended primarily for Supply. The days of spending hours and hours at the Kardex files were waning. Punch cards and print out were beginning to arrive in offices throughout the unit. Soon, many other parts of the base would begin to take advantage of the speed, accuracy, and labor saving features of the IBM machine. From this simple beginning in a room in the Administration building, we have placed nearly the entire operation of our unit in the bottomless maw of the computer.

Early Winter of 1963 saw another in a series of firsts for the 180. A Missouri Air Guard crew brought a C-97 non-stop from Honolulu to St. Joseph. Favorable winds, a good crew and a superbly maintained aircraft combined to make this feat possible. The members of the crew were: William Byrd, Robert Urquhart, William Schofield, Joseph Raker, Loren Waller, Stan Labunski, Clements Bertolino, Duane Hartenhoff, Ronald Vey, Leslie Gerdes, Jerry Acord and William Bowser.

In February of 1963 a recruiting office operated by technicians opened in downtown St. Joseph with prior service personnel being the target for membership under a new "Try One" program. It was located in the former Maxwell Jewelry store building at the southwest corner of 8th and Felix Streets. It was open from 9:00 AM to 9:00 PM five days a week. This led to the recruiting of the first females in the Missouri Air National Guard, who were assigned to the 139th USAF Dispensary. In June 1963 the 180 Aero-Medical Evacuation Flight was formed, opening the doors to those seeking medical careers while flying with the Guard.

In October 1963 completion of major improvements to the runway and ramp would be the only construction projects during the 1960's.

The worldwide mission of the Rosecrans unit of the Air National Guard demonstrated full growth during the summer of 1964. On 15 June, the 180 had seven aircraft scattered across the hemisphere. On that day we had one aircraft in Louisiana, two in California, two in Canada and two in Alaska. In just 27 months we had developed from a unit flying one man photo jets on missions of less than two hours to a professional organization operating cargo aircraft with a crew of five or more to any location in the world. Again the farmers, businessmen, students, and craftsmen had demonstrated the versatility which has made our unit strong during the past 45 years.

The 180 Military Airlift Squadron attained a C-2 rating in January of 1964, authorizing the unit to actively participate in global flight to anywhere in the world. As a result of the C-2 rating, the first European flight of the unit occurred in April 1964.

1964 revolutionized the summer camp with the innovative "Texas Plan." This eliminated group participation of the required two week camp. Each individual could now pull the two weeks anytime during the year. On 8 April 1964 the first flight of the Missouri Air Guard unit left for Europe. Fourteen of the highest ranking officers were to leave for stops in England, Germany and Madrid. The aircraft commander was Colonel Wilby W. Lee and the first pilot was Lieutenant Colonel Charles A. Enos, Jr.

The 139th resumed "Operation Guardlift" early in 1965 flying other guard units to and from training sites. During the first quarter of 1965 the 139th flew 530 hours, covering 107,610 nautical miles and carrying 367 passengers and 337,778 pounds of cargo in support of this operation. At this point in our history we had 40 pilots, 14 navigators, 25 flight engineers, and 17 loadmasters. We had nine C-97s and flew them to points in Europe and Asia.

The 139th Air Transport Group embarked on its first of many missions to Viet Nam on 20 November 1965. "Operation Christmas Star" was designed to transport tons of Christmas gifts to American Servicemen in Viet Nam. The crew consisted of Lieutenant Colonel Charles E. Martin, Captain George P. Graves, 2Lt Gary A. Graves, MSgt Lonnie A. Bowling, MSgt Jerry A. Homan, TSgt William J. Bowser, SSgt Billy J. Riddle, and SSgt Edward A. Sprague. This C-97 and its crew had to make stops in Travis AFB, Hawaii, Wake Island, Guam, and Manila, and took 14 days for the round trip. The flight was delayed for four days on Guam Island due to engine trouble and while in Hawaii, Bill Bowser slipped while servicing the aircraft and broke his jaw. The injury became infected and at the time it was believed he was going to be hospitalized for six weeks. Altogether during "Operation Christmas Star," the 139th flew three separate missions into Saigon, Viet Nam.

For the next four years, 1965 through 1969, the 139th flew three separate missions into Viet Nam. Members of our unit during this period were awarded the Viet Nam Gallantry Cross with Palm for their efforts.

The 139th Military Airlift Group made 75 flights overseas in 1966. Thirty-five were to Viet Nam, the rest were to Germany, Spain, Australia, Greenland, Africa, Hawaii, and Japan.

On 30 January 1967, one of our aircrews on a return mission from Southeast Asia, had an additional mission. While refueling on Midway island, they picked up 18 pairs of birds consisting of Red-footed Bobbies and a certain species of albatross known to flyers as the 'Gooney Bird.' The birds were picked up for the St. Louis Zoo.

On 2 May 1967, we performed an actual air medical-evacuation. A 27 month-old child was severely burned over 75% of his body in an explosion and fire at his home in which his younger brother died of burns. We transported him to the Shiners Burn Hospital in Galveston, Texas. The child traveled as wounded servicemen travel, in a plane equipped with carry litters and staffed with an aero-medical evacuation flight team. The team consisted of 2Lt Helen Shaag and two civilian medical technicians.

On 17 February 1968, we embarked on our first flight to the Panama Canal Zone. About this time the U.S. Government stopped funding Guard units for the Viet Nam flights; the idea was someone felt that the C-97 was not suitable for transporting troops for long distances. our aircraft were good enough to résumé "Operation Guardlift" and transport other Guard units to and from training sites.

The last scheduled military airlift flight transporting cargo departed Rosecrans on 10 June 1969. Under the command of Lieutenant Colonel Charles Brock, the plane's destination was Tachikawa, Japan, and was the last mission flown by the 180 Military Airlift Squadron.

In July 1969, our mission changed from that of airlift to air refueling. Our new unit designation was the 139th Air Refueling Group and the 180 Air Refueling Squadron. We received our first KC-97L in July and were scheduled to receive eleven all together. Our fifth aircraft/mission conversion was beginning to take shape.

Our statistics for our seven year airlift mission was outstanding. We flew over 7,743,410 miles, completed over 309 overwater flights, carried 104,910,000 pounds of cargo and 27,766 passengers. We consumed 19,620,000 gallons of fuel and 268,000 gallons of engine oil, and landed in 46 different countries and possessions.

On 4 August 1969, we successfully completed our first air-to-air refueling mission. The fuel transfer, 1,700 gallons, was from a KC-97L to two RF-84F from the Nebraska ANG. The planes were flying at 312 MPH when the refueling was accomplished over what was designated as the St. Joseph refueling track; a strip that extended clear across the state of Missouri.

Another major change took place on 30 August 1969, when the Guardlift missions ended. From 1964 to 1969 they flew a total of 28,979 hours, carried 21,202 passengers, hauled 8,693,593 pounds of cargo and flew 452 overwater flights with a total of 6,263,253 accident-free miles.

On 17 October 1969, a contingent of aircrew members departed Rosecrans Field on a KC-97L tanker enroute to Rhein-Main AB, in Frankfurt, West Germany. The purpose of the trip was to observe and familiarize our unit with the refueling flights it will make for NATO under "Operation Creek Party." The round trip was 9,891 miles and consumed 297,480 pounds of fuel.

The first Air Refueling crew left for the first of many refueling missions to Rhein-Main AB, Germany on 16 January 1970. The first crew consisted of Lieutenant Colonel Charles A. Enos, Mission Commander, Major Edward Costin and Major Gerald Terreau, pilots, Major William A. Treu, Navigator, MSgt Arthur D. Atkins and MSgt Larry Halter. Flight Engineers, TSgt John Stanton, Boom Operator, TSgt Wilbur Ramsey, Crew Chief, and SSgt James Medinger, Assistant Crew Chief. Their mission lasted for two weeks and was followed by five more missions at two week intervals. The crews flew daily missions Monday through Friday with the middle weekend free to travel and see much of the European countryside. "Operation Creek Party" had begun for the 139th.

From the 1970s through the 1990s, the 180 supported Operation Volant Oak and Operation Coronet Oak at Howard Air Force Base, Panama. During a 180 deployment to Howard AFB in November, 1978, they were caught up in a "real world" situation when the world began to learn of the events unfolding in Jonestown, Guyana. The 180, flying the C-130, was the first US military aircraft landing at Timehri International Airport, Guyana with US embassy officials that they had picked up in Venezuela as well as food and supplies meant for the survivors the

Americans hoped to take out of Guyana. That, of course, was before it became apparent that most of the more than 900 People Temple members were lying dead in Jonestown. In December, 1989, the 180 was once again deployed at Howard AFB when Operation Just Cause began. The 180 flew combat mission in support of the Operation.

In January 1971, one of our KC-97 was forced to make an emergency landing at Forbes AFB, Topeka, Kansas, after it was slightly damaged in a collision while refueling two jet fighters over Topeka. Our aircraft and crew were in the process of refueling two Iowa ANG F-84 when one of the jets brushed the upper fin of the tanker's tail, causing minor damage. The tanker landed safely and no injuries were sustained by either of the crews.

July 17, 1976 saw the last air refueling mission as Operation Creek Party come to an end for the 139th. We flew our first Creek Party mission on 21 January 1970 and participated every year since. During this period, the ANG flew 6,500 sorties, made over 47,000 hookups and offloaded more than 137,000,000 pounds of fuel. The entire period was accident free. St. Joseph crews set a record for refueling that was never broken; we offloaded 1,227,000 pounds of fuel to 166 jets during one two-week period in August of 1971. Our unit performed our missions out of Rhein-Main AB, West Germany and our last deployment was under tight security due to the famous "Entebbe Raid" taking place during this time. This end marked a new beginning for the 139th as our mission changed from air refueling to tactical airlift.

Effective 17 May 1976, our mission changed and we became the 139th Tactical Airlift Group. We received our first C-130 aircraft on 29 July, and our conversion from the KC-97L to the C-130 began.

Our old KC-97L tankers had been shipped out and eight "very old" C-130A had arrived. We were now officially the 139th Tactical Airlift Group. Where we used to refuel airborne planes, we now supported ground troops.

The new Squadron Operations building was completed in November 1978. The total cost of the structure was \$881,735.24. This facility was required to enable the 139th Tactical Airlift Group to maintain combat readiness. It consists of one story 16,180 square foot, with a parking lot for 120 vehicles. Inside is a Combat Operations Center (Command Post) for the 139th, a Parachute shop for the 139th Consolidated Aircraft Maintenance Squadron, Flight Operations, and training and briefing facilities for aircrews of the 180 Tactical Airlift Squadron.

1978 saw our first deployment to Panama under "Operation Volant Oak." It was during this first deployment that our aircrews got involved in something very gruesome. The same day our aircrews landed, 18 November, was the same day of the Jonestown Massacre, in Guyana, some 1,700 miles away. The next few days were filled with missions in and out of Georgetown, Guyana, hauling Army trackers and combat control team in, and bodies and survivors out.

In late 1980 and through 1983, members of the 180 embarked on a special project to enhance survivability of C-130 aircrews while flying in a hostile environment. The need for this type of

training became apparent after C-130 units from the Military Airlift Command began to participate in Red Flag at Nellis AFB. It was obvious that the C-130's were not doing well against the ground and air threats posed in the Red Flag exercise. After approval from the National Guard Bureau and tacitly from Military Airlift Command, they began service test to validate the training program. After more than three service test, the program proved it worth and the Advanced Airlift Tactics Training Center was approved and instituted on 4 February 1984.

In March 1987, the 180 began to receive brand new C-130H2 replacing the C-130A had flown for the past ten years. In October 1987, the 180 deployed two C-130H2 supporting a United States Army Special Forces and the Royal Australian Special Air Service Regiment in a joint personnel airdrop exercise called Badge Anvil 1987 at RAAF Learmonth, Australia. The exercise provided high altitude low opening and high altitude high opening parachute training. Since all of the airdrops occurred above 10,000 feet and as high as 24,500 feet, the 15th Physiological Training Flight, USAF, also supported the exercise and provided supplemental oxygen equipment, training and support for the training missions. Each flight was like going to the altitude chamber.

In 1989, the 180 with four C-130H deployed to Kimhae International Airport, Republic of Korea in support of Operation Team Spirit 1989. During the exercise, the 180 flew challenging missions including tactical resupply, fuel bladder missions, assault landings on short runways including landing on highway landing strips, numerous airdrop missions including both visual, high altitude and radar drop scenarios. Operation Team Spirit 1989 The 139th Tactical Airlift Group at Rosecrans Field sent four planes and 125 guard members to Pusan, South Korea to take part in Operation Team Spirit. This was the 11th year for the joint US Korean military exercise that involves more than 200,000 troops. The group received some unique training in both cargo and personnel air drops. The training also included landing the C-130's on portable aluminum planking instead of paved runways. Although the terrain was rugged and cold, and the housing facilities were archaic, Operation Team Spirit proceeded with really no problems. During the exercise, the North Korean Air Force goes on full alert as a precautionary measure.

Operation "Just Cause" — December 1989. Twenty-eight guardsmen from the 139th Tactical Airlift Group were assigned airlift duties during the U.S. invasion of Panama. The guardsmen were in Panama when the United States launched the assault December 20, 1989. Operation "Just Cause" came as a final option by the President to restore democracy, protect Americans, protect American interest under the Panama Canal Treaty and oust Panamanian General Manuel Noriega. The Missourians airlifted supplies and personnel during the operation, oftentimes flying 18-20 hour days.

On August 2, 1990, Iraq invaded Kuwait. As part of the United States military response, Air Force, Army, Marine and Naval forces were deployed to the Persian Gulf. A call was sent out from the National Guard Bureau to Tactical Airlift units for "volunteers" to deploy to the Persian Gulf. Members of the 180 volunteered for duty as did other members from the 139th Tactical Airlift Group. On 17 August 1990, more than 100 personnel and two C-130's were activated and placed on alert for deployment to the Persian Gulf. After delays due to foreign basing rights, the

aircraft departed Rosecrans Air National Guard Base on 4 September 1990 and remained in theater until 8 October 1990 when the 180 departed for home. The time at home would be short lived as the unit was activated under a Presidential Selective Reserve Call-up effective 28 December 1990 and deployed from Rosecrans on 2 January 1991 this time with all eight C-130's, aircrews, operations support and maintenance personnel.

The 180 Tactical Airlift Squadron was ordered to the active service on 28 December 1990 as a result of the Iraqi invasion of Kuwait to support Operation Desert Shield/ Desert Storm. For some unit members, this would be a return to the Persian Gulf as they had volunteered and deployed with 2 C-130H, aircrews, maintenance and support personnel, to form the first Air National Guard provisional airlift squadron in September 1990. On January 2, 1991, the 180 TAS and its 8 C-130H and personnel departed Rosecrans Air National Guard Base for Al Ain Air Base, United Arab Emirates (UAE) and were redesignated as the 1632nd Tactical Airlift Squadron (Provisional) as part of the 1630th Tactical Airlift Wing (Provisional) which was under the 1610th Airlift Division (Provisional). The unit remained at Al Ain Air Base through the air war and the ground war flying combat and combat support missions in support of the allied operations. Beginning on 22 March 1991, the 180 TAS redeployed to Al Kharj Air Base, Kingdom of Saudi Arabia. The 180 TAS departed Al Kharj Air Base on 28 May 1991 and returned to Rosecrans Air National Guard Base on 30 May 1991. When the aircraft arrived home, they had "nose art" on each courtesy of the crew chiefs. The nose art was 391 "Connie Kay", 392 "Desert Possum", 393 "Spirit of St. Joe", 394 "The Hog", 395 "Chief", 396 "Buzzard", 397 "Riders on the Storm" and 398 "Fike's Filly". The 180 TAS was relieved from active duty and released back to state control on 24 June 1991.

During the 1990s, the 180 provided airlift support to the United States Air Forces Europe during the airlift operations into Bosnia and Herzegovina. These operations were named Operation Provide Promise, Operation Joint Endeavor, Operation Joint Guard and Operation Joint Forge. Members of the 180 along with operations support and maintenance personnel would deploy to Rhein-Main Air Base and, after it closed, to Ramstein Air Base and assigned to "Delta Squadron". The Air National Guard would generally be responsible for a 90 or 120 day period and guard members would typically volunteer for duty for a minimum of a two to three week period although some would volunteer for longer periods.

Following the attacks on September 11, 2001, the 180 served in a support role flying missions transporting personnel and equipment in support of Operation Enduring Freedom.

The 180 Airlift Squadron was notified in February 2003 that it would be partially mobilized as a result of the impending conflict in Iraq which would later be known as Operation Iraqi Freedom. The unit deployed in March 2003 to the Iraqi theater and later supported Operation Enduring Freedom in Afghanistan and was release from active duty in March 2006 and reverted back to state control. This was a historic partial mobilization that lasted three years.

The 180 was partially activated in March 2003 prior to Operation Iraqi Freedom and first deployed to a classified location supporting the invasion of Iraq. The unit was transferred to

several other bases in the Iraq theater and was later reassigned in support of Operation Enduring Freedom in the Afghanistan theater. The 180 remained in a state of partial activation for three years until it was released from mobilization in March 2006 and reverted back to state control.

Two Missouri Air National Guard C-130 with 47 crewmembers are en route March 5, to aid earthquake-ravaged Chile. 139th Airlift Wing officials sent the two aircraft, crews and maintenance support personnel from Puerto Rico, March 4, where they had been supporting U.S. Southern Command, to Santiago, Chile, March 4, Missouri Gov. Jay Nixon announced in a news release. Wing officials are scheduled to send additional aircraft and crews to Santiago in the coming weeks, Missouri Guard officials said. The guardsmen supported earthquake relief efforts in Haiti, flying personnel and supplies to Port-au-Prince

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