

27th FIGHTER SQUADRON



LINEAGE

Organized as 21st Aero Squadron, 15 Jun 1917
Redesignated 27th Aero Squadron, 23 Jun 1917
Redesignated 27th Squadron (Pursuit), 14 Mar 1921
Redesignated 27th Pursuit Squadron, 25 Jan 1923
Redesignated 27th Pursuit Squadron (Interceptor), 6 Dec 1939
Redesignated 27th Pursuit Squadron (Fighter), 12 Mar 1941
Redesignated 27th Fighter Squadron (Twin Engine), 15 May 1942
Redesignated 27th Fighter Squadron, Two Engine, 28 Feb 1944
Inactivated, 16 Oct 1945
Redesignated 27th Fighter Squadron, Single Engine, 5 Apr 1946
Redesignated 27th Fighter Squadron, Jet Propelled, 20 Jun 1946
Activated, 3 Jul 1946
Redesignated 27th Fighter Squadron, Jet, 15 Jun 1948
Redesignated 27th Fighter Interceptor Squadron, 16 Apr 1950
Redesignated 27th Tactical Fighter Squadron, 1 Jul 1971
Redesignated 27th Fighter Squadron, 1 Nov 1991

STATIONS

Camp Kelly, TX, 15 Jun 1917
Toronto, Ontario, Canada, 18 Aug 1917 (detachments at various Canadian stations, 5 Sep–22 Oct 1917)
Taliaferro Field No. 1, TX, 29 Oct 1917
Garden City, NY, 26 Jan–25 Feb 1918
Tours, France, 20 Mar 1918
Issoudun, France, 29 Mar 1918
Epiez, France, 24 Apr 1918
Toul, France, 1 Jun 1918
Touquin, France, 28 Jun 1918
Saints, France, 9 Jul 1918
Remercourt, France, 3 Sep 1918 (flight operated from Verdun, 25 Sep 1918–unkn)
Colombey-les-Belles, France, 12 Dec 1918
Brest, France, 5 Feb–8 Mar 1919
Garden City, NY, 19 Mar 1919

Selfridge Field, MI, 28 Apr 1919
Kelly Field, TX, 31 Aug 1919
Ellington Field, TX, 1 Jul 1921
Selfridge Field, MI, 1 Jul 1922
San Diego NAS, CA, c. 11 Dec 1941
Los Angeles, CA, 29 Dec 1941–20 May 1942
Goxhill, England, 9 Jun 1942 (operated from Reykjavik, Iceland, 3 Jul–26 Aug 1942)
Atcham, England, 9 Aug 1942
High Erccall, England, 20 Aug 1942
Colerne, England, 12 Sep–23 Oct 1942
St Leu, Algeria, 9 Nov 1942
Tafaraoui, Algeria, 13 Nov 1942
Nouvion, Algeria, 20 Nov 1942 (detachments operated from Maison Blanche, Algeria, 7–21 Dec 1942, and Biskra, Algeria, 21–30 Dec 1942)
Biskra, Algeria, 30 Dec 1942
Chateaudun-du-Rhumel, Algeria, 18 Feb 1943
Mateur, Tunisia, 28 Jun 1943 (detachments operated from Dittaino, Sicily, 6–18 Sep 1943, and Gambut, Libya, 5–13 Oct 1943)
Djedeida, Tunisia, 1 Nov 1943
Monserrato, Sardinia, 29 Nov 1943
Gioia del Colle, Italy, 9 Dec 1943
Salsola Airfield, Italy, 8 Jan 1944 (detachments operated from Aghione, Corsica, 11–21 Aug 1944, and Vincenzo Airfield, Italy, 10 Jan–21 Feb 1945)
Lesina, Italy, 16 Mar 1945
Marcianise, Italy, 26 Sep–16 Oct 1945
March Field (later AFB), CA, 3 Jul 1946
George AFB, CA, 14 Jul 1950
Griffiss AFB, NY, 15 Aug 1950
Loring AFB, ME, 1 Oct 1959
MacDill AFB, FL, 1 Jul 1971
Langley AFB, VA, 30 Jun 1975

DEPLOYED STATIONS

King Abdul Aziz AB, Saudi Arabia, 8 Aug 1990–8 Mar 1991

ASSIGNMENTS

Unkn, 15 Jun 1917–May 1918
1st Pursuit Group, May–Dec 1918
unkn, Dec 1918–22 Aug 1919
1st Pursuit (later, 1st Fighter) Group, 22 Aug 1919–16 Oct 1945
1st Fighter Group, 3 Jul 1946
4711th Defense (later, 4711th Air Defense) Wing, 6 Feb 1952
32nd Air Division, 1 Mar 1956
4727th Air Defense Group, 8 Feb 1957
Bangor Air Defense Sector, 1 Oct 1959
36th Air Division, 1 Apr 1966

35th Air Division, 15 Sep 1969
21st Air Division, 19 Nov 1969
1st Tactical Fighter Wing, 1 Jul 1971
1st Operations Group, 1 Oct 1991

ATTACHMENTS

Eastern Air Defense Force, 15 Aug 1950–3 Jun 1951
103rd Fighter Interceptor Group, 4 Jun 1951–6 Feb 1952
14th Fighter Group, 1 Mar 1956–17 Feb 1957
1st Tactical Fighter Wing Provisional, 8 Aug 1990–8 Mar 1991

WEAPON SYSTEMS

JN-4, 1917–1918
Nieuport 28, 1918
Sopwith F-1 Camel, 1918
Spad XIII, 1918–1922
SE-5, 1919–1922
DH-4, 1919–1925
Fokker D-7, 1921
MB-3, 1922–1925
PW-8, 1924–1926
P-1, 1925–1931
P-6, 1928–1929
P-12, 1930–1934
P-16, 1932
P-26, 1934–1938
PB-2, 1936–1937
P-35, 1938–1941
P-36, 1939
YP-43, 1939–1941
C-40, 1939–1941
P-38, 1941–1945
P-80, 1946–1949
F-86, 1949–1954
F-89, 1952–1953
F-94, 1954–1960
F-102A, 1957–1960
F-106A, 1960–1971
F-4, 1971–1975
TF/F-15, 1975

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-106A/B	57-0244	57-2535	58-0779	58-0785
56-0464	57-0245	57-2539	58-0780	58-0787
56-0232	57-2514	57-2540	58-0781	58-0788
57-0240	57-2514	58-0777	58-0784	58-0789

58-0790	58-0797	59-0034	59-0041	59-004
58-0791	58-0798	59-0035	59-0042	59-0064
58-0792	58-0900	59-0036	59-0043	59-0065
58-0793	59-0023	59-0037	59-0044	59-0149
58-0794	59-0031	59-0038	59-0045	
58-0795	59-0032	59-0039	59-0046	
58-0796	59-0033	59-0040	59-0047	

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Maj Michael Davis, 15 Jan 1917
 1 Lt Fred R. Harvey, 15 Aug 1917
 Maj Harold E. Hartney, 22 Oct 1917
 Capt Alfred A. Grant, 21 Aug 1918-unkn
 Capt Robert J. Bell, Apr 1919
 2 Lt Armor S. Heffley, 16 May 1919
 Maj John J. Houghton, 13 Jul 1919
 Capt Clayton Bissell, 2 Sep 1919-unkn
 1st Lt. Richard T. Aldworth ao Dec 20-16 May 21
 1 Lt Thomas A. McGinnis, May 1921
 1 Lt John H. Wilson, 23 Sep 1921
 1 Lt Frank O. D. Hunter, 1 Oct 1921
1 Lt Harold A. McGinnis, 13 Dec 1921
1st Lt. Harold A. McGinnis 16 May 21-29 Sep 21
 1st Lt. Frank O' D. Hunter 29 Sep 21-3 Nov 21
 Capt. William F. Donnelly 3 Nov 21-5 Jan 22
 Capt. Burt E. Skeel 5 Jan 22-4 Oct 24
 1st Lt. Alfred J. Lyon 4 Oct 24-14 May 25
 1st Lt. Russell L. Meredith 14 May 25-14 Jul 25
 1st Lt. J. Thad Johnson 14 Jul 25-2 Jul 27
 1st Lt. Louis C. Simon 2 Jul 27-5 Sep 27
 1st Lt. Rex K. Stoner 5 Sep 27-23 Aug 28
 1st Lt. Virgil Hine 23 Aug 28-21 May 29
 Capt. Lotha A. Smith 21 May 29-11 Jan 30
 1st Lt. Marion L. Elliot 11 Jan 30-30 Sep 30
 Capt. Rowland C. W. Blessey 30 Sep 30-1 Jul 33
 1st Lt. Alfred A. Kessler 1 Jul 33-19 Nov 34
 Capt. Rowland C. W. Blessey 19 Nov 34-27 Feb 35
 1st Lt. Alfred A. Kessler 27 Feb 35-1 Mar 35
 Maj. James E. Parker 1 Mar 35-27 Aug 35
 Capt Leo H. Dawson, 27 Aug 1935
 Maj Warren A. Maxwell, 1 Sep 1935
 Maj. Warren A. Maxwell 2 Sep 35-15 Jun 37

Capt. Dixon M. Allison 15 Jun 37-5 Aug 37
Maj. Willis R. Taylor 5 Aug 37-Aug 41
Maj William E. Covington Jr. Aug 41-Apr 42
Maj John W. Weltman, Apr 1942
Capt Joseph A. Glenn Jr., 9 Dec 1942
Maj Joel A. Owens Jr., 3 Jan 1943
Maj Darrel G. Welch, 26 Mar 1943
Capt James E. Pate, 10 May 1943
Maj Edward S. E. Newbury, 3 Sep 1943
Maj Gilbert E. Butler, 27 Sep 1943
Maj Thomas F. Rafael, 11 Apr 1944
Lt Col Francis J. Pope, 20 Jul 1944
Maj Marvin J. Migl, 9 May 1945-unkn
Maj Rex T. Barber, 1946
Lt Col Jack T. Bradley, 22 Aug 1946
Lt Col Loren G. McCallom, c. Aug 1947
Lt Col Hugh D. Dow, c. Jun 1948
Lt Col John R. Murphy, Aug 1948
Lt Col Clayton L. Peterson, 16 Feb 1949
Lt Col Jack W. Hayes Jr., 21 Feb 1949
Lt Col Clayton L. Peterson, 6 Jun 1949
Maj Dwight S. Beckhan, 16 Oct 1951
Lt Col Benjamin H. Emmert Jr., 29 Oct 1951
Lt Col William M. Shelton, 1953
Maj John H. Recher, 1954
Maj Robert R. Wright, c. Apr 1956
Lt Col David E. Latane, by June 1956-unkn
Col Grant R. Smith, by Jan 1958
Lt Col William H. Stewart, 10 Jul 1958
Unkn, May 1959-1961
Lt Col Eugene L. Hinkley, by Jul 1961
Lt Col Robert C. Tomlinson, Aug 1963
Lt Col Bernard H. Barton, by Jun 1965
Col William W. Moore, 8 Dec 1967
Lt Col Francis J. Burkhardt, c. Mar 1969 (temporary)
Col James M. Thomas, c. Apr 1969
Lt Col Harold C. Compton, by Nov 1970
Lt Col Daniel O. Walsh, 1 Jul 1971
Lt Col Larry D. Armstrong, 24 Aug 1971
Lt Col Alan S. Christner Jr., 28 May 1973
Lt Col Jerry D. Cobb, 11 Sep 1974
Lt Col James C. Woods, 2-29 Jun 1975
None (not manned), 30 Jun-14 Aug 1975
Lt Col Richard L. Craft, 15 Aug 1975
Lt Col John E. Jaquish, 15 Mar 1977
Lt Col George A. Devorshak, 5 Jan 1979

Lt Col Edward J. Hardenbrook, 5 Dec 1980
Lt Col Ronald R. Torgler, 16 Jul 1982
Lt Col Hal M. Hornburg, 31 Jul 1984
Lt Col John W. Rutledge, 15 May 1985
Lt Col Roy E. Parker, 15 May 1987
Lt Col Donald G. Kline, 21 Apr 1989
Lt Col Gerald F. Pease Jr., 19 Apr 1991
Lt Col Mark E. Smith, 12 Jun 1992
Lt Col Mark L. Jefferson, 11 Jun 1993
Lt Col James E. Hartney, 27 Jun 1994
Lt Col Stanley T. Kresge, 16 Feb 1996
Lt Col Charles K. Shugg, 30 Jan 1998
Lt Col James M. Holmes, 27 May 1999
Lt Col Brian Dickerson, 7 Jul 2000
Lt Col Keith P. Feaga, 4 Jan 2002
Lt Col Stuart Nichols, 12 Feb 2003
Lt Col James B. Heckler, 1 Oct 2004

Maj John. H. Recher, #1955

HONORS

Service Streamers

None

Campaign Streamers

World War I

Lorraine

Champagne

Ile-de-France

Champagne-Marne

Aisne-Marne

Oise-Aisne

St Mihiel

Muese-Argonne

World War II

Antisubmarine, American Theater

Egypt-Libya

Air Offensive, Europe

Algeria-French Morocco, with Arrowhead

Tunisia

Sicily

Naples-Foggia

Anzio

Rome-Arno

Normandy

Northern France
Southern France
North Apennines
Rhineland
Central Europe
Po Valley
Air Combat, EAME Theater

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Italy, 25 Aug 1943
Italy, 30 Aug 1943
Ploesti, Rumania, 18 May 1944

Air Force Outstanding Unit Awards

1 Jun 1970–1 Jul 1971
1 Jan 1976–31 Oct 1976
15 Jun 1982–15 Jun 1984
16 Jun 1984–15 Jun 1986
28 Apr 1990–27 Apr 1992
1 May 1992–30 Apr 1994
1 Jun 1995–31 May 1997
1 Jun 1998–31 May 2000
1 Jun 2000–31 May 2001

EMBLEM

On a Yellow disc edged with a narrow Black border, a small Red disc, overall a Gray falcon in attack flight, (head and talons White, eye and tongue Red, beak and feet Yellow, underside of wings Black detailed Grey). (Approved, 17 Sep 1971; replaced emblem approved, 4 Mar 1924)

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Flying training unit, Nov 1917–Jan 1918; combat as pursuit unit with French Sixth Army, French Eighth Army, and American First Army, 2 Jun–10 Nov 1918. Antisubmarine, c. 12–29 Dec 1941;

air defense of Iceland, c. 4 Jul–c. 25 Aug 1942; combat in ETO and MTO, 2 Oct 1942–6 May 1945. Air defense, Jul 1950–Jun 1971. F-4 replacement training, Jul 1971–Jun 1975. Combat in Southwest Asia, Jan–Feb 1991.

The reorganization plan affected the 1st Fighter Group. The 1st Fighter Wing was activated at March Field and assigned to Twelfth Air Force and TAG on 15 August 1947. Headquarters, 1st Fighter Group and the 27th, 71st, and 94th Fighter Squadrons were assigned to the wing as its tactical component on the same date. The wing's subordinate maintenance, supply, and support organizations were also organized on 15 August. These included Headquarters, 1st Maintenance & Supply Group; Maintenance Squadron, 1st Maintenance & Supply Group; Supply Squadron, 1st Maintenance & Supply Group; and Headquarters and Headquarters Squadron, 1st Airdrome Group, with six component squadrons, designated A-F, which handled communications, security, civil engineering, food services, transportation, and base services. March Field was also the home of the 608th Aircraft Control & Warning Squadron, Headquarters, 506th Aircraft Control & Warning Group, and Headquarters, 67th Reconnaissance Group. These units were also assigned to the wing.

The last step in General Momyer's program to reconstitute historic tactical units, at least as far as it concerned the 1st Tactical Fighter Wing, came in May 1971. The commanders of the 45th, 46th, and 47th Tactical Fighter Squadrons participated in a "shootout" at the Avon Park Gunnery Range on 14 May. The command had decided that the designations of the 27th, 71st, and 94th fighter squadrons would be reassigned to the 1st Tactical Fighter Wing. The shootout determined the assignment of the historic designations among the wing's three squadrons. Lieutenant Colonel Donald W. Martin, commander of the 47th Tactical Fighter Squadron, scored 113 out of 126 possible points and chose the 94th designation. Lieutenant Colonel David O. Walsh of the 46th finished second; the 46th opted for the 27th. This left the 71st's designation for the 45 TFS. The redesignations became effective on 1 July 1971, when HQ TAG inactivated the 45th, 46th, and 47th Tactical Fighter Squadrons. Their assets transferred to the newly activated 27th, 71st, and 94th Tactical Fighter Squadrons. Another organizational change effective 1 July 1971 transferred the wing from the 836th Air Division, inactivated on that date, to Ninth Air Force.

Wing personnel worked for the next six months to prepare facilities at Langley and to learn the skills necessary to bring the wing to fully operational status. Pilots selected to fly the F-15 completed conversion training at Luke AFB, Arizona, while the command built the wing's maintenance squadrons up to strength with personnel trained to support the aircraft. The wing, now under the command of Brigadier General Larry D. Welch, demonstrated flexibility and resilience in its response to the construction, maintenance, operational, and training problems that developed, and by the end of 1975 Langley was ready to begin receiving its Eagles. Lieutenant Colonel John Britt, operations officer of the 27th Tactical Fighter Squadron, flew aircraft 74-0137, a two-seat TF-15 (later designated F-15B), into Langley on 18 December 1975. The official welcoming ceremonies, dubbed "Eagle Day," were not held until 9 January 1976, when Lieutenant Colonel Larry Craft, commander of the 27th, arrived with a single-seat F-15, 74-0083. Aircraft and aircrews arriving throughout 1976, at a programmed rate of eight aircraft per month, enabled the wing to build toward its authorized strength of seventy-two aircraft in three twenty-four plane squadrons. The 27th Tactical Fighter Squadron became operationally ready in the F-15 in October 1976. The 71st TFS reached that status in December 1976. In recognition of its accomplishments

in introducing the F-15 into the inventory, the United States Air Force, on 1 March 1978, awarded the 1st Tactical Fighter Wing the Air Force Outstanding Unit Award for "exceptionally meritorious service" from 1 July 1975 to 31 October 1976.

F-106 58-0789 crashed at Loring AFB, ME, 17 Mar 1966

F-106 59-0036 crashed near Pease AFB, NH, 9 Jun 1970

F-106 59-0039 lost 8 Oct 1963

F-106 59-0041 crashed on take-off 7 Sep 1965

F-106 59-0045 crashed near Loring AFB, ME on 7 Jun 1961

Air defense, Jul 1950–Jun 1971.

ASSIGNED AIRCRAFT TAIL CODES AND MARKINGS

In 1943 the different squadrons began to apply specific colors to their tail booms, wingtips and prop tips. The 27th.FS Used red,(Squadron Codes beginning with HV), the 71st.FS used White (Squadron Codes beginning with LM,)and the 94th FS used yellow, (Squadron Codes beginning with UN.) When the Group began receiving P-38s in their natural aluminum finish, the 71st.FS changed their color to black. Red spinners were also introduced sometime in 1944.

Another source cites:

27-yellow

71-red

94-blue

The training and experience gained, especially from Prized Eagle, was called upon in the summer of 1990, when Iraqi forces invaded Kuwait. On 7 August 1990, the 27th and 71st Tactical Fighter Squadrons began deploying to Saudi Arabia in support of the defense of Saudi Arabia from further Iraqi aggression entitled Operation Desert Shield. In all, the Wing deployed 48 aircraft to the Persian Gulf. By 16 January 1991, when Desert Shield came to a close, the Wing amassed 4,207 sorties.

The 27th Squadron after finishing operations on the Chateau Thierry front, was immediately ordered to the St. Mihiel sector. At this time this particular front was known as the St. Mihiel Salient, reaching from Watronville on the west to Pont-a-Mousson on the east, extending in depth to the town of St. Mihiel.

We arrived on the 3rd. day of September and started operations on the following morning.

In order to deceive the enemy in regards to the number of planes concentrated on this front for the coming offensive we were ordered to fly in formations of two and three. We were ordered never to cross the lines and stay on the defensive only.

In order to keep our operations from being known to the enemy, it was necessary to keep a pilot in the air in the vicinity of our airdrome at an altitude of 5000 meters to guard against enemy

photographic machines. All machines were camouflaged and never allowed to be seen on the field except on the taking off and returning.

The attack opened on the morning of September 12th 1918 after an intense artillery preparation. (Zero hour being 5 o'clock). Our orders were to take the offensive at all points with the object of destroying enemy aircraft; attacking his troops on the ground; protecting our observation planes and ground troops. All hostile balloons were to be attacked in our sector.

It was impossible to carry out orders in regards to large formations at high altitudes on account of the weather conditions. It was only possible to fly at 250 meters, and was ordered out [?] individually to observe enemy troop movement and straffe his infantry and all convoys. The weather conditions remained the same throughout the day, and it was only possible to make repeated trips and protect our troops from his low flying machines.

September the 13th the weather conditions being much improved the following operations were carried out. The first patrol was ordered out at 8 Hrs 45 to 10 Mrs 15, consisting of two echelons of four planes each, the lower echelon operating at an altitude of 2500 to 3500 meters, the upper echelon at an altitude of from 3500 to 5500 meters. We scoured the lines between Chatillon-sous-les-Cotes to St. Mihiel attacking all enemy aircraft and affording protection to our observation and photographing planes. Each patrol was ordered to observe all enemy activity on the ground and report any movement seen immediately upon returning.

On the 14th the army having gained their objectives, we were ordered to patrol along the sector from Chatillon-sous-les-Cotes to Etang-de-Lachaussee, the absence of enemy machines permitted us to carry out the same orders as of the 13th and permitting the pilots without hindrance of enemy machines to straffe ground troops and convoys. Our balloon pilots were active and succeeded in shooting down the enemy balloons in our sector.

Our army having gained all objectives and the St. Mihiel Salient wiped out the army digging in, we resumed our schedule of former operations. Having the absolute supremacy of the air we observed all enemy captive balloons, attacked and destroyed at will.

drove back behind their own lines and it was gradually being recognized that low flying was one of the most important departments of Chasse work.

During this offensive the Group kept up an incessant and untiring barrage over our troops and the enemy line, and on September 25th the Group had added thirty-four (34) more victories to the list with only one casualty. Captain Meissner, Lt. Hudson and Lt. Luke had become Aces. Lt. Rickenbacker had shot down his seventh enemy plane. . . .

27th FIS
"Fighting Falcons"
Loring AFB, ME

51 F-106s were assigned the 27th FIS at Loring AFB ME from 16 Oct 1959 to 01 July 1971.

The 27th FIS was originally transferred to ADC from SAC with F-80s in December 1948. However, the squadron went back under SAC four months later in May 1949. In April 1950 the 27th FIS was again transferred to ADC, still at March AFB, but with new F-86A aircraft. In July 1950 the squadron moved to George AFB for a brief one month when it again moved in August 1950 across the county to Griffiss AFB. In August 1952 the squadron began transitioning into F-89Cs; however, the change was never completed. It continued flying F-86As until the spring of 1954 when a transition into F-94Cs was completed. In the fall of 1957 the unit transitioned into F-102As. Two years later in the fall of 1959 the squadron moved to Loring AFB and began flying F-106As. On 1 July 1971 the 27th FIS designation was transferred to TAC as the 27th TFS.

27th Aero Squadron: 1st Lt. Alfred A. Grant

The 27th FIS converted from the F-102 to the F-106 on October 1, 1959, and moved to Loring AFB, Maine, from Griffiss AFB. It was redesignated the 83rd FIS (covered on the next page) on July 1, 1971. Here, two 27th FIS aircraft fly close formation. 59-0032 has the cartoon character Alfred E. Newman painted on the nose.

F-106B, 59-0149, is shown in 27th FIS markings. The ADC badge is in the triangle on the tail on the right side.

The tail markings for the 27th FIS consisted of a band of yellow (FS 13538) and black (FS 17038) checkerboard squares. A yellow arrowhead design, outlined in black and having three black stars, was imposed over the checkerboard. The squadron insignia consisted of a falcon in a white and yellow disc surrounded with a broad red circle. A yellow scroll beneath the disc read, "27th Fighter Interceptor Squadron," and "Falcons" was written in the disc between the falcon's wings. The pilot probe had yellow and black bands.

F106
90037

27th FIS Griffiss AFB, New York, transition to commence June 1952 with F-89Cs to replace F-86As, but aircraft not received. To F-94C September 1952.

In June 1959, the Air Force announced that the 27th Fighter Interceptor Squadron, Air Defense Command, would be transferred from Griffiss AFB, New York, to Loring AFB. This would further expand the base's role in national defense. The 27th FIS was one of the oldest flying units in the Air Force. It had first seen action as the 21st Aero Squadron in 1917, flying the skies of France during World War I. Later in World War II, members of the 27th received credit for America's first "kill". They also participated in the North Africa campaign and in raids against the Ploesti oil fields, earning the Distinguished Unit Citation three times.

In 1946, the 27th Fighter Squadron became part of the 1st Fighter Group at March Field California. During this period the 27th flew the P-80 (1946-1949). The 27th Fighter Squadron was redesignated 27th Fighter-Interceptor Squadron on April 16, 1950. The 27th was transferred to Griffiss AFB, New York on August 15, 1950. During its years at Griffiss, the 27th flew the F-86 (1949-1952); F-89 (1952-1953); F-86 (1953-1954); F-94 (1954-1960); and F-102 (1957-1959). In conjunction with its transfer to Loring in October 1959, the squadron converted from F-102A to the F-106.

In mid-August 1959, the first members of the 27th FIS arrived for duty. On October 29, 1959, the first four F-106s of an eventual 24 arrived at Loring. The squadron christened two of these aircraft after neighboring communities at Loring, the "City of Limestone" and the "City of Caribou". The addition of the "Deltas" to the Loring flightline made the base one of the most versatile aerial arsenals in the eastern United States. In December 1959, Loring's combat aircraft inventory included 30 B-52Gs, 20 KC-135S and 24 F-106s. The completion of the 27th FIS's transfer was part of a realignment of air defense weapons within the Semi-Automatic Ground Environment (SAGE) System to provide increased defense capabilities for the northeastern United States.

On July 1, 1971, the 27th FIS was inactivated and the 83rd Fighter-Interceptor Squadron activated. The unit ended almost 13 years of duty at Loring when ADC inactivated the 83rd FIS on June 30, 1972. The change reflected an extensive realignment and reorganization of the Air Force defense system that placed greater reliance on Air National Guard units. A total of 450 personnel and 20 F-106s were reassigned to either the 95th FIS, Dover AFB, Delaware, or the 102nd Fighter Group, Otis AFB, Massachusetts. Loring remained void of the Steel Delta wing jet fighters until February 18, 1976, when ADC activated Detachment 1, 49th Fighter-Interceptor Squadron. This brought in several F-106s and 30 to 40 personnel to pull rotational alert at Loring.

The arrival of a 350-man fighter squadron was preceded by considerable construction during the summer of 1959. To accommodate the 27th Fighter-Interceptor Squadron, three major contractors constructed an alert hangar, readiness crew building, aircraft readiness shelters, organizational maintenance hangar, flight simulator building, rocket storage building, and the necessary roads, utilities, and parking aprons to connect the facilities. The complex was constructed at the south end of Loring's runway, providing the alert F-106s direct access to the runway for quick response during an ADC scramble. The base relocated several jet fuel facilities to the Tank Farm area to enable the construction of the complex. Construction during 1959 included more than the facilities for the 27th FIS.

31 Aug 1917

17th and 27th Aero Squadron participated in an inspection by the Governor-General of the Dominion of Canada. In spite of having two week's less drill experience, the 27th Aero Squadron was declared the most efficient unit.

5 Sep 1917

27th Aero Squadron again split into detachments at Leaside and sent to various establishments in and around Toronto for specialized technical instruction.

28 Sep 1917

1st Lieutenant Oliver A. Smith assigned 27th Aero Squadron

22 Oct 1917

27th Aero Squadron reassembled at Leaside, Canada, under command of Major Harold E. Hartney, who was assigned and assumed command.

26 Oct 1917

27th Aero Squadron departed Leaside, Canada, by rail, for Fort Worth, Texas,

29 Oct 1917

27th Aero Squadron arrived Camp Hicks, Texas, and was assigned Talliferro Field No. 1.

Date unknown

27th Aero Squadron moved from Camp Hicks to Talliferro Field No. 1.

4 Dec 1917

Flying Cadet Edward W. Rucker - Assigned 27th Aero Squadron.

27 Dec 1917

Flying Cadet Alden Davison, 27th Aero Squadron, killed in airplane accident at Field No. 1.

2 Jan 1918

27th - Major Harold E. Hartney, assigned as Commanding officer

11 Jan 1918

27th - Ordered to proceed to New York City 14 January per Special Orders #9, Kelly Field.

13 Jan 1918

All cadets who were serving with 27th and 147th Aero Squadron were commissioned as officers and assigned to the units with which they were serving.

16 Jan 1918

27th - Departed Hicks, Texas, by rail, for Garden City, New York.

28 Jan 1918

27th - Arrived Garden City, New York and placed in quarantine for scarlet fever. Two officers and sixty enlisted men were eventually to be transferred out of the squadron as a result of this epidemic.

3 Feb 1918

27th - Scarlet fever quarantine removed and squadron immediately ordered aboard ship,

26 Feb 1918

27th - Embarked from New York City, New York, on troopship "527" after having lived aboard ship since February 9th awaiting assembly of convoy,

5 Mar 1918

27th - Arrived Liverpool, England, and immediately marched to Winchester Downs, where it went into camp.

8 Mar 1918

27th - Squadron marched from Winchester Downs to Winnall Downs Rest Camp.

12 Mar 1918

27th - Squadron proceeded from Winnall Downs Rest Camp to Romsey Rest Camp.

17 Mar 1918

27th - Embarked at Southampton, England for LeHavre, France.

18 Mar 1918

27th - Arrived LeHavre, France, in PM, and immediately entrained for Issoudun, France.

20 Mar 1918

27th - Squadron arrived Tours, France.

23 Mar 1918

27th - Moved from Quartier-de-Beaumont, Tours, to Issoudun.

28 Mar 1918

17th - " B" Flight remained when the 60th Squadron, R. A. F. vacated the airdrome at Belluvue to destroy the installations and rejoined the squadron at Fienvillers.

29 Mar 1918

17th - "A" Flight destroyed abandoned supplies at VertGaland Farm when the 84th Squadron, R. A. F. retreated to Maison-Pontheiu.

29 Mar 1918

27th - Squadron commenced active training at Issoudun.

10 Apr 1918

27th Corporal Kruger was placed in arrest on suspicion of being a German agent after he had been seen talking to a German prisoner several times during the past few days. On investigation it was decided that he had obtained no information of value from the prisoner and had not passed information to the prisoner.

12 Apr 1918

27th - Squadron declared a field day and participated in athletic events, baseball, and held a banquet in the evening with such necessary items for the banquet table as could be procured in the area. During the morning the mess sergeant had announced that he would have a surprise in the evening and he did. Three suckling pigs in all the finery necessary to properly set them off were set on the table. On questions as to where he obtained the pigs the mess sergeant held his own counsel and appeared sly.

20 Apr 1918

27th - Squadron departed Epiez by truck. A detachment of 15 enlisted men going to Paris to obtain 15 trucks and drive same to Epiez on May 6th, 1st Lieutenant James C. Marquardt killed in crash of Nieuport on take-off at Issoudun for Epiez, Captain Enga M. Arnold, Medical Corps, 1st Lieutenant Robert S. Houston, John C. Kennedy, Philip E. West and 2nd Lieutenant Mahlin P. Bryan transferred to 1st Air Depot.

22 Apr 1918

27th - Squadron under command of 1st Lieutenant Julian B. Dupuy reported to the First Pursuit Organization Center at Epiez.

27 Apr 1918

27th - 1st Lieutenant Clayton C. Ingersoll killed in crash of type XXVII Nieuport at Aviation Training Center, Issoudun, France, 3:05 PM.

28 Apr 1918

27th - 1st Lieutenant Clayton C. Ingersoll buried by 138th Aero Squadron at Issoudun. Squadron engaged in liberty party to Neufchateau.

9 May 1918

27th - The Squadron Commander requested that bunks be made for three officers of the squadron who had been sleeping on the dirt floors for the past three nights.

11 May 1918

27th - The Squadron Commander again requested that bunks be made for the three officers who have now been sleeping in blankets on the dirt floor for the past five nights.

18 May 1918

27th - 1st Lieutenant Malcolm Gunn entrusted with the design of a squadron insignia. An insignia proposed to have a shield in cloud background and pierced by an arrow was disapproved by the Chief of Air Service due to confusion 'with the insignia granted the 94th Squadron. Corporal Blumberg drew up the insignia, an American eagle with outspread wings and extended talons, which was said to have originated on the side of an Annhauser Busch Beer Wagon. The squadron was experiencing great difficulty with the pilfering of food from the mess hall and orders were issued by the Squadron Commander that the mess hall would be locked after every meal and no

one, officer or enlisted man, other than the cooks, would be permitted to enter. The pilfering still continued.

19 May 1918

27th - The squadron combined its best baseball players with the best the 147th had to offer and traveled to the Depot at Colombey-les -Belles, where the combined team lost a game to the team assembled at the depot, by the margin of one run.

23 May 1918

27th - Squadron engaged in Liberty Party to Neufchateau, France.

26 May 1918

27th - Two Nieuport XXVII being flown to the squadron by Depot Officers for replacement crashed at Housselmont and were completely destroyed.

29 May 1918

27th - The squadron was paraded for a squadron photograph and for motion pictures, wearing canvas leggings and steel helmets. The officers of the squadron were then photographed.

30 May 1918

27th - The squadron was authorized to use blue streamers on the wings as a distinguishing feature until such time as the insignia was approved.

31 May 1918

27th - Departed Epiez, France 10:00 and arrived Toul, France 3:00 PM. The squadron consisted of 30 officers, 190 men and two mascot geese. The Squadron was assigned a hangar to be shared with the 147th Squadron and the 122nd French Escadrille.

1 Jun 1918

27th - The Squadron was assigned the 1st Pursuit Group and all pilots and enlisted men were given a lecture by the Group Commander, Major Atkinson, as to what was expected of the command, the Group in particular and the 1st Pursuit Wing in general.

2 Jun 1918

27th - First patrol of four officers of the squadron under command of Lieutenant Taylor of the 95th Squadron from 6:00 to 7:15 resulted in no combats, A second patrol of four officers under command of Lieutenant Buford of the 95th also resulted in no engagements. Lieutenant I-leinrichs of the 95th Squadron led a patrol of four ships from 11:30 to 13:00 which sighted enemy airplanes but too far away to engage in combat.

3 Jun 1918

27th - Three patrols of six planes each by the squadron under flight commanders furnished by the 95th Aero Squadron failed to produce any results.

4 Jun 1918

27th - The Squadron made three patrols of six planes each, under the supervision of the 95th Squadron. On return from the first patrol, 1st Lieutenant Enos Miller struck a tractor and mowing machine on the flying field which was being operated by a French civilian. The Frenchman was killed and the airplane was badly damaged. On attempting to have the Frenchman taken care of at the hospital, the French Hospital would not accept the body because he was already dead, and on applying to the American authorities at the American Hospital, they would not accept him because he was a Frenchman. Lieutenant Miller made the merry rounds for about two hours trying to dispose of the body, until he finally called upon his Squadron Commander who turned the body over to the 122nd French Escadrille for disposal.

5 Jun 1918

27th - The squadron participated in five, six plane patrols, but none of the patrols engaged enemy aircraft.

7 Jun 1918

27th - The squadron -Flew four protection patrols for the 122nd French and 1st American Observation Squadrons. No combats were reported by any pilots, although the patrols passed close to many German pursuit formations. 1st Lieutenant Donald I-Judson landed at Vaucouleurs Airdrome at 20:40 with broken wheel.

6 Jun 1918

27th - The squadron participated in four uneventful patrols. Pilots of the third patrols participated in two indecisive combats.

8 Jun 1918

27th - One protection patrol Flown for Spad of 122nd French Escadrille.

9 Jun 1918

27th - Three protection patrols by the squadron to cover photographic missions by Spads of the 1st American Observation Squadron,

12 Jun 1918

27th - Three protection patrols flown by squadron for 91st and 1st Aero Squadrons and for 122nd French Escadrille.

13 Jun 1918

27th - While performing a protection mission for a Spad of the 91st American Aero Squadron, Lieutenants MacArthur, Clapp, Rucker and Plyler were attacked by an enemy flight of about seven Pfalz, one of which was destroyed and the others dispersed (confirmed). 2nd Lieutenant William 14. Plyler was driven down in German territory and made a prisoner. On the return flight the

squadron was attacked by a flight of two-seater Hanoveran's near Thiaucourt, one of which was destroyed (unconfirmed). Afternoon protection patrol for 91st Aero Squadron engaged in combat with flight o-F Albatross but no victories were reported. 1st Lieutenant Edward Elliott had forced landing at Flins while returning from patrol.

16 Jun 1918

27th - Squadron flew -Five protection patrols for the observation units in the sector. No combats reported. Artillery action very heavy over Montsec with damage to several planes due to anti-aircraft shrapnel.

9 Jun 1918

27th - Three protection patrols by the squadron to cover photographic missions by Spads of the 1st American Observation Squadron.

12 Jun 1918

27th - Three protection patrols flown by squadron for 91st and 1st Aero Squadrons and for 122nd French Escadrille.

13 Jun 1918

27th - While performing a protection mission -For a Spad of the 91st -American Aero Squadron, Lieutenants MacArthur, Clapp, Rucker and Plyler were attacked by an enemy flight of about seven Pfalz, one of which was destroyed and the others dispersed (confirmed). 2nd Lieutenant William H. Plyler was driven down in German territory and made a prisoner. On the return flight the squadron was attacked by a flight of two-seater Hanoveran's near Thiaucourt, one of which was destroyed (unconfirmed). Afternoon protection patrol for 91st Aero Squadron engaged in combat with flight of Albatross but no victories were reported, 1st Lieutenant Edward Elliott had forced landing at Flins while returning from patrol.

16 Jun 1918

27th - Squadron flew five protection patrols for the observation units in the sector. No combats reported. Artillery action very heavy over Montsec with damage to several planes due to anti-aircraft shrapnel.

23 Jun 1918

27th - Protection patrol for 122nd Squadron encountered no enemy scouts, On return from lines Lieutenant Enos Tvfiller forced down at Liverdon and wrecked machine. Squadron celebrated first anniversary dinner at night.

24 Jun 1918

27th - A protection patrol of three Nieuports to cover 3 Spads of the 22nd French Escadrille lost First Lieutenant Robert F. Raymond in the vicinity of Chateau-Thierry due to engine trouble. An enemy bi-place observing his trouble attacked him between Pont-a-Mousson and Thiaucourt and

Lieutenant Raymond shot it down out of control. The patrol returning, he then rejoined it and returned to the airdrome.

25 Jun 1918

27th - Squadron performed three protection patrols for the 1st Aero Squadron. Major Harold E. I-Jartney destroyed a bi-place in the vicinity of Sorry (confirmed). One protection patrol ordered - For five American bombers which failed to keep the rendezvous so squadron continued patrol and fired on enemy balloons. 1st Lieutenant John MacArthur destroyed Rumpler bi-place over Sorry (confirmed).

26 Jun 1918

27th - The squadron started to move to Touquin from Toul, advance elements being sent by motor lorry to establish the airdrome.

28 Jun 1918

27th - Squadron arrived at Touquin, having flown the airplanes from Toul. The advance element already had prepared the airdrome for occupancy.

2 Jul 1918

27th - A patrol of nine planes engaged a patrol of nine planes of the Richtofen Circus near Verdilly, France. Two Fokkers destroyed and officially confirmed by Lieutenants MacArthur Hoover, Schmitt, Grant, Hudson and Norton. 1st Lieutenant Edward Elliott killed in combat over Chateau-Thierry. 1st Lieutenant Walter H. Wanamaker shot down and made prisoner in German territory.

3 Jul 1918

27th - One protection patrol for Spad of 1st Aero Squadron, no combats. 1st Lieutenant Ivan A. Roberts made forced landing at Chauconin.

4 Jul 1918

27th - No patrols due to inclement weather. Exhibition flight by Lieutenants Hudson and Vasconcelles provided entertainment in the afternoon.

5 Jul 1918

27th - One protection patrol of ten planes for Spad of 91st Aero Squadron, no combats.

6 Jul 1918

27th - Squadron Trade two protection patrols for reconnaissance planes, no combats. 1st Lieutenant Richard C. Martin had forced landing at Cernaux.

7 Jul 1918

27th - 1st Lieutenant LeRoy J. Prinz assigned. Squadron performed two eleven plane protection patrols for 1st Aero Squadron, no combats.

8 Jul 1918

27th - Squadron moved from Touquin to Saints to establish a new airdrome.

9 Jul 1918

27th - In their first patrol from the new airdrome at Saints, a twelve plane flight had no combats.

12 Jul 1918

27th - One protection patrol of thirteen planes to protect Salmson Photo plane of First Aero Squadron. 1st Lieutenant Ivan A. Roberts had forced landing at Le-Ferte and 1st Lieutenant Frederick I. Ordway was lost from formation, forced down and did not return until 19:30.

15 Jul 1918

27th - The Squadron was placed under quarantine for scabies. One nine plane protection patrol for photographic ship of 1st Observation Group reported no combats. Protective patrol of eleven planes for bombing mission reported no combats. During a seventeen plane offensive patrol, Second Lieutenant John MacArthur destroyed an enemy scout near ChateauThierry (unconfirmed).

16 Jul 1918

27th - One Sopwith Camel was assigned as a replacement. The Squadron still held out hopes of receiving the promised S pads. Patrol of thirteen planes from 13:30 to 15:30 had four combats during which First Lieutenant Malcolm R. Gunn was killed in action near Vourbin and First Lieutenant Jerry C. Vasconcelles destroyed a Rumpler bi-place near Domans (confirmed). In returning from the patrol 1st Lieutenant Zenos R. Miller destroyed enemy balloon south of Couipoil (confirmed) and Lieutenants Schmidt and Hoover were forced to land at Rebais. Second Lieutenant Kenneth S. Clapp destroyed Rumpler near Vourbin (unconfirmed). The formation was heavily fired on by incendiary balls tied together. Patrol of twelve planes from 17:30 to 19:25 engaged in three combats during which Second Lieutenant Kenneth Clapp destroyed a Rumpler south of Mezy (confirmed) and First Lieutenant Robert E. Raymond was forced down and taken prisoner. First Lieutenant Zenos R. Miller destroyed Balloon south of LeChannel (confirmed) on return flight. 1st Lieutenant Leo H. Dawson transferred from 94th Aero Squadron and assigned.

7 Jul 1918

27th - One patrol of fourteen planes during which Second Lieutenant John MacArthur destroyed a rumpler bi-place one kilometer west of Demans (unconfirmed) and 1st Lieutenant Ivan A. Roberts destroyed a Rumpler bi-place north of Domans (confirmed).

18 Jul 1918

27th - During a ten plane protection patrol First Lieutenants Schmidt and Jason S. Hunt had forced landings at Chapellsur-Sezy and Noirlus respectively resulting in the loss of two machines, although the pilots were uninjured.

19 Jul 1918

27th - Protection patrol of ten planes encountered an enemy flight of seven Fokkers and bi-place machines near Chateau-Thierry. In the engagement First Lieutenant Leo 1-3. Dawson destroyed a bi-place near Oulihy (confirmed) and Lieutenant R. E. Hill destroyed a bi-place near Chateau-Thierry (confirmed). On the return from this mission the flight encountered another enemy flight during which engagement First Lieutenant Enos R. Miller destroyed a Fokker between St. Remy and Oulchy (unconfirmed) and Lieutenant Dawson destroyed a Fokker (unconfirmed). Second Lieutenant John MacArthur destroyed a mono-place near Norey (confirmed) and First Lieutenant Ralph Schmitt was severely wounded, and shot down behind our lines and admitted to Advance Hospital #7 at Ouichy-le-Ville.

20 Jul 1918

27th - During a patrol of five planes, First Lieutenants Leo H. Dawson and Ivan A. Roberts, destroyed an albatross near Soissons (unconfirmed) and Second Lieutenant John MacArthur destroyed a Fokker near Oulchy (unconfirmed). Second Lieutenant John MacArthur severely wounded and shot down in German Territory. First Lieutenant Frederick W. Norton severely wounded, shot down in allied territory and entered French Hospital, First Lieutenant Enoz Ramsey Miller shot down in German territory and taken prisoner.

23 Jul 1918

27th - First Lieutenant Fredrich W. Norton died of wounds received in combat 20 July.

24 Jul 1918

27th - Patrol sixteen planes reported no combats. First Lieutenant Raymond Martin had forced landing at Dove resulting in loss of airplane. Second Lieutenant Kenneth Clapp had forced landing at Ferte-Caucher.

25 Jul 1918

27th - First Lieutenants Harry H. Harkins, Ernest Hewitt, Ruliff Nevius, Joseph F. Wehner, Arthur F. Whiton and Second Lieutenant Frank Luke, Jr., assigned, 1st Lieutenant William J. Hoover forced to land at Dotie, resulting in damage to machine.

1st Lieutenant Thomas F. Butz transferred from 27th Aero Squadron. Captain Edward Buford transferred to 1st Aero Depot, Colombey-les-Belles. First Lieutenant Robert W. Donaldson transferred to 27th Aero Squadron. While on protection patrol Lieutenants Knowles, Gill, Puryear, Heinriclis and Sewall destroyed Fokker near Oulchy (confirmed) and 1st Lieutenant Walter Avery shot down enemy Fokker on our side of lines, being forced down himself due to damage to machine from machine gun fire of enemy plane. On landing Lieutenant Avery discovered his prisoner was a German Ace with sixteen victories to his credit. 1st Lieutenant Knowles destroyed Fokker near Chateau-Thierry (confirmed).

28 Jul 1918

27th - Two patrols of eighteen and twenty airplanes encountered no enemy planes. Lieutenant Polk forced to land at Chateau-Thierry due to burned out bearing.

30 Jul 1918

27th - Patrol of twenty planes to protect photographic ship of Ninety-first Aero Squadron. First Lieutenant Harry Harkins crashed on aerodrome at Saints and seriously injured, taken to Evacuation Hospital 'No. 7. Patrol report of Lieutenant Dawson for the day, "While leading patrol observed five allied bombers coming out of Germany with nine Fokkers attacking them at about 9:10, at an altitude of about 3,000 meters. When the bombers reached the lines the Fokkers turned back and began maneuvering at a high altitude leaving long white trails of smoke in their wake, seemingly able to shut the trail off at will. Saw one make the figure 8" and the letter " D" They returned in formation into Germany. "

1 Aug 1918

27th - A protection patrol of eighteen planes for two Salmson photographic ships was attacked by eight Fokkers of the Richtofen Circus. In the engagement Lt. Huson destroyed two Fokkers near Saponay (confirmed) and Lts. Hudson and Roberts destroyed on Fokker near Fere-en-Tardenois (confirmed). Lt. Vasoncelles destroyed a Fokker near Fere-en-Tardenois (confirmed). Lt. Ruliff Nevius destroyed a Fokker near Fere-en-Tardenois First Lt. Oliver T Beauchamp, Charles B. Sands and Jason S. Hunt were killed in combat during this engagement and First Lts. Richard C. Martin, Clifford A. McElvain and Arthur L. Whiton were shot down and taken prisoners. 1st Lt. Frederick I. Ordway was attached to the squadron for flying duty during the temporary shortage of qualified flight commanders.

7 Aug 1918

27th - The last message of First Lieutenant Frederick W. Norton before he died was "MORE POWER TO YOU". By Memorandum 268, Headquarters Twenty-seventh Aero Squadron, these words were adopted as the squadron motto.

9 Aug 1918

27th - Following an offensive patrol First Lieutenants Dawson and Donaldcion had forced landings at LaFerte and Lieutenant Hewitt was forced to land at Le Ferte Gauche.

14 Aug 1918

27th - First Lieutenant Leo H. Dawson crashed in landing, on airdrome following patrol

15 Aug 1918

27th While leading a patrol of five planes as protection for Reconnaissance planes on mission of vital importance to the VIth French Army:, Major Harold E. Hartney continued to the patrol regardless of the number of German Airplanes which continued to make sorties against the patrol,, permitting the patrol to complete it's mission.

16 Aug 1918

27th - One protection patrol of eleven planes, First Lieutenant Ruliff Nevius killed in crash at take-off 17:15. Second Lieutenant Frank Luke Jr. destroyed enemy Fokker near '3oissons (unconfirmed). Second Lieutenant Nathan J. Lustig, Ordnance Department, assigned.

17 Aug 1918

27th - For making an unauthorized flight over the lines without the protection of a formation, Second Lieutenant Frank T. Luke, Jr. , was grounded for a period of three days during which time he was to act as airdrome officer between the hours of 4:00 to 20:00 continuously.-

21 Aug 1918

27th- First Lieutenant Alfred A. Grant, originally assigned the 27th Squadron is, a flying cadet at Kelly Field, Texas, while undergoing training, assumed command of Squadron, as Major Hartney was transferred to Group Headquarters.

22 Aug 1918

27th - First Lieutenant Joseph Wehner had forced landing at Montreuil-aux-Lions damaging airplane.

31 Aug 1918

27th - First Lieutenant Penrose V. Stout assigned. Private Albert D. Baughman died as a result of injuries received in motorcycle accident at Rembercourt on August 29th.

1 Sep 1918

27th - Departed Saints by truck and train for Rembercourt to rejoin 1st Group.

10 Sep 1918

27th - Word received from Red Cross in Switzerland that Second Lieutenant John MacArthur had died of wounds August Ninth in a German Prison Camp. Second Lieutenant John H. Marschall assigned.

12 Sep 1918

27th- Second Lieutenant Frank Luke, Jr. , destroyed 1 balloon near Marieulles 10:05 (confirmed) and did not return to Rembercourt until 9:30 on the 13th. First Lieutenant Weener shot, down balloon near Montsec (unconfirmed).

14 Sep 1918

27th - Lieutenants Dawson, Luke, and Lennon destroyed balloon near Boinville (confirmed) and Lieutenant Clapp destroyed Fokker north of Verdun (unconfirmed). Lieutenant Wehner destroyed two blue-green Fokkers at Barcq and Lieutenant Luke destroyed enemy balloon in vicinity of Buzy (all confirmed).

15 Sep 1918

27th - A patrol of eight planes at 10:45 to 12:05 with orders to destroy balloon at Etain, continued to lose planes until one Lieutenants Luke and Hoover were left when the flight reacted Etain, and immediately upon attacking the balloon it was pulled down. Archie fire was very heavy about the

balloon and both planes were badly shot up. Six Fokkers the patrol from the time of take-off about 500 feet above but did not attack. Lieutenant Wehner departed airdrome 15:50 to destroy balloon at Barcq. He attacked the Fokker protecting the balloon and brought it down, (confirmed) then brought down the balloon (confirmed). On his return he observed an allied reconnaissance plane being attacked by eight Fokkers, he dove through the Fokker flight and routed it and escorted the reconnaissance plane back to its airdrome. Lieutenant Luke destroyed enemy balloon at Boinville and a second balloon. Near Bois-de-Hingry (confirmed September 15th and 26th, and Lieutenant Wohner destroyed balloon NE of Verdun near Spincourt 18:00 (Unconfirmed) Lieutenant Luke, destroyed balloon in vicinity of Chaumont but did not return until 12:45 on September 16th, landing at French airdrome near Agars 21 :30.

16 Sep 1918

27th - Second Lieutenant Luke destroyed balloon near Romagne 19:30 (confirmed) and Luke and Lieutenant Wehner dove through terrific anti-aircraft and ground machine gun fire near Reveille to destroy a balloon which had been hauled down into its bed on their approach (confirmed). Lieutenant Wehner destroyed balloon near Magneines 19:45 (confirmed).

18 Sep 1918

27th - Lieutenant Fudson had forced landing at Erize-le-Petite ,while returning from patrol and completely demolished airplane. Lieutenant Luke and Wehner destroyed three balloons in the vicinity of Sabenville (confirmed) and were attacked by a patrol of Fokkers. Lieutenant Wehner was killed in combat and Lieutenant Luke, succeeded in destroying three of the Fokkers (confirmed) and did not return to the airdrome at Rembercourt until 21:15, September 19th, when he made a perfect landing on the airdrome in total darkness which was sensational in view of the fact that the airdrome was pock-marked with shell holes. Lieutenant Vasconcelles destroyed a Fokker near Verdun (confirmed).

20 Sep 1918

27th-First Lieutenant Thomas F. Lennon transferred to Evacuation Hospital No. 9 as a result of injuries received in airplane accident near Berdun. Second Lieutenant P.T. Gates assigned.

26 Sep 1918

27th - A patrol by Lieutenant White, Vasconcelles and Hudson to destroy balloons along the Moselle River resulted in Lieutenant Vasconcelles destroying one balloon was confirmed and four which were not confirmed. Lieutenant Hoover destroyed Fokker near Forge unconfirmed while covering the attack on the balloon at that place. In the later patrol lieutenant Stout had an indecisive combat with a Fokker; Lieutenant Dawson shot down a Fokker between Charry and Forges (confirmed) and Lieutenant Roberts destroyed a bi-place near Romacine (confirmed) Lieutenant Luke destroyed a Fokker near Consenvoye (unconfirmed) and Lieutenant Lyman destroyed a balloon near Etain (unconfirmed). Second Lieutenant Ivan A. Roberts was killed in combat near Consenvoye 18:40 and Lieutenant Nicholson destroyed a rumpler bi-place near Consenvoye and Forges 18:30 (unconfirmed).

27 Sep 1918

27th - Lieutenant Hoover gained his third official victory by destroying a Fokker near Forges 17:00 (confirmed) and Lieutenant Dawson destroyed a Halberstadt two-seater near Sivry (unconfirmed), Lieutenant Stout brought down a Halberstadt near Sivry 18:10 (unconfirmed). Second Lieutenant Norton H. Lustig, Ordnance, transferred to 199th Aero Squadron.

28 Sep 1918

27th - During patrol of nine planes from 6:30 to 8:15 Lieutenant Stewart and Clapp were forced to return on account of engine trouble and Lieutenant Rucker was forced down near Verdun and did not return until 11:05. Lieutenant McCubbin had a forced landing near Verdun and did not return until 17:00. Lieutenant Luke destroyed a balloon near Bantheville and St. Georges 18:50 (confirmed) to provide his fourteenth victory. During six plane patrol from 14:30 to 15:40 Lieutenant Penrose V. Stout failed to get off with the patrol but left at 15:00 to catch up with the Flight and ran into five Fokkers near Charney. He managed to fight his way through although he was forced lower and lower until infantry riflemen were firing on him and ground machine guns badly shot his plane. He landed at Verdun with serious wounds in his shoulder and lungs. Lieutenant Clapp and Rowland were forced to return to the airdrome on account of engine trouble. Lieutenant Jerry Vasconcellens at the advanced field destroyed bi.-place rumpier near Charey (confirmed) to provide his sixth official victory. Lieutenant Robert H. Donaldson was transferred to Evacuation hospital No. 9, the result of wounds received in combat over Verdun.

29 Sep 1918

27th - Second Lieutenant- Frank Luke, Jr., from 17:15 to 18:30 attacked three balloons in the vicinity of AVECOURT, gaining his 15th, 16th and 17th victories. On completion of the mission he landed at RIECOURT and never again returned to the squadron. During a patrol against enemy low planes from 16:00 to 17:00 Lieutenant Nicholson and Rucker were forced down in the vicinity of Montfaucon. Lieutenant France Q. Wilson was transferred to Air Service, First Army and departed for General Mitchell's headquarters.

18 Aug 1918

27th - Grave of 1st Lieutenant Oliver T. Beauchamp, killed in action on August 1st, discovered by advancing troops. Pvt Corinto Angelini seriously injured in airplane accident at Coulomiers

30 Sep 1918

27th- First Lieutenant Corliss C. Moseley, Bryron C. Bilderback and Second Lieutenants Hollis Cross, Harry L. Land and Frederick Little assigned. Lieutenant Luke left Riecourt late during the afternoon and immediately after taking off destroyed the balloon on the German lines directly opposite the airdrome, which was confirmed as his 18th and last victory. During the course of this flight he was shot down in combat near Montlainville and killed.

1 Oct 1918

27th - During a patrol for the destruction of balloons 14:00 to 15:35 Lieutenant Stewart crashed at Issoncourt and Lieutenant Colton was forced down at Dombasle. At the Advanced Field, Lieutenant Vasconcelles reported an indecisive combat with a Fokker about 12:10. First Lieutenant Leslie E. Cooper and Second Lieutenant Percival T. Gates assigned.

2 Oct 1918

27th - The Squadron maintained continuous patrols over the lines and over the airdrome during the day without engaging in any combats.

3 Oct 1918

27th - First Lieutenant Jerry C. Vasconcelles gained his fourth official victory by destroying a Fokker bi-place near Apremont (confirmed).

5 Oct 1918

27th - Lieutenant Colton Rowland and Nicholson and McKinnon had indecisive combats in the region of Montfaucon where eleven Fokkers were encountered. Lieutenant William S. McKinnon was slightly wounded in the engagement and evacuated to Evacuation Hospital No. 8, after reaching the airdrome where he made a splendid landing although suffering great pain. Lieutenant Cooper was forced down near Bethelainville and wrecked his plane in a shell hole on landing.

6 Oct 1918

27th - Lieutenants Hudson, Vasconcelles and Hewitt destroyed a Fokker near Cuizy (confirmed) to provide Lieutenant Hewitt's first, Lieutenant Hudson's sixth and Lieutenant Vasconcelles' fifth official victories. Lieutenant Nicholson was forced down near the Verdun field and Lieutenant Lennon forced down at Varbecourt, Lieutenant Dawson had a forced landing on the Verdun field and Lieutenant McCubbin was forced down at Issoncourt.

9 Oct 1918

27th - First Lieutenant Donald Hudson and Second Lieutenant Hollis A. Cross transferred to Evacuation Hospital #8 as a result of wounds received in combat with superior formation of Fokkers near Montfaucon.

10 Oct 1918

27th - A patrol composed of Lieutenants Vasconcelles, Hudson, Hewitt and White dove on two Fokkers crossing the lines near Gercourt with the apparent intention of attacking our balloon positions and drove both down near Gercourt about 8:50. A patrol which took off about 9:50 ran into a patrol of 12 to 14 Fokkers near the Metise but did not engage in combat. The Fokkers took several long range shots the patrol. At about 10:30 this patrol observed two allied balloons in flames east of the Meuse, and although the action was not in the sector assigned the squadron the patrol flew east but was too late to cut off the straffers. First Lieutenants Forrest Vooks, Harry H. Harkins (rejd fr hosp), Joseph Gwin, Jr. , Harry W. Elicelson, Robert H. Donaldson, and 2nd Lieutenant Frederick Bailey assigned the squadron

10 Oct 1918

27th - While on a special Fission 15-10 to 23"30 Lieutenant Byron Bilderback had a forced landing at the Verdun Field and Lieutenant Stewart had a forced landing in field near Vadelaincourt, both planes being damaged beyond repair.

15 Oct 1918

27th - 1st Lieutenant Corliss C. Moseley forced down due to engine trouble in vicinity of Verdun. Lieutenant Gates had forced landing at Verdun Field, smashing machine and was forced to return to squadron by motorcycle. Lieutenant Stewart had forced landing one kilometer from field due to engine trouble on take-off-. Lieutenant Cooper damaged propellor on take-off and forced to return from patrol.

21 Oct 1918.

27th – Lieutenants Bilderback and Vooks had forced landings near Verdun while on patrol, resulting in loss of aircraft.

22 Oct 1918.

27th - 1st Lieutenant Signey White destroyed Fokker and balloon in vicinity of Bantheville 8:00 (confirmed), Lieutenant Pyron Bilderback crashed in Spad near Vecourt.

23 Oct 1918.

27th - Captain Grant had combat with Rumpler and succeeded in shooting off right wing at 8:45 near Bantheville. Rumpler had streamers 6 feet long on right wing and crashed in open field to right of woods (confirmed as third official victory). Lieutenants Colton, Stewart and Donaldson destroyed Halberstadt in region of Grandpre 9:10. This was the first official victory of all three officers. First Lieutenant Jerry C. Vasconcelles transferred to Air Service, 1st Army.

24 Oct 1918

27th - Lieutenant Corliss C. Mosely on balloon straffing mission forced to land at Forisdos account heavy fog 17:30.

25 Oct 1918

27th - "B" Flight returned to Rembercourt as advanced field at Verdun was shot to pieces. During stay at field and while operating as a separate squadron, this flight was shelled several times and two machines were destroyed in the hangars by shell fire.

26 Oct 1918

27th - Lieutenant Stewart Forced to land at Formerville, Lieutenant Bailey forced to land at Bethelainville. Lieutenant Cooper fired at leader of patrol of eight Fokkers 16-05 but could not observe effect fire account of mist. After firing 100 rounds at this Fokker Lieutenant Cooper attacked another Fokker which appealed to go down out of control near the River Meuse (conf). Lieutenant Cooper was forced to land in German territory with motor and flying controls shot away but managed to worm his way back through the wire to the American lines after no effort was made to stop him. Lieutenant Colton destroyed Fokker near Grandpre 16:50 which was confirmed as his second victory.

27 Oct 1918

27th - Lieutenant Mosely had forced landing at Rembercourt. Lieutenant Donaldson flying in the vicinity of Long Grange fired 80 rounds at the rear man of a formation of five Fokkers but could not observe effect of fire as formation turned and drove him off. 2nd Lieut. Royal H. Bosshard, Ordnance Department, assigned.

28 Oct 1918

27th - Lieutenant Gwinn had forced landing at Neuville demolishing plane.

Oct 1918

27th - Lieutenant R. W. Rowland gained his second victory by destroying Rumpler near Cunel (confirmed). Lieutenant and Gwinn attacked by six Fokkers in region of Bantheville between 12:42 and 12:45 and after firing a few shots dove for home. Lieutenant Gwinn landed with badly shot up airplane Lieutenant Vooks injured in crash on airdrome and evacuated to hospital. Lieutenant Sidney White seriously injured in crash and subsequent fire of Spad he was ferrying to squadron from depot.

1 Nov 1918

27th - Lieutenant Sidney White died from burns received in crash on October 31st. Lieutenant McCubbin missing since 15:30 October 21st returned 10:00.

2 Nov 1918

27th - Lieutenant McCubbin became lost from patrol during rain storm 11:20 while in the region of Lechesne and on observing an enemy balloon in ascension attacked it and destroyed it, confirmed for his first victory.

4 Nov 1918

27th - Captain Edward Rucker awarded Distinguished Service Cross for action near Luneville 13 June; 2nd Lieutenant John McArthur awarded DSC posthumously for same action. A patrol of 13 planes from 15:00 to 16:25 encountered the following trouble: Lieutenants Colton and Lyman returned 15:40 account engine trouble; Lieutenants Bilderback and Rowland were forced down and returned at 20:30; Lieutenants Bailey, Rowland and Dawson attacked a Rumpler in the vicinity of Clery-le-Petite 15:45 and destroyed it, this was Lieutenant Dawson's fourth victory and the first for Lieutenants Bailey and Rowland. The Squadron was informed by the 4th Pursuit Group that a German airplane had dropped a leaflet on their airdrome in the morning stating "Lieutenant R. Taylor, J. W. Caster, J. Wehner reported dead; Lieutenant W. Heinrichs reported seriously wounded".

6 Nov 1918

27th - Lieutenant Harkins forced down at Ville-sur-Cousance and Lieutenant Lyman Forced down at Souilly. Lieutenant Stewart on balloon strafing mission at 14:45 forced to return 15:40 account heavy fog.

8 Nov 1918

27th - Lieutenant Cooper destroyed balloon east of Stenay confirmed 12:25. Lieutenants Lyman, Mosely and Gwinn drove down a Rumpler camouflaged with white tail and dark camouflage paint, east of Witanville 15:05. This was the first official victory of all three officers.

Nov 1918

27th - Lieutenant Lennon attacked a Rumpler between Charney and Nautecourt 10:45 and killed the observer. The enemy plane crashed near Charney. Lieutenant Lyman forced down 3 kilometers north of Airdrome. Crash report of Lieutenant Bilderback: Nov. 5, 1918.

30 Nov 1918

27th - Captain Russell G. Pruden transferred from Grotip Headquarters. The Squadron now consisted of Captain Alfred A. Grant, commanding, Captain Russell G. Pruden, First Lieutenants Edward W. Rucker, Kenneth S. Clapp, E. A. Hewitt, H. L. Harkins, A. V. Lyman, H. W. Nicolson, W. F. Stewart, H. A. Joern, J. M. Gwinn, T. F. Lennon, R. Rowland, S. H. Colton, Corliss C. Mosely, Brvron P. Bilderback, J. P. Dupey and Second Lieutenants Hollis A. Cross, E. L. McCubbin, F. W. Bailey with 2nd Lieutenant R.H. Bosshard, Ordnance Department, attached and 197 enlisted men.

9 Dec 1918

27th - Departed Rembercourt for Colombery-les-Belles.

10 Dec 1918

27th - Arrived 1st Air Depot, Colombery-les-Belles

6 Feb 1919

27th and 95th Aero Squadron arrived Brest, France, 6:30 A.M.

27th and 147th Aero Squadrons arrived Hoboken, New Jersey, entrained for and arrived at Garden City, New York, and immediately placed in quarantine.

25 Apr 1919

Captain R. J. Bell and Sergeant First Class Hutchinson, constituting the 27th Aero Squadron, ordered to and arrived at Selfridge Field, Michigan.

Captain Robert E. Bell transferred from and relieved as Command Officer, 27th Aero Squadron. Second Lieutenant Armor S. Heffley assigned to and assumed command of the squadron.

11 Jun 1919

64 enlisted men assigned 27th Aero Squadron to make squadron semi-operative.

13 Jul 1919

Major John H. Houghton assigned to and assumed command of 27th Aero Squadron, relieving Second Lieutenant Armor S. Heffley.

28 Aug 1919

94th, 95th, 27th and 147th Aero Squadrons departed Selfridge Field, Michigan, by rail, 2:30 P.M., for Kelly Field, Texas.

2 Sep 1919

Major John H. Houghton relieved command 27th Aero Squadron and transferred to Scott Field, Illinois. Captain Clayton Bissell assigned to and assumed command.

12 Dec 1919

Captain Clayton Bissell transferred from and relieved command of 27th Aero Squadron. First Lieutenant Richard T. Aldworth assumed command.

31 Dec 1919

First Lieutenant Harry D. Smith assigned 27th Aero Squadron. Second Lieutenant John E. Greer, 27th Aero Squadron, transferred to 1st Observation Group.

1-Jul-41 27th squadron received the first models of the Lockheed P-38 lightning.

7-Dec-41 This Sunday, Japan attacked Hawaii and the Phillipines and declared war on the United States of America. The 27th and 71st squadrons were placed on the alert. All men on pass or furlough were ordered back to duty at Selfridge Field and work was begun to arm the airplanes. The 94th squadron stopped over in El Paso, Texas, en route to March Field, California, and heard the news of Pearl Harbor. The remainder of the Group, under command of Major Robert S. Isreal, Jr., was directed to proceed from Selfridge Field to March Field, California.

10-Dec-41 The 71st and 27th squadrons arrived at March Field with 12 P-38s and 24 P-43 aircraft. Note: it is unclear from the records whether the group travelled together to San Diego or split operations as separate squadrons. Only the detailed diary of the 71st is currently available to reconstruct timelines.

18 May 1942 27 FS maintainer contingent departs via United Air Lines for Dow Field to await arrival of P-38s.

"Operation Bolero" trans-Atlantic travel details of one group of P-38s and support crew from the 27th squadron:

26 Jun 1942 - Group departs in P-38s, US transports and bombers, stopping first at Presque Isle, Maine, then on to Goose Bay Labrador, Canada, where inclement weather sets in. "There wasn't any place to spend money and we ate them out of supplies."

1 July 42 - Weather lifts and allows departure to Greenland.

2 July 42 - Group flies to Iceland but encountered bad weather. Only two transports came through, and the others had to turn back. "Was I ever glad to set my feet on ground that day," wrote crew chief Donald Brenden after landing in Iceland.

27th remained at Iceland to help defend the island against German long-range patrol aircraft.

25 July 42 - Got orders to depart Iceland

9 Aug 42 - STILL in Iceland

14 Aug 42 - A German Focke Wolfe 200 Condor was sighted overhead and AAA opened up on it. Two 27 FS planes flown by Major Weltman and Lt. Elza Shahan were just circling the field and immediately joined in pursuit of the long range German patrol aircraft. Weltman came back after emptying his guns. His prop had been damaged by a bullet which also entered the shell box, so he took another ship and took off. The German plane was shot down over the water. A P-40 set one engine on fire, then Lt. Shahan came in from above and cut loose. The plane reportedly seemed to explode in mid-air.

22 Aug 42 - 27th departs Iceland for Prestwick, Scotland in 24 C-47 transports. "Went to a dance that night. Saw a Scottish bag pipe band, all wearing their kilts. Some fun. The Scotch, including women, were very friendly. Were very glad to see us come. At the close of the dance, they played a few bars of The Star Spangled Banner."

23 Aug 42 - to Atcham Field, England, near Shrewsbury, thence via truck to High Ercall, Shropshire, England to join the P-38s and pilots.

14 Sep 42 - 27 FS moves to Colerne, near Bath, England.

Late Oct 42 - 27 FS moves to Ibsley, England.

Flight times via C-47 reported as:

Maine to Labrador 4:50 hr.

Labrador to Greenland 5:10 hr.

Greenland to Iceland 6:15 hr.

Iceland to Scotland 5:45 hr.

Scotland to England 2:00 hr.

9 Jul 1942 The first seven P-38s arrived at Prestwick, Scotland, then Goxhill, near Hull.

The morale of the men rose tremendously today when the roar of seven P-38's was heard overhead at Goxhill. These planes were escorted by a score of British Spitfires and Hurricanes, which peeled off in close formation, and "buzzed" the field, each successively by a zooming power dive. This display caused excitement galore to all personnel of the field. It proved to be the best tonic for the morale of the men since they left the United States.

27th remained at Iceland to help defend the island against German long-range patrol aircraft.

31 Jul 1942 The Bolero Status Report placed the 1st Fighter Group in England.. The Group Headquarters, the 71st, and 27th ground echelon took up station at Goxhill, while the 94th moved to nearby Kirton in Lindsay. Air echelon for the 27th still flew out of Iceland.

14 Aug 1942 Lt Elza D Shahan from the 27th shared credit with a P-40 pilot, Lt Joseph D. Schafer, for the first German aircraft shot down in the European Theater of Operations, an FW-200 Condor four engine reconnaissance aircraft.

10 Sep 1942 The group received new ID letters and call signs. The 27th carried HV codes and the call sign "Petdog" while the 94th used UN, call sign "Springcap." The 71st used LM codes and the call sign assigned to them was "Cragmore."

12 Nov 1942 In Operation TORCH, the air echelon of P-38s start toward North Africa with an interim stop at Gibraltar. One pilot, Lt Robert Chenoweth of the 27th, was lost over the Atlantic due to mechanical difficulties. 1st Fighter Group HQ and 27th FS moves from St Leu to Tafaraoui.

20 Nov 1942 The Group dispersed over Northern Africa the headquarters and 27th and 71st moved to Nouvion (the 71st eventually to Maison Blanche) and 94th to Youks-les-Baines. A report from the 71st at Maison Blanche: "Left the field [Tafaroui] about 1:00 AM tonight after loading up 15 trucks for the 3rd time. Unloaded our trucks after a 50 mile drive to our new field [Nouvion, Algeria]. This field is in a hell of a rough condition - just one shack for officers quarters and radio.

23 Nov 1942 "[27th and 71st FS] planes took off this morning to escort the fortresses to bomb Sardinia where the [Germans] are based that bombed the 14th's planes and 3 or 4 [B-17 Flying] Fortresses at Algiers. They got almost there and came back when wheather turned bad. 71st planes stayed at Algiers."

26 Nov 1942 Rained hard off and on all day. Weather closed in on a B-25C + B-17E and they dropped into Maison Blanche. Ditches had to be dug around the tents to prevent flooding, but some tents were flooded out. Lt. Bernard Muldoon taxied a 71 FS P-38 into a shell hole on the muddy field.

29 Nov 1942 The 94th made the group's first combat sorties in North Africa with a six ship strafing run on a German airfield at Gabes. On the flight back to Youks-les-Bains, Captain Newell Roberts and Lt Jack Ilfrey shared in the destruction of a Bf-110. Later, the squadron claimed

responsibility for victories over two Ju-88s and a pair of Bf-109s. 27th and 71st P-38s escorted 47 C-47's which dropped 600 paratroopers on a field in Tunisia. The red, white and blue chutes all at once were reportedly a "very pretty sight."

30 Nov 1942 Cpt Joel Owens of the 27th scored a victory against an ME-109. Two more 27th pilots, Lt Lawrence Pace and Hubert Black were lost. Capt John Eiland (71st) downed an FW-190 while escorting B-26s over Bizerte.

3 Dec 1942 During an escort of B-17s to Bizerte, the 27th lost three aircraft in a dogfight with Me. 109s over Bizerte: Lt William Long (MIA), Lt William Drysdale (KIA), and Lt William Hester (wounded in action). Three probable kills were claimed in return. Capt. Theodore Runyon of the 27th credited with two victories and Lt John Wolford (27th FS) credited with one victory

4 Dec 1942 The 27th lost three more over Bizerte- Lt David Everett and Lt Lawrence Pace were killed in action, and Lt Hubert Black was missing. Lt James Pate was reportedly wounded in action but managed to land in Algiers. Capt Joel Owens of the 27th was credited with a victory. The 71st claimed the squadron's first-ever combat kill, an FW-190 downed by Capt. John D. Eiland. (not credited). Lt. Russell, 71st, brought in a shot-up P-38 (canon shell thru cockpit canopy and dashboard, broken main hydraulic line) and made a belly landing.

5 Dec 1942 Lt Marcus Linn, 27 FS, ran out of gas upon returning from a mission and landed P-38 "64" five miles outside Algiers. Capt Joel Owens later attempted to fly the P-38 back to the field but ran into a hole on takeoff, breaking the nose strut, ending the war for aircraft "64"

The 94th lost four P-38s: Lt Victor J. Giles was hit and killed. Lt George W. Sutcliffe was hit and downed. Suffering from burns, Sutcliffe made his way back via Algiers, and eventually completed all of his combat missions. Lt Norman Widen was shot down by German ace Anton Hafner (with 200+ victories before dying in 1944), was taken prisoner, and was visited by Hafner briefly afterwards. Lt Clark O. Jennings was shot down, but rescued by British Commandos. The 27th lost Lt Henry Smith, who was declared a prisoner of war on 3 Jan 1943.

2 Jan 43 Capt Joe Glenn, 27th commander, sustained wounds while destroying an Me. 109. Lts Mendenall and Weil each claimed an Me. 109, however Lt. Henry Smith was shot down and taken prisoner. Capt Runyon of the 27th received credit for a victory. German Ju-88s raid Biskra at night but miss the field.

14 Jan 43 Lt Louis Meyer, 71st, listed as MIA and Lt Ivan Salts, 71st, as killed in action. The 71st lost Lts Dalts(Salts?) and Meyer in combined attack with the 27th against airfields at Sousse and Sfax. Lt Theodore H. Runyon of the 27th bailed out while wounded west of Gabes, Tunisia, and captured.

18 Jan 43 During an escort mission with B-17s to Castel Benito the group sent 38 P-38s. Lt Burton Weil, 27th, went down to become a POW. Lts Stevens and Sullivan each claimed a Macchi 202.

The following received official credits for victories on this date: Capt. Stevens, Lt. Sullivan and Capt. Darrell Welch all of the 27th, each credited one.

19 Jan 43 Lt Herbert Gordon, 27th, missing in action.

31 Jan 43 Capt. Joel Owens Jr. credited with victory while flying for the 27th

8 Feb 43 The 27th and 94th begin a 125 mile move north of Biskra to Chateau d'un du Rhumel in the Atlas mountains.

23 Feb 43 Two days after a hard drive by the Germans through Kasserine pass, the weather cleared enough for the 27th and 94th to strafe through the pass, encountering heavy anti-aircraft fire, from both friendly and enemy forces below, level with, and even above the P-38's low flight path. Of the 12 aircraft sent eight came back. Rimke and Chambers went down in the Pass and two more crash landed behind Allied lines north of Kasserine. Nearly every plane was hit.

10 Apr 43 "Spy gave word of JU-52's from Sicily to Tunis." The group launched 25 P-38s at 0620 on a fighter sweep of the Sicilian Straights with 4 returning early (2 spares, 2 mechanical troubles). Route: Base to Galito Island, to 20 miles ENE of Cape Ben Sekka and return to base. The 1st Fighter Group jumped a formation of 40-50 Ju-52s and an escort of 15 Macchi-200s (Mc-200) and FW-190s heading towards Tunis. The cover (provided by the 27th FS) engaged the enemy escort, while the remainder (71st FS) attacked the enemy transports carrying replacements for Rommel's Afrika Corps. Combat area was 15 miles east of Cape Bon to 10 miles off shore. Colonel Garman and Capt Eiland led the 71st and engaged most of the transports. Combat altitude was 200 to 500 feet. The Ju-52s, when attacked, spread out and went low on deck. 1st Fighter Group has no losses (2 P-38s damaged - Lt Moutier had an engine shot out but recovered to Duzerville, and Lt Jones, 20mm hit to the nose). Enemy aircraft losses: 20 Ju-52s destroyed and 3 damaged, 7 Machi-200s destroyed and 2 damaged, One FW-190 destroyed.

(Note: An unconfirmed account has SM-75 and SM-82 transports and Macchi 202s in the action)

Claims:

1Lt Joe Miles, Rhinelander, WS, (71st FS) 2 Ju-52s destroyed

1Lt Meldrum Sears, Paris, IL, (71st FS) 4 Ju-52s destroyed

2Lt George Brittin, Mankate, MN, (71st FS) 1 FW-190 destroyed, 1 Ju-52s destroyed

2Lt Walter Rivers, Paducah, KY, (71st FS) 2 Ju-52s destroyed, 2 Macchi-200s destroyed, 1 Ju-52 damaged

2Lt Lee Wiseman, Grand Rapids, MI, (71st FS) 2 Ju-52s destroyed, 1 Macchi-200 destroyed

2Lt Richard Ariano, Los Angeles, CA, (71st FS) 2 Ju-52s destroyed

2Lt Samuel Sweet, St Paul, MN, (27th FS) 1 Macchi-200 destroyed

1Lt Joe Ross, Ft Thomas, KY, (27th FS) 1 Macchi-200 destroyed

1Lt George Rush, Kansas City, MO, (27th FS) 1 Macchi-200 destroyed

2Lt William Royer, Jr., Miami, FL, (71st FS) 2 Ju-52s destroyed

1Lt John Moutier, Jr., Peoria, IL, (71st FS) 2 Ju-52s destroyed, 1 Macchi-200 destroyed, 1 Macchi-200 damaged

2Lt Leslie Garrett, El Dorado, AR, (71st FS) 1 Ju-52s destroyed, 2 Ju-52s damaged

2Lt Raymond Jones, Salt Lake City, UT, (71st FS) 1 Ju-52s destroyed

2Lt Arthur Franke, Cay, IL, (71st FS) 1 Ju-52s destroyed
Lt Col Ralph Garman, Mt Clemens, MI, (1st FG commander) 1 Macchi-200 damaged

Mar 1943 While on an escort mission to El Aouina, Lt Harry Dowd, 27th was killed in action. Lt William Martin (Martyn?), 27th, was also listed as killed in action.

8 Mar 43 All three squadrons escorted B-17s on an anti-shipping mission east of Bizerte After dogfighting Me. 109s and FW 190s the group destroyed five 109s and two Focke Wulfs; probable kills on five additional Me. 109s and damaged two 190s with no losses by the group. (Lt Newbury, 27 FS credited with one victory, one probable)

23 Mar 43 Lt Leslie Slater, 27th, shot down and bailed out over the water. Listed as MIA.

25 Mar 43 A P-38 captured and flown by an Axis pilot shot down Lt J. C.Harrison "Harold" Lentz of the 94th. Lentz crash landed in a desert canyon in North Africa. After struggling to get out of the cockpit, constantly forgetting what had been attached between him and his aircraft, parachute, throat mic etc., friendly Arabs rescued him. Lt Alden Freng, 27th, was killed in action. Lt Jack Hall, 27th, was listed as MIA.

5 Apr 43 While the 71st provided top cover and engaged enemy escort fighters, the 27th, along with the 82nd group jumped an enemy force of 50-75 Ju. 52s, six Ju-87 Stukas, 20 Me. 109s and four FW-190s. The combined Lightning unit destroyed 11 JU. 52s, two 109s and two Stukas. In the melee two 27th pilots were lost, Lt Donald Field (MIA) and Lt Donald Hilgert (KIA). (Lt Newbury, 27 FS, credited with three downing 3 Ju-52s).

17 Apr 43 While escorting B-17s Captain James Harman, the 94th Commanding O downed a Ju.88 but in turn hit and forced to parachute. His parachute had been strafed and Cpt Harman subsequently killed along with Lt Robert Anderson with the 27th. Lts. Matthews and Lowe both claimed a Ju. 88 and Harold Lentz claimed a probable on both an Me. 109 and an Me. 210.

2 May 43 Lt Verne Clarke, 27th FS, killed in action.
(early) May 1943 Eddie Rickenbacker again visited the group. Enlisted members stood in line for hours only to be told Rickenbacker would only speak to pilots.

6 May 43 Lt James Burke (MIA) and Lt Louis Bryson (KIA) of the 27th lost while escorting B-17s to Trapani, Sicily.

19 May 43 27th Ace John Wolford was killed in action. "Bombed and strafed Sardinia today."

27th pilot J Robert Brits missing in action near Sardinia.

25 May 43 3 missions by the 1st FG today. Five pilots ended up missing after another Bocca di Falco dive bombing attack including XO Capt. Stentz. Lt Stuart Bennet and Lt Alden Freng, 27th, were both killed in action. Lt Jack Hall, 27th, listed as missing. Lt Max Rayburn, 94th, went missing on a separate mission from the others and was wounded in action . Lt Rayburn received

serious wounds to the right arm and landed near a hospital in Tunis where he received medical treatment and some helpful advice.

"Planes on mission over Sicily got jumped on by twice number. Frankie got 2 + probable. Fisher went into drink out of gas may be lost. 27th pilot from Arlington Mass bailed out + shot in his chute. German was cut in half by 2 P-38's."

31 May 43 Lt George Elkin, and Lt Eldrid Loder, both of the 27th, were killed in action.

1 Jun 43 Six P-38s of the 27th FS escort Churchill and Gen Marshall (and Roosevelt?).

Early June Captain John Eiland relieved as 71st C.O. by Captain Joe Miles.

5 Jun 43 Lt Ed "Bo" Shaw of the 27th shot down and taken prisoner

18 Jun 43 Robert C. Britz, 27th FS, missing in action in the Gulf of Orosei on the east coast of Sardinia, Italy (MACR#19)

20 Jun 43 While the Group escorted B-26 Marauders to Castelvetro in Sicily, Lts James Cronin (MACR# 312) and Edward O. Esser (MACR# 311), both of the 94th were reported missing after heavy resistance. They ended up as prisoners of war, with Esser reported to have eventually returned to duty.

Lt. Leon Thompson went down (MACR#310) and Herbert McQown was wounded, both were from the 27th. The group accounted for a total of eight 109s in two separate engagements.. Harold Lentz of the 94th alone claimed three in 45 seconds.

24 Jun 43 While dive bombing in Sardinia 94th pilot John A. Hay, Lt David N. Conn (27th) and Lt Thurman R. Nielson (27th) went down. Nielson (MACR #105) became a prisoner of war and Hay (MACR #53) and Conn (MACR #56) were reported missing in action. On the same mission Gilbert Butler found himself stranded from his flight with four Me 109s after him. He remained ahead of the 109s on a run for home even with a left engine shot out. Knowing they would hit him while landing Butler made a 180 and faced his enemies. By "beautiful shooting, accident, luck, or all three" he hit the lead 109 and splashed it. When he turned again for home with three 109s remaining and firing at him Butler rammed rudder and skidded the plane. He turned again and downed a second 109 after which the remaining two "bugged out."

10 Jul 43 OPERATION HUSKEY began with eight separate strafing and dive bombing missions to eastern, southeastern and central Sicily. Two pilots ended up missing and two pilots killed, Lt. Robert Kuba, a 27th pilot seen to crash into an enemy tank and Howard Gilliam from the 94th was listed as MIA

11 Jul 43 Dive bombing and strafing continued. Four more pilots ended up missing. Lt Ernest Chapman (71st) and Lt David M. Diamond (71st) collided in mid air over Sicily. Chapman bailed out (MACR# 101) and returned to his unit on the 16th after evasion, but Diamond was listed as MIA (MACR# 109). On the second pass late in the afternoon anti aircraft fire from tanks hit Lt

Dee A. Johnson from the 94th. Johnson managed to keep his plane flying for awhile until he plunged into the sea and was listed as MIA (MACR# 110). Lt Charlie W. Brown, a 27th pilot, bailed out over the target area when he was hit by anti-aircraft fire, resulting in a bizarre encounter with Italian troops, and eventually returned to his unit on 25 August 1943 (MACR# 112).

9 Aug 43 All three squadrons escorted B-26s to Angitola on two separate missions. After the raid three enemy fighters challenged the 71st but were driven away. The 27th incurred more damage as two of the planes were hit so badly the aircraft needed to make emergency landings in Sicily.

30 Aug 43 An escort mission protecting B-26s to their target at Aversa marshalling yards. During this time two waves of German fighters challenged the bombers and P-38s in a battle which numbered 75 highly aggressive and persistent aircraft against 44 P-38s. The group ended up with 13 pilots not returning from the mission, and one wounded. Five from the 94th were lost: Lts John G. Cram (MIA), Ralph E. Peck (MIA), Charles A. Woodward (MIA), David O. Parlett (POW) and Harold D. Rigney (POW). Hal Rigney and David Parlett were captured, escaped and returned to the squadron in the summer of 1944. Lt Jack Pettus was the only #4 man to return. An interesting fact surrounds the downing of Hal Rigney. Rigney flew in a rear position and noticed a stray P-38 that flew in behind him. The P-38 fired and hit Rigney forcing him to bail out. A captured P-38 flown by a German was the culprit. Burned and bruised, Lt Parlett bailed out into the water where he was picked up and taken prisoner. He shared the same prison with Lt Catledge who was captured two days previously. The 71st lost five: Lts John Willey (KIA), Clarence Southgard (eventually returned) and Walter Morrison (POW), Lt Ralph Turrentine (KIA- presumed killed in a mid-air collision with German fighters). The 27th lost Lts Harry Warmker (KIA), Clifford Randol (KIA), Jerome Weinberg (KIA) and F/O Donald Deisenroth (POW), and Lt John Husby was wounded in action. This was the greatest loss the Group suffered in a single day thus far (and second only to the 10 Jun 1944 mission) and earned it a second Presidential unit citation.

MACR # Date A/C Type Serial # Group Squadron Note

483 430829 P-38G 43-2477 1st Ftr Grp 27th GRAHAM, Hilliard (MIA -Italy)
495 430830 P-38G 42-12935 1st Ftr Grp 71st WARMKER, Harry D. (KIA -Med.)
496 430830 P-38G 43-2524 1st Ftr Grp 71st RANDOL, Clifford E. (KIA -Med.)
497 430830 P-38G 42-12919 1st Ftr Grp 71st Deisenroth, Donald B.(POW-Med)
499 430830 P-38G 42-13465 1st Ftr Grp 71st MORRISON, Walter (POW -Italy)
500 430828 P-38G 42-13014 1st Ftr Grp 71st TURRENTINE, Ralph (KIA-Italy)
521 430830 P-38G 42-13412 1st Ftr Grp 71st PECK, Ralph (MIA -Italy)
522 430830 P-38G 43-2510 1st Ftr Grp 71st PARLETT, David O (MIA -Italy)
523 430830 P-38G 42-13258 1st Ftr Grp 71st WOODARD, Chas. A (MIA -Italy)
524 430830 P-38G 42-13061 1st Ftr Grp 71st RIGNEY, Harold (POW -Italy)
528 430830 P-38G 43-2364 1st Ftr Grp 71st CRAM, John C. (MIA -Italy)
551 430830 P-38G 42-13003 1st Ftr Grp 71st WILLEY, John S. (MIA -Italy)
552 430830 P-38G 42-13227 1st Ftr Grp 71st Weinberg, Jerome N. (KIA -Italy)

23 Oct 43 The 27th engaged 20 enemy aircraft and downed three of them plus several probables. Lt Dwight Terry was killed in action. Planes from the 71st and 94th flying ahead of the 27th heard a fight had engaged but couldn't locate it.

1 Dec 43 "Mission over Spezia. Three pilots lost. 2 in mid air collisions and one to enemy action. He tried to become a hero and instead lost everything. One may be down in the sea where ASR will pick him up. Lt Parker & F/O Tanner collided." Lt Eldon Vondra, 27th FS, KIA.

The 27th flight surgeon, Archibold Adams rummaged through a Quartermaster installation, vacated by a fire due to the explosion of a nearby ammunition dump. He covertly loaded an ambulance with tow dozen large cans of boned chicken. He shared this delicacy only among the other 27th pilots who consumed it only after the hours of darkness and have sworn to secrecy.

19 Dec 43 Lt Joseph McGrath of the 27th KIA.

Returning from an escort mission to Greece, Lt. Harmer Lipowicz and F/P Charles Brown, all of the 94th crashed into the hills were after the weather had closed in on them. The 27th lost Francis Mackle in the same manner.

"The ceiling was very low and the visibility limited. Red Flight Leader had managed to get the squadron below the overcast and was being directed back to the base. They were flying very close to the ground because of the low ceiling. When Spacebar, the Group's ground control, gave them a heading correction, the squadron had to make a turn. This turn brought them into an area where the slope of the terrain rose sharply. Lts Lipowicz and Harmer and F/O Charles H. Brown (all of the 94th) were flying lower than the others in the squadron and they struck the ground near Mottola almost simultaneously. Lt Francis E. Mackle of the 27th Squadron suffered the same fate in a separate, but similar, incident that day also. Harmer, Mackle, and Brown were killed instantly and Lipowicz died on the 23rd. Some Merry Christmas!"

25 Dec 43 Members spent Christmas unloading their ship in Naples. A mission escorting B-17s into the Udine in poor visibility, the 27th fought four to eight FW 190s. After a round of confusing maneuvers on both the part of fighters and bombers, the P-38s ended up with the wrong wing of bombers bound for Bolzano Italy. Although the P-38s ran out of gas the aircraft all landed safely on allied fields.

25 Feb 1944 An escort mission from an attack on the Messerschmitt factory at Tegensburg resulted in the loss of Lt. William Parsons of the 27th and nearly killed Lt John Price, who was hit in the face with glass when a shell exploded in the cockpit. Despite the loss of his left eye and instrumentation in his cockpit, Price made a successful landing in a rain storm back home with guidance from Lt. Frank Williams.

Lt. Emmet Gresham, a 71st pilot and son-in-law of LtGen Carl Spaatz, was missing in action. Needless to say the Group received many inquiries as to any updates on Gresham's whereabouts. His P-38 was seen crashing into Prvic Island. None of his peers saw a chute, but Gresham did

successfully bail out, came under the custody of two unfriendly Yugoslav nationals, escaped, and returned to the Group on 12 Mar.

March 13 missions, 12 escort missions and one strafing mission to Lavariano and Udine airfields. This mission, flown with other Groups to total 90 P-38s, claimed three Ju. 88s, three Ju. 52s, three Do. 24s and one He. 111 destroyed with numerous probables. In addition to the enemy aircraft, a locomotive, three motorcycle and five trucks were destroyed with extensive damage to a radar station.

11 Mar 1944 The 94th sent 11 P-38s to escort B-24s toward Toulon France. Lts Lathrope and Geyman each downed and Me. 109. Dick Lee turned ace as he shot down two. The 27th sent eight on this same mission and claimed three victories; one Me. 109 each by Francis Lawson and Armour Miller, and an FW 190 by Merle Brown.

18 Mar 1944 Harold Lindhurst from the 27th hit a high tension line and was lost (MIA)

28 Mar 1944 The Group completed an escort mission to northern Italy where the 27th got bounced by 25 fighters. Lts James Rodolff (MIA) and Kenneth Harwig (MIA) were shot down. The Group claimed two destroyed and one probable.

29 Mar 1944 The 27th lost another pilot, Lt. Merle Brown, to enemy fighters during another escort mission to Bolzano.

13 Apr 1944 The squadrons encountered 40 enemy aircraft and shot down two of them, both Me. 109s by Lts. Scheikert and Barlow while shadowing B-17s to Győr. Lt John Kim of the 27th was KIA.

23 Apr 1944 The Group sent up 36 aircraft on B-24 escort missions to Bad Vöslau, Germany. Carlow and Harris from the 94th each damaged a single engine fighter. Charlie Howard shot down a Dornier 215 and Paul Vachon did damage to a single engine fighter. The 71st claimed it damaged four Me. 109s, in addition to an Me. 210 and one FW 190. The 27th destroyed three Me. 110s, two FW 190s and one Me. 109. Two probable victories, both against FW 190s, and damage on six other enemy aircraft were also claimed. Despite all this action, all P-38s returned safely.

4 May 1944 Lt John King of the 27th was killed in a training accident.

12 May 44 During a strafing mission in the Po Valley, the 27th lost three pilots; Lts Richard Cooley (KIA), Robert McIntosh (MIA), and James Lilly (POW), who all went down during intense weather in the mountainous region south of Bologna. Lilly was the only one heard from again, bailing out only to be captured.

Lt. Richard Cooley was a victim of unfortunate timing. Some minutes before the 27th's attack, the Reggio airdrome had been strafed by other allied planes (believed to be P-47s) and the base was in an alert status. Reportedly, Italian fighter pilot Lt. Amedeo Lugari took off in his Macchi MC-205, pursued the three P-38s, and shot down Lt. Cooley over the hills about 7 miles SW of Reggio (near the Vendina Stream). The other two P-38s disappeared heading towards the Appennine mountains (south of Bologna), in strong thunderstorms. It is believed that they crashed in a forested mountain about 21 miles SW Reggio.

The 27th also aimed their guns toward railway and military traffic to include two hangars at Reggio Emilia, setting afire a Macchi 202 fighter and damaging or destroying seven others. The 71st strafed at least three airfields, damaging or destroying almost two dozen aircraft on the ground. Lt Franklin Pate was downed by flak, and crashed in flames near Reggio Emilia Airdrome. Lt Pate died two days after his crash in the Modena hospital.

31 May 44 Lt. Edward Ulrich and Lt Robert Rasmussen, both of the 27th, were missing after another Ploesti mission. Ulrich became a prisoner of war but learned much later through the Swedish Red cross of Rasmussen's demise and the fact he was buried in Rumania.

5 Jun 1944 Two 1st Fighter Group aircraft were lost in action in northern Italy. After the strafing of Reggio Emilia airdrome, Lt Perry was hit by A/A fire, crashed into a house at the east side of the airfield, and became a POW (the crash was witnessed by Mr. Sergio Govi, who said that "in the local newspaper the pilot was declared dead, but as ever newspaper was under control of the fascist propaganda"). Lt Maxfield was hit by flak and plowed into a forested area near Bologna, Italy. He successfully evaded capture and returned to the 1st in September.

MACR # Date A/C Type Serial # Group Squadron Note

5424 10 Jun 44 P-38J 43-28628 1st FG 94FS Lt Raymond Maxfield, returned Sep44

5426 10 Jun 44 P-38J 42-104080 1st FG 27FS Lt Warren E. Perry, POW Italy

10 Jun 1944 Frustrated at the minimal effect of the high altitude raids on the refinery the 15th Air Force planned a low level dive bombing attack. At dawn, 45 aircraft from all three squadrons of the Group met 48 P-38s of the 82nd Fighter who led the attack. Air aborts took out of the attack a total of 21 P-38, nine from the 1st Group. A segment of the 71st, Blue flight ended up cut off by the 82nd through a series of navigational corrections. En route to the target the 71st spotted at least a half-dozen Dornier bombers. When the 71st attacked them, they underestimated the numbers of Rumanian IAR 80s, often mistaken for the FW-190s, escorting the bombers. Although six were credited as shot down, two by Shepard, two by Lt Hoenshell and one each by Hisey and Flack, the 71st lost nine aircraft within the minutes. The pilots lost were Willie Flack, Lts William Potter, Joseph Jackson, Vernon Baker, and Albert Smith. Rudolph Janci and Ralph Hisey were also shot down but became POWs. Later, Lt Carl Hoenshell who was credited with shooting down at least three aircraft, including the two bombers, was killed himself on the way home when he and Lt Hatch were caught without ammunition. While the 71st was fighting a desperate battle, the 94th literally busted through an unexpected covey of enemy aircraft at low altitude to include more Do-217 bombers, an FW-190 aircraft, and trainer type bi-planes. Also at this time, the 82nd Group, along with the remaining aircraft from 27th and 71st Blue Flight still escorting them, climbed to

prepare for the dive bomb run. Something, most likely communication from the aircraft the Group had already run into, tipped off the Ploesti defense forces and the beginnings of a smoke screen and a hail of anti aircraft welcomed what was supposed to be a surprise attack. The AAA fatally struck seven P-38s as the 82nd rained down 36 x 1,000 pound bombs on the cracking plant, storage tanks, and refinery units. Two more were lost in strafing attacks on the return to Italy. After the attack, targets of opportunity presented themselves. The 27th engaged 30-40 Me 109s resulting in four destroyed, four more damaged and two probable victories against the enemy. This happened at the cost of four 27th aircrews. Cpt August Bischoff caught a wingtip while strafing and was killed. Harry Noone fell into enemy hands. William McClellan ended up in partisan custody until late June, and James Joye died. One 94th aircraft, flown by William McClellan, went down but partisans returned him to Italy in June.

Overall, the 1st lost 14 of its own but claimed 18 aircraft shot down, including five from a single pilot, Lt Herbert Hatch, one of the few the 71st who survived. This mission to Ploesti resulted in the heaviest loss ever experienced by the Group in a single day during the entire war.

MACR # Date A/C Type Serial # Group Squadron Note

5634 10 Jun 44 P-38J 43-28704 1st FG 71FS HOENSHELL, Carl C. -KIA -Yugoslavia
5637 10 Jun 44 P-38J 43-28812 1st FG 71FS BAKER, Vernon C. -KIA -Romania
5642 10 Jun 44 P-38J 42-104089 1st FG 71FS POTTER, William L. -KIA -Romania
5665 10 Jun 44 P-38J 43-28536 1st FG 71FS FLACK, Willie B. -KIA -Romania
5762 10 Jun 44 P-38J 43-28732 1st FG 71FS SMITH, Albert F. -MIA- -Romania, Varasti
5776 10 Jun 44 P-38J 43-28772 1st FG 71FS JANCI, Rudolph M. JR. -POW -Romania
5778 10 Jun 44 P-38J 42-104072 1st FG 71FS JACKSON, Joseph H.- KIA- PLOESTI
5781 10 Jun 44 P-38J 42-104058 1st FG 71FS JOHNSON, George J. JR. -MIA- Bucharest
5855 10 Jun 44 P-38J 42-104330 1st FG 27FS MC CLELLAN, William D. -WIA/POW-
Romania, Gaesti
5857 10 Jun 44 P-38J 43-2874 1st FG 71FS HISEY, Ralph W. ,JR. -POW -Romania Bucharest 1
6030 10 Jun 44 P-38J 42-104009 1st FG 94FS GEYMAN, R. J. -POW- Romania, Bucharest
6036 10 Jun 44 P-38J 43-28549 1st FG 27FS BISCHOFF, August J. JR. -KIA- Romania, Gaesti
6322 10 Jun 44 P-38J --- 1st FG 27FS NOONE, Harry -POW- Romania, Gaesti
10 Jun 44 P-38J 1st FG 27FS JOYE, James. -KIA- Romania

13 Jun 1944 The 1st FG flew a B-24 escort mission on June 13 to Munich with two P-38 losses:
Lt Donald A. Kuske (71st FS) P-38J-15-LO Serial.No. 43-28764 -- Assumed dead, not found.
Crash site located in 1950 near Reichsbach - Engersberg, Bavaria (Bayern). OHAM MACR #6082.

Lt Frank J. Gerry, Jr. (27th FS) crashed 1km west of Edenthal, 10 km S.E. of Dingelfing, and became a prisoner of war. (OHAM MACR #5780, P-38J-15-LO, Serial-No. 42-104245, target Landshut Germany) POW Stalag 7A Moosburg Bavaria 48-12 (Work Camps 3324-46 Krumbachstrasse 48011, Work Camp 3368 Munich 48-11).

29 Jun 1944 Lt John Eliopoulos of the 27th was killed in an accident.

18 Jul 1944 The 27th came close to redeeming the Group of its past losses during bomber escort mission over the Manzell Dornier Works. The 27th's 14 aircraft ended up being the only squadron

in the position to engage a flight of 90 enemy fighters (Me-109s and FW-190s) focusing on the bombers. After fierce dogfighting, the 27th came out of it unscathed with 14 confirmed victories and 11 more probable while successfully protecting their objectives.

28 Jul 1944 In a move out of character with German fighters, enemy planes near Ploesti ignored the B-17s and B-24s the Group escorted to directly engage the aircraft from the 27th. Lt Richard M. Huber claimed two Me-109s destroyed. Two P-38s piloted by Lt Jim L. Kuykendall (KIA) and Herbert L. Foor (MIA), collided in mid-air. Lt Foor was later repatriated after the Russian army overran the Ploesti area in late August 1944.

3 Aug 44 Lt William Johnson of the 27th was killed in an accident.

19 Aug 44 The 27th lost Lt. Lauren Erickson (MIA - MACR# 7977). A flight of eight aircraft composed of both the 27th and 94th strafed an ammunition laden train west of Avignon and headed for the invasion front. The resulting explosions from this mission crippled three aircraft. Dick Arrowsmith crash landed not far from the target area near Toulouse (MACR#7963), Walter Gonring also crash landed at Cape Calvi, Corsica.

Cpt Tom Maloney, a leading ace in the 27th with eight victories, ditched his battle-damaged P-38 in the Ocean 5-6 miles off the French Coast. After drifting toward the beach, that evening a land mine welcomed him back on shore. Maloney was severely wounded, and spent the next three days drifting in and out of consciousness. Eventually he moved inland to find water by means of pulling himself backward in a sitting position. This ordeal itself lasted five more days and after constructing a makeshift raft, he navigated a marsh into a small French settlement. Due to his severe pain, he was unable to be transported via a car and was instead carried in a stretcher by several French men to a French hospital over three miles away. Little could be done for him in the French hospital, but the Americans were contacted, and two days later he was delivered into the better-equipped hands of U.S. Army medics. Maloney was hospitalized in Naples, then in the USA until September 1945, when he was miraculously able to take his first few steps again.

21 Aug 44 Lt Galen Rhoades of the 27th was killed in an accident.

Lt Henry Inge of the 27th was killed in an accident. (a collision with Rhoades?)

31 Aug 44 The Group flew an unusually delightful mission to escort B-17s used to transport nearly 1,000 repatriated Allied airman from Popesti, Rumania (outside Bucharest) after the Russian army overran the area. The repatriated airmen included six pilots from the 1st: Lt Harry Noone (27th) , Edward Ulrich (27th), Herbert Foor (27th), Ralph Hisey (71st), and Raymond Geyman (94th). Lt Jesse Rae Dorris (71st) KIA during the mission.

2 Sep 1944 Lt Arthur Hoodecheck, Jr of the 71st missing in action near Belgrade (evaded and returned). MACR #8271.

Lt Vern D Nixon of the 27th killed in action over Belgrade Yugoslavia MACR #8272.

10 Sep 44 Lt William J. Ganley, Jr of the 27th missing in action near Vienna, Austria. MACR #8354.

3 Oct 44 Lt Robert Bruce of the 27th was killed in an accident.

26 Oct 44 Lt Edwin Louther of the 27th was killed in an accident.

Lt Asa Matthews of the 27th was killed in an accident. (a collision with Louther?)

21 Nov 1944 Lt John R. Follett of the 27th was killed in action over Yugoslavia (MACR #9970).

16 Nov 1944 Lt Chester Heien led the 94th on a strafing attack against truck convoys near Sarajevo, Yugoslavia. Two pilots, Evert Johnson (MIA - MACR #9892) of the 27th and Edward Steffani (MIA - MACR #9893) from the 71st, were lost over Yugoslavia. A third pilot landed safely in a damaged aircraft at Salsola.

27 Nov 1944 Lt Erling Stensland of the 27th was killed in an accident.

6 Dec 1944 Although the 27th shot down an He-111, so many people were involved that no individual claimant was determined. Richard T. Sykes of the 94th was shot down and bailed out near Russian lines south of Budapest, eventually returning to his unit (MACR#10216).

16 Jan 45 The Group received secret orders for an operation which turned out to be an escort mission for heads of state involved in the Yalta Conference, dubbed Operation ARGONAUT. The trip covered three continents and 16,000 miles. Lt Fred McKloskey, 27th FS, was killed in action, and Lt John M. Broderick, 71st FS, was killed when he crashed into a mountain near Ancona, Italy (MACR# 15795)

20 Jan 45 Lt Lavon Taylor, 27th FS, was killed in action.

21 Jan 45 On a photo recon mission over Stuttgart, Flight Officer Thomas R. Graffam, a 94th pilot, was shot down on his first or second mission by anti-aircraft gunfire. Damaged initially, on the return back he was hit again near Venice. His plane went down in the Adriatic and F/O Graffam died swimming with his chute (Germans were approaching). On the same mission, Lt James H. Hutchinson, Jr. from the 94th and Lt Robert Carrothers, 27th FS, were reported missing in action. The group ceased flying local combat missions until Operation ARGONAUT was completed.

MACR # A/C Type Serial # Group Squadron Notes

11538 P-38J 42-67898 1st FG 27 Lt Carrothers, KIA, Italy

11748 P-38L 44-25039 1st FG 94 Lt James H. Hutchinson, Jr, MIA, Prague, Czech

1 Mar 45 Lt Frank T. McHugh, 27th FS killed in action near Vienna.

MACR # Date A/C Type Serial # Group Squadron Notes

12520 3/1/1945 P-38J 42-104222 1st FG 27th Vienna, Austria, Lt McHugh, FOD

18 Mar 45 Maj Paul Ash, 27th FS, missing in action. Lt Steve Dostal, 71st FS, shot down over Yugoslavia and listed as missing in action. Lt Dostal eventually returned to the unit with a very interesting story.

MACR # Date A/C Type Serial # Group Squadron Notes

13064 3/18/1945 (16th?) P-38L 43-28481 1st FG 71 Dostal, MIA, returned

13063 3/18/1945 (16th?)

P-38L 44-24398 1st FG 27 Ash, MIA, returned

25 Mar 45 The group strafed an area between Regensburg and Nuremberg, hitting railroad stock protected by train mounted anti aircraft guns called flak cars. Lt. J. H. Tappan, 27 FS; P 38 L 44-24387, crashed near Pommelsbrunn and was killed in action (MACR# 13257).

The 27th shot down a FW 190 and an He-111 in addition to destroying a large amount of railroad stock. This occurred at the expense of two of their pilots, Lt Cary Hendrix and Lt Edgar Coury, the latter from anti aircraft and the former during the Heinkel chase. The day resulted in a loss of five during a month where 10 total aircrews were lost.

MACR # Date A/C Type Serial # Group Squadron Notes

13484 3/31/1945 P-38L 44-24053 1st FG 27 Hendrix, MIA

13482 3/31/1945 P-38L 44-24183 1st FG 27 Coury, KIA

13480 3/31/1945 P-38L 44-24382 1st FG HQ Agan, POW

13481 3/31/1945 P-38L 44-24420 1st FG 71 Crawford, MIA after crash in Pecs, Hungary.

Picked up by Russians, returned late April

13479 3/31/1945 P-38L 44-24654 1st FG 94 Gillen, MIA

second force of P-38s strafed rail lines in Southern Germany, specifically in Regensburg-Salzburg-Munich. After splitting up in squadron size formations., the 71st went to Lake Chiem toward Munich, the 94th went to Regensburg south toward Landshut, and the 27th strafed from Regensburg southeast parallel with the Danube toward Passau. In addition to the multitude of ground targets either damaged or destroyed, the group also claimed an aerial victory over an FW-190.

Five pilots did not return from this mission including all three squadron leaders. However one did survive - Capt Everett S. Lindley the 94th squadron and mission leader. The four fatalities consisted of Cpt Chester Trout, 27th leader, hit by flak just west of Passau and crashed in flames, Major Joseph Elliot, the 71st leader, also hit by anti aircraft fire, crashed at Feldkirchen east of Munich and was killed. Lt Edward Brickly, 27th FS, and Lt George McGrew, 71st, were both hit by flak, and were killed in ensuing crashes.

MACR # Date A/C Type Serial # Group Squadron Notes

13799 4/15/1945 P-38 44-24132 1st FG 94 Regensburg, Germany, Lt Lindley, POW

13802 4/15/1945 P-38L 44-24190 1st FG 71 Munich, Germany, Lt McGrew, KIA

13801 4/15/1945 P-38L 44-24632 1st FG 27 Trout, MIA
13797 4/15/1945 P-38L 44-25698 1st FG 27 Regensburg, Germany, Brickley, MIA
13800 4/15/1945 P-38L 44-25734 1st FG 71 Munich, Germany, Elliott, KIA

23 Apr 45 During this day's mission attacking targets of opportunity in northern Italy, Captain Larry Reynolds, 27th squadron leader and Captain John Hurst, flight leader, were both struck by flak and successfully bailed out. Both were on their second tour of duty with the 1st FG. The 71st leader, Cpt Clarence Knapp died when his aircraft was hit in the left wing at an altitude of only 50 feet, burst into flames, flipped over and dove in (wingman Steve Dostal's account on his first mission after rejoining the unit).

MACR # Date A/C Type Serial # Group Squadron Notes

14034 4/23/1945 P-38 44-24202 1st FG 27 Verona, Italy, Knapp MIA (KIA)
14032 4/23/1945 P-38 44-24379 1st FG 27 Padova, Italy, Hurst 14033 4/23/1945 P-38 44-24383 1st FG 27 Padova, Italy, Reynolds, Returned

6 May 45 Five P-38s of the 27th escorted two Halifax aircraft of the RAF to Yugoslavia to drop supplies in the mountains west of Celje. Despite subsequent events in preparation of possible action in the Pacific theater, this turned out to be the last combat mission flown in WWII by the 1st Fighter Group.

26 Jul 45 During a navigational training flight Lt George McGinnis, 27th FS, died in a crash from a 1500 ft dive into the Po River.

The 192nd Fighter Wing, the Air National Guard Associate unit at Langley AFB, Virginia, recently flew its first F-22 mission in support of Operation Noble Eagle, the military operations related to homeland security initiated after the 11 September 2001 terrorist attacks. The 192nd FW's 149th Fighter Squadron flies Raptor aircraft assigned to the active duty 1st Fighter Wing at Langley. The 1st FW and 192nd FW combined in October 2007 under the Total Force Initiative, and made the 192nd the first Air Guard unit to fly the F-22. The 1st FW's 27th FS flew the first active duty F-22 Operation Noble Eagle mission in January 2007.

Achieving nine aerial victories on a single mission qualifies for bragging rights in any fighter pilot circle even if those victories occur in simulated Red/Blue engagements. An F-22 pilot from the 27th Fighter Squadron from Langley AFB, Virginia, accomplished that very feat in June at Northern Edge exercises in Alaska. Six AMRAAMs, two Sidewinders, and one burst of rounds from a Gatling gun account for the total. Nine may not be the ultimate maximum: he had ammunition left in the gun. For aviation history buffs, nine victories equal the real-world US record of Cmdr. David McCampbell, an F6F Hellcat pilot and the Navy's leading ace in World War II. The nine-kill mission may get a lot of exposure," says Lt. Col. Wade Tolliver, commander of the 27th Fighter Squadron. "Was it cool? Yes. But working with F-15s and F-18s to produce a kill ratio of eighty-three to one that day was way cooler. Not the fact that one F-22 happened to produce nine of those eighty-three hits."

Tolliver describes the aerial scene: "During that mission, our Blue forces faced the heaviest air threat we've seen in recent history. The total mission or vulnerability time was two and one-half

hours. Those flying as Red Air developed their own tactics. In a single vulnerability period, they would use mass forces to try to overrun our Blue forces. At other times, they sent successive waves of smaller individual packages in a variety of tactics. To generate the numbers, Red Air returned to a simulated base to regenerate. Actually, they went to a tanker to get fuel and then came back to create additional threats." "The pilot with nine simulated kills flew as my wingman that day," explains Capt. Harry Schantz, the safety officer for the 27th FS. "His nine kills were a function of the situation. We were making sure everyone could get gas, and we were keeping our area safe. We tried to shoot every missile we had. Red Air threats were almost overwhelming, but we handled every one of them. We averaged five to six kills per F-22 pilot on busy missions like that during the exercise." The 1st Fighter Wing from Langley deployed twelve Raptors, eighteen pilots, and 174 maintainers of its 27th FS to Elmendorf in late May, the longest deployment to date for the F-22. The aircraft stayed in Alaska for six weeks. "A combination of circumstances brought us here," says Tolliver. "First and foremost, we wanted to involve the Raptor in a large-scale exercise. When our runway at Langley was closing for a two-month repair during the same time period, we saw the timing as perfect to take our aircraft on an extended deployment.

"Furthermore, we also thought the timing was perfect to introduce the Raptor to Elmendorf as they will eventually be based here," continues Tolliver. "The wing can see how the aircraft deploys, how it moves on the ramp, how it operates in this airspace, and what levels of support it needs. Not only did the 3rd Wing at Elmendorf learn from the Raptor visit, but the local community also learned a lot about the aircraft through public and media days hosted by the base." "Our entire wing wants to learn as much as we can about this airplane," adds Brig. Gen. Hawk Carlisle, commander of the 3rd Fighter Wing at Elmendorf. Raptors are scheduled to arrive at Elmendorf in about one year starting with the first airplane, tail number 4087, which rolled off the assembly line in fall 2006. "The Air Force chief of staff would like us to accept the first airplanes here in January 2008, but we would like to get them sooner to beat the winter weather," Carlisle adds. The Raptor visit directly addresses issues surrounding the eventual basing of F-22s at Elmendorf. "Some have questioned whether Elmendorf is ready for the F-22 in terms of infrastructure and support," notes Tolliver. "We've been here for five weeks flying fourteen missions every day, launching eight in the morning and turning six in the afternoon. The Raptors are doing great. They will perform just fine when they arrive next year."

"We are doing a lot with the F-22 on the expansive ranges in Alaska," says Carlisle, who was one of the core USAF pilots who flew the prototypes during the competition between the YF-22 and the YF-23. "Our overland, supersonic, and instrumented air-to-air and air-to-ground ranges are phenomenal. They are conducive to the high-speed tactics flown by the Raptor. Elmendorf is the right place to bring the Raptor, and we are very excited to have it here. Northern Edge is the first major exercise for the F-22. It is also the first Raptor deployment outside the continental United States. More importantly, though, deploying 3,200 miles nonstop and operating at a new base put new aircraft to a real test. Did the F-22 succeed? "Yes, we succeeded," answers Tolliver. "The day after the first jets landed, we flew thirteen sorties, and that was with ten aircraft since the remaining two arrived the next day. This fact in itself is an awesome accomplishment and proves the Raptor can deploy and be an immediate contributor to joint or coalition forces."

Tolliver's opinions are backed by additional statistics. On one particular mission, though comprising just thirty-three percent of the total Blue air-to-air forces, F-22s managed to eliminate

sixty-six percent of the threats. The aerial victory ratio for the Raptor in the first week of the exercise alone was 144-to-zero losses. (For those paying close attention, the one loss in the eighty-three-to-one mission was an F-15.) For the entire two-week exercise, the Raptor comprised just thirty percent of the Blue Air, yet managed to defeat almost half of the overall threats. The Raptor did more than defeat aerial threats. The Langley-based F-22s dropped twenty-six Joint Direct Attack Munitions while working with ground-based forward air controllers. All twenty-six bombs were direct hits. Many of the pilots, who mostly flew air-to-air combat missions in F-15Cs, were dropping bombs for the first time in this exercise. Northern Edge was the first time operational F-22 pilots dropped munitions while working with forward air controllers in a close air support role. Of the 105 scheduled Raptor sorties in the exercise, 102 actually launched. This ninety-seven percent sortie generation rate for the twelve deployed F-22s certainly contributed to the overall results: aircraft availability being a prerequisite for combat effectiveness. "The ability to work away from the support and supply structure of our home station and still produce such high sortie generation figures is arguably the largest success of the entire Alaska deployment," says Tolliver.

"America's First Team is excited about the opportunity and humbled by the responsibility of bringing the F/A-22 to operational status," said Col. Frank Gorenc, commander of the 1st Fighter Wing. "Langley Air Force Base is Raptor-ready." The Raptor started down the road to initial operational capability, or IOC, at the wing's official kickoff ceremony on 11 February. However, Langley has been preparing for this day for several years. The base, located near Hampton, Virginia, will become the home of the first combat-coded F/A-22s. "Our F/A-22 integration office coordinated all the required to make this new home for the Raptor possible," says Gorenc. "It was no small effort. More than \$130 million of military construction, facility moves, manpower changes, and training requirements were worked by the integration office to ensure we were ready to accept the Raptor. We are ready on time, and Raptor operations are under way." Construction projects completed or in the works include a flight simulator, a composite repair facility, improvements to weapons storage, and new hangars for each of the wing's three squadrons. At least eight other major projects are also under way or planned. The 1st FW's 27th Fighter Squadron was chosen to be the first combat-ready Raptor squadron in the fall of 2003. The 27th, which is the oldest fighter squadron in the Air Force, moved into its new hangar earlier this year. The exterior of the hangar shares the same architecture as the other historic buildings at Langley, but the inside has all-modern conveniences.

"Last fall, we essentially deconstructed the squadron," says Lt. Col. James Hecker, the 27th FS commander. "We took our F-15Cs and split them between the other two squadrons on base, the 94th and 71st. We drew down to me, our operations officer, two F-15 pilots, and two designated F/A-22 pilots. We are now starting to fly the Raptor and building the squadron back up. We plan to reach IOC in December." One of the nine original F/A-22s, Raptor 05, was retired from the flight test fleet at the Air Force Flight Test Center, Edwards AFB, California, in January, and flown to Langley where it will serve as a maintenance trainer. "Having an actual jet that can be touched and worked on has been invaluable in getting our maintenance troops trained," says Meeker. Raptor 05, the fifth F/A-22 built, newly repainted with the 1st FW's FF tailcode, served as the centerpiece of the February kickoff ceremony. The 325th FW, the F/A-22 schoolhouse at Tyndall AFB, Florida, temporarily assigned two aircraft to Langley to allow the 27th FS to begin F/A-22 operations. Meeker, who completed pilot training last fall, flew the first Raptor to Virginia on 18

January. A second loaner was delivered on 15 March. Raptor 41, the first aircraft to be permanently assigned to Langley, is scheduled for delivery in May. The squadron expects to receive two new Raptors a month until next March or April, at which time it will have a full complement of twenty-four aircraft. Between academics and flights, Raptor pilot conversion training takes about three months at Tyndall. Two 27th FS pilots started the class in March; four more pilots are scheduled to begin training in May; and an additional six squadron pilots will begin training in July. About every two months thereafter, six more pilots will start learning how to fly the Raptor.

"We go to wing stand-up meetings every day to hear squadron commanders report on how many sorties were flown the day before and how many sorties are scheduled for that day," Hecker notes. "I had to sit on my hands for a couple of months because we didn't have any aircraft. But now I have something to report." Pilots of the Screaming Eagles, as the 27th FS is called, flew nine F/A-22 sorties in February. That number will rapidly ramp up with the coming of additional aircraft and pilots. "It is a great time to be here," notes Hecker. "We are trying to fly as much as we can and get our maintenance troops trained so we are ready to go when we reach IOC." Unlike previous platforms, IOC for the F/A-22 is not based on a certain number of aircraft or a certain number of pilots and maintainers. "The commander of Air Combat Command will declare us at IOC based on what our level of capability is," notes Hecker. "Rather than being based on an arbitrary number, the decision will be based on how well we can do our mission. "We are fortunate that we are not the very first squadron to get this aircraft," Hecker continues. "We are using lessons learned from Edwards, Nellis, and Tyndall. Most of our time will be spent getting ready to take the jet to war. We are working the mobility part—developing deployment check-lists, what kind and how many spare parts we will need to take with us, and how to move the squadron in theater if called on."

The 94th Fighter Squadron, which dates back to Eddie Rickenbacker's Hat-in-the-Ring Squadron in World War I, will begin conversion to the F/A-22 in late spring 2006. The 27th Fighter Squadron will play an important role in the 94th's changeover. "We will fan out our flight leads to the 94th to help that squadron get going," says Hecker. "Our pilots will have the experience to lead the 94th's conversion. We'll then backfill the 27th with newly trained pilots. However, if the country goes to war, we can pull those experienced pilots back from the 94th into the 27th." The 94th FS is scheduled to complete transition to the F/A-22 in late spring 2007. The 71st FS will start conversion to the Raptor after that. "In mid 2008, the 1st Fighter Wing will be an F/A-22-only wing," says Gorenc. "As the first operational wing and base to employ the F/A-22, we have the most lethal fighter on the planet. I can think of a thousand ways its stealth, speed, surgical strikes, agile maneuverability, and superb sustainability can be used. The F/A-22 will be flying for decades to come across the entire spectrum of conflict anywhere in the world." In addition to the three active-duty flying squadrons at Langley, the 1st FW is also a highly visible participant in the US Air Force Future Total Force initiative. While details are still being worked, the Air National Guard's 192nd Fighter Wing, currently an F-16 unit based in Richmond, Virginia, would be integrated with the 1st FW and fly the same aircraft, much like is currently done with airlift units. "The proposed integration of the two units would form a team of highly experienced personnel," says Gorenc. "Members of both organizations are working with ACC to develop a concept of operations. We are planning to send a Virginia Air National Guard pilot to F/A-22 training at Tyndall and training two Guard maintenance personnel on the Raptor. The proposed integration is

meant to enhance the effectiveness with which we both accomplish our missions, which is to provide combat air power for America."

While F-22s from Langley's 27th FS deployed to Kadena AB, the base's other Raptor unit, the 94th Fighter Squadron, set its own precedent by participating in Red Flag exercises at Nellis AFB, Nevada. Fourteen Raptors and almost 200 personnel from Langley were part of the more than 200 aircraft and approximately 5,200 military members from the United States, United Kingdom, and Australia taking part in the training. The Royal Air Force sent Tornado GR 4s, and the Royal Australian Air Force sent F-111C Aardvarks. Other aircraft included B-1 Lancers, B-2 Spirits, F-17 Nighthawks, F-15 Eagles, and F-16 Fighting Falcons. Red Flag is an advanced, realistic combat training exercise designed for fighter pilots. It is conducted over the vast Nellis range complex, which measures sixty by 100 nautical miles. The training involves air-to-air engagements as well as engagement with ground-targets, such as mock airfields, convoys, and other ground-based defenses. Threats also include electronically simulated surface-to-air missiles, anti-aircraft artillery, communications jamming, and global positioning system jamming. The F-22's debut at Red Flag is a significant milestone for the jet. "The training provided by the Red Flag adversaries is like no other on earth," explains LTC. Dirk Smith, commander of the 94th FS. "Our pilots are experiencing a tremendous learning curve." The F-22 showcased its advantages of stealth, supercruise, maneuverability, and sensor fusion during the exercise. This Red Flag was a first exposure for many participants to the Raptor's capabilities. For those flying against the new fighter, the experience was often frustrating. "I can't see the [expletive deleted] thing," said RAAF Squadron Leader Stephen Chappell, an exchange F-15 pilot in the 65th Aggressor Squadron at Nellis. "It won't let me put a weapon on it, even when [can see it visually through the canopy. [Flying against the F-22] annoys the hell out of me." Lt. Col. Larry Bruce, who commands the 65th Aggressor Squadron at Nellis and regularly flies against the F-22, admits flying against the Raptor can be humbling. "It's humbling not only because of the F-22's stealth, but also because of its unmatched maneuverability and power," he says. Training with the RAF, RAAF, and other USAF units at Red Flag provided valuable experience for all involved. "This exercise is a great chance for us to learn what sister and coalition forces can do and for them to learn what we're capable of doing," Smith says. "The addition of RAF and RAAF players makes the training more diverse and valuable for all pilots involved. Our participation here is not to show off the F-22's capabilities, but to explore how the Raptor can enhance the overall capability of our Air Force and the coalition forces."

Ten of the next F-89Cs were slated for the 27th FIS at Griffiss AFB, New York, who were flying F-86As at the time, but production delays got in the way of this transition program. The 27th FIS received the necessary ground handling equipment, spare parts, commenced classroom training, and received a half dozen Scorpions in July. Their losing one at the International Aviation Exhibition at Detroit helped bring about the Air Force grounding of the F-89 once again and the 27th FIS never became combat ready with the F-89. They continued flying the Sabres they still had on hand until January 1954 when they switched to F-94C.

The 27th FIS was the second 4711 th ADW fighter squadron to receive the F-89C. They were stationed at Griffiss AFB, Rome, New York, under the command of Lt. Colonel Benjamin Emmert. Emmert had just returned from Korea, and he had one MiG 15 to his credit. They received their first Scorpion in July 1952, flown in by J. J. Quinn.

Right after the first crews became qualified in the F-89, a request came in to the 27th FIS for them to provide two Scorpions for aerial and ground display at the International Aviation Exhibition at Wayne County Airport, Detroit, Michigan, on Labor Day weekend. Major Donald Adams and R/O Edward Kelly were selected to lead the flight, while John Recheir and R/O Captain Thomas Myslicki would fly the second aircraft.

As the 27th FIS was also flying F-86As at the time, they had problems in obtaining qualified Radar Observers as well. Their newly assigned R/Os were all young officers that were arriving from Moody AFB, where they had ground instruction in radar and interception techniques, but little actual practice, as Moody's F-89BS were all grounded and opportunity for practical airborne experience was limited to available backseat time in F-94s that had to be shared with that school. Thus transition into the new Scorpion was erratic at best. Each pilot was required to make three solo flights in the F-89 before he could even take a R/O up with him.

As all F-89s were grounded four weeks later, the 27th FIS never did become operational with them, although they did keep them in readiness at Griffiss until the following March when they finally had their turn at being returned to Northrop for rework. The 27th FIS did continue with F-86As until 1954 when the Sabres were replaced by Starfires.

Bearing black stars on yellow fields and a black and yellow checkerboard on the rudder, this F-94C was delivered to the 27th FIS March 11, 1954. It served its entire career with them.

The 27th Fighter Interceptor Squadron at Griffiss AFB, NY converted from F-86As to F-94Cs in January and February 1954. The squadron continued their previous assignment to the 4711th Air Defense Wing, 528th Air Defense Group, until February 12, 1957 when they were reassigned to the 4727th Air Defense Group. Transition to F-102AS commenced in the fall of 1957 and their F-94Cs were dispersed, half to the Davis-Monthan "boneyard" and the other half divided about evenly between other USAF units and the ANG.

27 FIS
F94
XXX533
1133573
113530
1517
1567

27 FTR SQDN
CALLSIGN
'PET DOG'
WWII

Although the 1 FG was assigned to the Eighth AF for a very brief period, June thru November of 1942, it flew numerous combat sorties while so assigned before going on to serve with distinction with the 12th and later 15th AAFs'. Squadrons of the 1st Fighter Group received their overseas codes in Sep '42 and these were soon applied to all aircraft radiator housings in 1 Sin. tall Sky or white letters. 'Plane-In-Group' assignment or 'Last Three' aircraft serial number digits sometimes adorned the fuselage nose or forward engine cowling area of 1 FG P-38s.

Of the three squadron insignia, the 27th Ftr Sqn was the only design with continuous longevity prior to WWII. Officially approved by the Army Board of Heraldry in 1924, this image can be traced back to WWI as the combat insignia for the 27th Aero Sqn. The 'Indian Head' insignia below is actually the oldest of all these images. This symbol was originally the combat insignia of the Lafayette Escadrille, those young American pilots who flew for France prior to the United States entry into WWI. When ultimately transferred into the U.S. Army Air Service as #, the 103rd Aero Sqn, this insignia went with them as that units insignia. The 103rd was subsequently consolidated with the 94th Aero Sqn which had already adopted the 'Hat In The Ring' devise. This latter design was finally adopted as the official insignia of the 94th in 1919 only to again be replaced by the Indian Head motif in 1924. Just prior to the groups deployment overseas in 1942, former 94th Aero Sqn Ace, Captain Eddie Rickenbacker successfully lobbied for the reinstatement of the 'Hat In The Ring' symbol as the official Group insignia of the 94th Fighter Squadron.

Other than the numerical markings and U.S. Type-2 Insignia, the only other distinguishing marks displayed by the Groups aircraft for its' first few months in the UK were 'command stripes' affixed to both tail booms. These were applied as Sin. encircling bands in respective squadron colors; twin bands for squadron COs', single bands for flight leaders. Use of these devices was discontinued with the adoption of letter codes.

27th Pursuit Squadron (1st Pursuit Group) HQ-Kelly Field, TX, 1919-21; Ellington Field, TX, 1921-22; Selfridge Field, MI, 1922-41 Stationed at Selfridge Field, MI, as of June 1919 as the 27th Aero Squadron. Assigned on 22 August 1919 to the 1st Pursuit Group. Transferred on 31 August 1919 to Kelly Field, TX. Redesignated as the 27th Squadron (Pursuit) on 14 March 1921. Transferred on 1 July 1921 to Ellington Field, TX. Transferred on 1 July 1922 to Selfridge Field, MI. Redesignated as the 27th Pursuit Squadron on 25 January 1923.

The Twenty-seventh Aero Squadron insignia comprises another form of the American eagle, superimposed upon a large round spot. The Twenty-seventh Aero Squadron was a pursuit squadron. It was assigned to the First Pursuit Group, First Army, on April 30, 1918, and reached the Front on June 1 at Toul. This squadron was engaged in the operations in the Toul Sector, at Chateau-Thierry, St. Mihiel, and the Argonne-Meuse first and second offensives. The Twenty-seventh carried out 314 patrols and war missions, engaged in 230 combats, and received official confirmation for 54 victories. In all it suffered 22 casualties, consisting of 8 killed, 4 wounded, 7 prisoners, and 3 missing. It ceased operations December 5, 1918.

A Tenuous Talon-Hold on Pilots: The T-38 Adversary Air Program at JB Langley-Eustis, Va., hopes to begin flying eight sorties a day, up from an average of six, dueling the 1st Fighter Wing's F-22 Raptors. "We have very limited full-time manning positions [two to be exact] for the T-38 right now—you're looking at it," said Col. Derek Wyler, 27th Fighter Squadron director of operations for programs, gesturing to a fellow instructor during a recent interview with the Daily Report. The squadron, which falls under the 1st FW, manages the T-38 program. "We didn't get any additional bodies to fly T-38s, so we've come up with some creative ways to do it," said Col. Kevin Robbins, 1st FW commander, during a separate interview at the joint base. The program has been drawing on a pool of dual-qualified F-22 pilots, staff pilots from Air Combat Command headquarters at Langley-Eustis, and pilots from the Virginia Air National Guard's 192nd FW, the 1st FW's associate unit. With each pilot chipping in an average of five sorties a month "our scheduler's got a pretty challenging task, but he manages to make it work pretty well," said Wyler. 2011

On 20 October 2005, at 2030L (0230Z), an F-22A, S/N 03-4045 ingested a nose landing gear (NLG) pin in the right engine. The mishap aircraft (MA), assigned to the 27th Fighter Squadron, 1st Fighter Wing, Langley Air Force Base, Virginia, was starting engines as part of a night surface attack tactics mission. The right engine suffered significant damage at a cost of approximately \$6,754,275.36. There were no injuries to personnel or damage to other government equipment. The MA had a recent history of not recharging the stored energy system (SES) sufficiently, which could prevent flight above 34,000 MSL (which was required for the mission). Therefore, SES servicing equipment was positioned near the MA with the intent to service the SES after auxiliary power unit (APU) start. The MA remained safe for maintenance, meaning landing gear pins remained installed as required by technical order (T.O.) data. After APU start, the mishap pilot (MP) told the mishap crew chief (MCC) SES servicing was not required. The equipment was consequently moved away, and the MA engines were started. The MCC realized the nose landing gear (NLG) pin was still in and instructed the pilot to shut down the left engine so the pin could be removed. The MCC maneuvered himself inside the nose gear well and removed the nose landing gear pin. The suction force from the operating right engine grabbed the NLG pin streamer and tore the pin from the MCC's hand with subsequent ingestion by the engine. The MP shut down the engine and egressed the aircraft normally. The cause of this mishap, supported by clear and convincing evidence, is the mishap crew chiefs failure to control the NLG streamer during removal, which allowed it to be caught in the suction field of the operating right engine and torn from his hand with subsequent ingestion by the right engine. Failure to remove the NLG pin prior to engine start was a direct result of inadequate and incorrect technical order guidance that led to the NLG pin remaining installed during engine start forcing the mishap crew chief to revert to training and experience to resolve the situation.

A T-38 based at JB Langley-Eustis, Va., made a forced landing at Newport News/Williamsburg International Airport on Tuesday, after the jet lost its canopy during takeoff, according to a wire report from the Newport News Daily Press. The canopy landed on the runway at Langley shortly after takeoff on a routine training mission, but did not cause any injury or additional damage at the

base, according to a base spokesperson. Neither pilot was injured in the incident, and a USAF safety investigation is under way. Langley's 27th Fighter Squadron has flown T-38s in an adversary role at JB Langley-Eustis since late 2011, where they conduct advanced dissimilar training and threat simulation for the 1st Fighter Wing's F-22 Raptor squadrons. 2014

25 February 1929 Curtiss XP-6 Hawk (fourth P-2, 25-423, converted with Curtiss V-1570-1 engine), of the 27th Pursuit Squadron, is destroyed in crash at Selfridge Field, Michigan, after structural failure in a spin/stall with only 80 flying hours, killing pilot Andrew D. Knox. This airframe had won the Pursuit Plane Race in the 1927 National Air Races with a speed of 189.608 mph.

501219	F-84E	49-2337	27FES		Taegu AB, KOR	LACMF	Spry, James W.	Seoul AB
511204	F-86A	49-1235	27FIS	103FIG	Griffiss AFB, NY	TOAEF	Baker, Thomas M.	Griffiss AFB
511219	F-86A	49-1215	27FIS	103FIG	Griffiss AFB, NY	BOEF	Fleming, Philip F.	4 Mi WNW Camden
500921	F-86A	48-0142	27FIS	1FIG	Griffiss AFB, NY	FLoGW	Parker, Charles F.	Griffiss AFB
501002	F-86A	48-0148	27FIS	1FIG	Griffiss AFB, NY	TOAEF	Honaker, John W.	Griffiss AFB
501102	F-86A	48-0213	27FIS	1FIG	Griffiss AFB, NY	LACMF	Swift, Kenneth L.	Griffiss AFB
501206	F-86A	48-0269	27FIS	1FIG	Griffiss AFB, NY	MAC	Beckham, Dwight S.	3 Mi WNW Thurman
501206	F-86A	48-0206	27FIS	1FIG	Griffiss AFB, NY	MAC	Johnson, Francis E.	3 Mi WNW Thurman
510119	F-86A	48-0213	27FIS	1FIG	Griffiss AFB, NY	LAC	Christian, William S.	Griffiss AFB
510312	T-33A	49-0954	27FIS	1FIG	Griffiss AFB, NY	TOAF	Jones, John H.	Selfridge AFB

430503	P-38F	43-2166	27FS	1FG		TAC	Deisenroth, Donald B	Setif/ 20km S
430727	P-38G	42-12874	27FS	1FG		FL	Witley, John R	Meteur #1
430813	P-38G	42-13156	27FS	1FG		TAC	Graham, Millard H	Meteur
430909	P-38G	42-13156	27FS	1FG		TOA	Eickman, Warren P	Meteur#1
430910	P-38G	43-2375	27FS	1FG		CR	Gerry, Frank J Jr	Meteur #1
431015	P-38G	42-13012	27FS	1FG		TAC	Sokol, Nicholas (NMI)	Meteur #1
431109	P-38G	42-13247	27FS	1FG		LAC	McGrath, Joseph P	Ajaccio
440216	P-38F	43-2166	27FS	1FG		TAC	Sprengel, Earl P	Foggia #3
440323	P-38H	42-67080	27FS	1FG		LAC	McIntosh, Robert L	Foggia #3
440429	P-38J	42- 104204	27FS	1FG		GAC		Foggia #3
440504	P-38J	42- 104071	27FS	1FG		KCRL	King, John M	Foggia #3
440527	P-40N	43-23599	27FS			TAC	Lee, C C	Gaya/Sta 20
440603	P-38H	42-67026	27FS	1FG		LAC	Eliopoulos, John P	Foggia #3 Sal Sola
440629	P-38J	43-28820	27FS	1FG		KCR	Eliopoulos, John P	San Severo/ 20mi N
440715	P-38J	43-28410	27FS	1FG		LAC	Nutter, Thomas A	Sal Sola
440722	P-38J	43-28775	27FS	1FG		CRL	Huber, Richard M	Foggia/ 4mi E
440728	P-38H	42-67026	27FS	1FG		LAC	Hoodecheck, Arthur (N) Jr	Sal Sola
440803	P-38J	43-28787	27FS	1FG		KCREF	Johnson, William E	Sal Sola/4mi SW

440804	P-38J	43-28410	27FS	1FG		TAC	Plummer, George H	Lesina
440821	P-38J	43-28740	27FS	1FG		KMAC	Inge, Henry P	Aghione/ 10mi E
440821	P-38H	42-66733	27FS	1FG		KMAC	Rhodes, Galen J	Aghione/ 10mi E
440901	P-38J	43-28759	27FS	1FG		DTCEF	McHugh, Frank T	Adriatic Sea
440907	P-38J	42- 104160	27FS	1FG		CRLEF	Collins, Donald D	San Sola/ 5mi N
440907	P-38J	42- 104265	27FS	1FG		LAC	Lindberg, Donald I	Sal Sola
441003	P-38L	44-24077	27FS	1FG		KCRL	Bruce, Robert F	Foggia/ 4mi SW
441010	P-38J	43-28382	27FS	1FG		CREF	Shank, Raymond B Jr	Foggia/ 15mi NE
441010	P-38J	43-28251	27FS	1FG		CBL	Prout, Thomas P Jr	Bari
441014	P-38J	42-68129	27FS	1FG		CRL	Newell, Thomas J	Lucera/ 5mi SW
441020	P-38J	42- 104222	27FS	1FG		TAC	Johnson, Evert D	Bari
441026	P-38J	43-28386	27FS	1FG		KCR	Matthews, Asa A	Grottaglie/ 20mi N
441026	P-38J	42- 104096	27FS	1FG		KCR	Lowther, Edward K	Grottaglie/ 20mi N
441031	P-38H	42-66722	27FS	1FG		GACF	[ground crew]	Sal Sola
441104	P-38J	43-28391	27FS	1FG		KCR	LaManna, Richard F	Iesi/ 3mi W
441127	P-38J	42- 104073	27FS	1FG		KCR	Stensland, Erling A	Foggia/ 2mi NE
441204	P-38J	42- 104261	27FS	1FG		LAC	Demkovich, Joseph (NMI)	Sal Sola [Foggia #3]
441204	P-38L	44-24199	27FS	1FG		TAC	Talansky, Lewis C	Foggia # 3 (Salsola)

450120	P-38J	43-28650	27FS	1FG		KCR	Taylor, Lavon O	Vincenzo
450201	P-38L	44-24207	27FS	1FG		LAC	Terry, Maurice C	Luqa Fld
450212	P-38J	42- 104216	27FS	1FG		KCR	Kilpatric, Othel A Jr	Caserta
450215	P-38L	44-24186	27FS	1FG		LAC	Loveless, Jack I	Tripolitania, El Adem
450215	P-38J	43-28448	27FS	1FG		TOAMF	Casey, Guy (NMI) Jr	Tripolitania, El Adem
450422	P-38L	44-24139	27FS	1FG		LAC	Waddell, William F	Lesina
450626	P-38L	44-24381	27FS	1FG		LAC	Lyons, Samuel H	Lesina
450726	P-38L	44-25760	27FS	1FG		KCR	McGinnis, George A	Polesella/ 7mi E
470923	P-80B	45-8466	27FS	1 FG	March Field, CA	TOAEF	Price, Robert D	March Field, CA
471029	A-26C	44-34588	27FS	1 FG	Eglin Field, FL	KCR	Crouch, John L	10M N Fontana, CA
471103	P-80B	45-8495	27FS	1 FG	March Field, CA	CRLEF	Fleming, Lawrence J	Eglin Field, FL
460709	AT-6D	44-80948	27FS	1FG	March Fld, CA	LAC	Mitchell, William L	March Fld
460812	C-47A	42-24054	27FS	1FG	March Fld, CA	TAC	Yarberry, Edgar L	March Fld
460828	P-80A	44-85082	27FS	1FG	March Fld, CA	TOAMF	Hensley, Gaston M	Kirtland Fld
460904	P-80A	44-86065	27FS	1FG	March Fld, CA	BOMF	Muller, Wilbert (NMI)	Topeka AAF/ 13mi SW
461119	P-80A	44-85100	27FS	1FG	March Fld, CA	LAC	Allen, Merle F	NAS El Centro

470106	P-80A	44-85158	27FS	1FG	March Fld, CA	LACMF	Hendricks, Howard F	Fort Worth AAF
470214	P-80A	44-85325	27FS	1FG	March Fld, CA	CBL	Hancock, John J	March Fld/ 3mi NE
470403	P-80A	44-85050	27FS	1FG	March Fld, CA	LACMF	Hunter, John B	March Fld
470519	P-80A	44-85331	27FS	1FG	March Fld, CA	MF	Jackson, Jack W	March Fld
500310	F-86A	47-0630	27FS	1FG	March AFB, CA	LACMF	Saunders, Jackson S.	Williams AFB
500802	F-86A	48-0192	27FS	1FG	Griffiss AFB, NY	LAC	Johnson, Francis E.	Tinker AFB

410409	BT-2BG	31-61	27PF	1PF	Selfridge Field, MI	LAC	Eriksen, John G.	Selfridge Field, MI
410619	P-35	36-420	27PF	1PF	Selfridge Field, MI	FLEF	Malmstedt, Ronald M	Capac, MI
410623	YP-38	39-699	27PF	1PF	Selfridge Field, MI	KCRGC	Putnam, Guy L	Atlanta, MI
410625	P-35	36-416	27PF	1PF	Selfridge Field, MI	GL	Watson, Eugene M	Selfridge Field, MI
410701	YP-38	39-714	27PF	1PF	Selfridge Field, MI	TOAEF	Caldwell, Robert M.	Selfridge Field, MI
410714	P-35	36-404	27PF	1PF	Selfridge Field, MI	GL	Drysdale, William B.	Selfridge Field, MI
410721	C-40	38-537	27PF	1PF	Selfridge Field, MI	LAC	Hubbell, Robert B.	Selfridge Field, MI
410313	BT-2BG	31-78	27PI		Selfridge Field, MI	GMAC	[Parked Aircraft]	Selfridge Field, MI
410313	BT-2BG	31-111	27PI		Selfridge Field, MI	GMAC	[Parked Aircraft]	Selfridge Field, MI

420516	P-38E	41-1997	27PS	1FG	March Field, Riverside, CA	FLEF	Long, William K	Venice, CA
--------	-------	---------	------	-----	----------------------------	------	-----------------	------------

300423	P-1C	29-244	27PS	1PG	Mather Field, Mills, CA	TAC	Morgan, William R.	Mather Field, CA
380426	P-35	36-371	27PS	1PG	Selfridge Field, Mt Clemons, MI	BOEF	Bennett, Allan T	Utica, MI
390517	P-35	36-421	27PS	1PG	Selfridge Field, Mt Clemons, MI	LACGL	MacNaughton, Franklin H	Selfridge Field, MI
400614	P-35	36-388	27PS	1PG	Selfridge Field, Mt Clemons, MI	LACNO	Keenan, Gerald M.	Selfridge Field, MI
400913	P-35	36-421	27PS	1PG	Selfridge Field, Mt Clemons, MI	LACNO	Keenan, Gerald M.	Alpena, MI
410714	P-35A	36-398	27PS	1PG	Selfridge Field, MI	CREFTO	Costello, John S.	Selfridge Field, MI
410723	YP-38	39-695	27PS	1PG	Selfridge Field, MI	KTOA	Taylor, James R.	Alpena, MI
410724	P-35	36-416	27PS	1PG	Selfridge Field, MI	LAC	Mandros, William J.	Selfridge Field, MI
410803	P-38	40-756	27PS	1PG	Selfridge Field, MI	LAC	Long, William K.	Cleveland Airport, OH
410919	P-38	40-767	27PS	1PG	Selfridge Field, MI	KMAC	Keith, Robert H	10 mi NW of Natchitoches, LA
411016	P-38	40-766	27PS	1PG	Selfridge Field, MI	KFLoGW	Costello, John S	Beaufort, SC
411105	P-38	40-763	27PS	1PG	Selfridge Field, MI	TOA	Pringle, Wesley M	McClellan Field, CA
411220	P-38	40-755	27PS	1PG	Selfridge Field, MI	TAC	Prann, Bradley F	North Island NAS, CA
411225	P-38	40-746	27PS	1PG	Selfridge Field, MI	TAC	Lauler, Stuart R	North Island NAS, CA
420322	P-38E	41-1988	27PS	1PG	Mines Field, Los Angeles, CA	LAC	(parked aircraft)	Mines Field, CA
420405	P-38E	41-1990	27PS	1PG	March Field, Riverside, CA	KBOCR	Bridges, Benjamin H Jr	1 mi N of Mines Field, CA
310517	P-12C	31-202	27PS	20PG	Selfridge Field, Mt Clemons, MI	LACNO	Kirby, John W.	Fairfield Air Depot, Fairfield, OH

310703	P-12C	31-198	27PS	20PG	Selfridge Field, Mt Clemons, MI	LACGL	Kirby, John W.	Wertz Field, Cjarleston, WV
231127	MB-3A	AS-68273	27PS		Selfridge Field, Mt Clemons, MI	FLEFNO	Wasser, Lee Q.	1.5 mi SW of Decatur, MI
240610	MB-3A	AS-68265	27PS		Selfridge Field, Mt Clemons, MI	KSSPCR	Wilson, John H.	½ mi W of Selfridge Field, MI
250119	PW-8	24-213	27PS		Selfridge Field, Mt Clemons, MI	LACNO	Warner, Duane C	Lake St Clair, ½ mi NNE of Selfridge Field, MI
260419	C-1	25-431	27PS		Selfridge Field, Mt Clemons, MI	TOAEF	Davies, Clinton W.	150 yds W of Selfridge Field, MI
270419	AT-1	25-237	27PS		Selfridge Field, Mt Clemons, MI	LACSSP	Deerwester, Charles H	Selfridge Field, MI
270802	P-1	25-412	27PS		Selfridge Field, Mt Clemons, MI	KBOFDF	Schultz, Laclair d.	Selfridge Field, MI
280620	P-1B	27-78	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Irvin, Frank G.	Cleveland Muni Airport, Cleveland, OH
280715	P-1A	26-276	27PS		Selfridge Field, Mt Clemons, MI	FLEFNO	Lybarger, Arthur C.	7 mi NE of Howell, MI
280724	P-1B	27-69	27PS		Selfridge Field, Mt Clemons, MI	FLEF	Perley, Alden D.	3 mi SE of Lapeer, MI
281218	PT-1	26-270	27PS		Selfridge Field, Mt Clemons, MI	LACSSP	Kenyon, Trevor	Selfridge Field, MI
290210	P-1B	27-75	27PS		Selfridge Field, Mt Clemons, MI	LAC	Irvin, Frank G.	Stout Field, Indianapolis, IN
290211	P-1B	27-73	27PS		Selfridge Field, Mt Clemons, MI	SF	Giovannoli, Robert K.	Selfridge Field, MI
290211	PT-1	26-270	27PS		Selfridge Field, Mt Clemons, MI	LACMF	Harrington, Charles A.	Selfridge Field, MI
290216	P-1A	26-290	27PS		Selfridge Field, Mt Clemons, MI	LACMF	Giovannoli, Robert K.	Lexington Muni Airport, Lexington, KY
290225	XP-6	25-423	27PS		Selfridge Field, Mt Clemons, MI	KSFSSP	Knox, Andrew D.	Selfridge Field, MI

290318	PT-1	26-270	27PS		Selfridge Field, Mt Clemons, MI	LAC	Murray, William	Selfridge Field, MI
290329	P-1A	26-297	27PS		Selfridge Field, Mt Clemons, MI	TAC	Wolf, Paul W.	Selfridge Field, MI
290518	P-1B	27-72	27PS		Norton Field, Columbus, OH	LACGL	Kalberer, Alfred F.	Norton Field, Columbus, OH
290524	P-1A	26-287	27PS		Norton Field, Columbus, OH	FLEF	Reid, Horace J.	2 mi N of Norton Field, OH
290717	PT-1	26-348	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Devlin, George M	Selfridge Field, MI
290726	P-1B	27-77	27PS		Selfridge Field, Mt Clemons, MI	LACNU	Tibbetts, Kingston E.	Gettysburg, PA
290727	P-1B	27-72	27PS		Selfridge Field, Mt Clemons, MI	LACNU	Sanders, Homer L.	Gettysburg Airport, PA
290801	P-1B	27-72	27PS		Selfridge Field, Mt Clemons, MI	LAC	Sanders, Homer L.	Edgewood Arsenel, MD
290829	P-1B	27-84	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Straubel, Austin A.	Flint Airport, Flint, MI
291006	P-1B	27-76	27PS		Selfridge Field, Mt Clemons, MI	TACMF	Straubel, Austin A.	Milwaukee, WI
291108	P-1C	29-252	27PS		Selfridge Field, Mt Clemons, MI	TACMF	Straubel, Austin A.	Selfridge Field, MI
291114	P-1B	27-84	27PS		Selfridge Field, Mt Clemons, MI	FLF	Morgan, William R.	Selfridge Field, MI
291116	P-6	29-261	27PS		Selfridge Field, Mt Clemons, MI	BOF	Straubel, Austin A.	¼ mi from SW corner of Selfridge Field, MI
300426	P-1C	29-240	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Yost, Emmett F.	United Airport, Los Angeles, CA
300627	P-1B	27-83	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Sillin, Norman D.	Oxford, OH
300723	P-12B	30-87	27PS		Selfridge Field, Mt Clemons, MI	TACNO	Yost, Emmett F.	Camp Skeel, Oscoda, MI

300730	P-1C	29-235	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Van Clemens, Q.	Selfridge Field, MI
300806	P-1C	29-258	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Johnson, Claris E.	Selfridge Field, MI
300815	P-1B	27-75	27PS		Selfridge Field, Mt Clemons, MI	MAC	LeMay, Curtis E.	Selfridge Field, MI
300815	P-3A	28-191	27PS		Selfridge Field, Mt Clemons, MI	FLEF	Yost, Emmett F.	West Point, NY
300825	P-12B	30-33	27PS		Selfridge Field, Mt Clemons, MI	TOAoG	Humpreys, Robert M	Aerial Gunnery Camp, Oscoda, MI
300829	PT-1	26-309	27PS		Selfridge Field, Mt Clemons, MI	LACNO	Davis, Edward C.	Selfridge Field, MI
301230	A-3	27-250	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Yost, Emmett F.	Ford Airport, Dearborn, MI
310220	P-12C	31-196	27PS		Selfridge Field, Mt Clemons, MI	LACNO	McGuire, George F.	Selfridge Field, MI
310323	P-12C	31-197	27PS		Selfridge Field, Mt Clemons, MI	BOSSP	Blessley, Rowland C.W.	4 mi W of Utica, MI
310417	P-12C	30-208	27PS		Selfridge Field, Mt Clemons, MI	FLEF	Swain, William R.	Beaver Dam, KY
310428	P-12C	31-206	27PS		Selfridge Field, Mt Clemons, MI	FLEF	Clements, William B	3 mi S of Mt Clemons, MI
310506	P-12C	31-198	27PS		Selfridge Field, Mt Clemons, MI	MAC	Morgan, William R.	Selfridge Field, MI
310506	P-12C	31-203	27PS		Selfridge Field, Mt Clemons, MI	MAC	Smith, George F.	Selfridge Field, MI
310615	P-12C	31-208	27PS		Selfridge Field, Mt Clemons, MI	TAC	Kirby, John W.	ACC, Oscoda, MI
310714	P-12C	31-207	27PS		Selfridge Field, Mt Clemons, MI	FLEF	Ramey, Roger M.	Gunnery Camp, Oscoda, MI
310724	Y1C-14	31-393	27PS		Selfridge Field, Mt Clemons, MI	FLEF	Toulmin, Ashby H.	Aerial Gunnery Camp, Oscoda, MI

310812	BT-2B	31-22	27PS		Selfridge Field, Mt Clemons, MI	LAC	Adams, Jack R	Jackson Airport, Jackson, MI
310813	P-1C	29-243	27PS		Selfridge Field, Mt Clemons, MI	TOAGL	Aukerman, Roscoe R	Selfridge Field, MI
310817	P-12C	31-196	27PS		Selfridge Field, Mt Clemons, MI	BOSSP	Day, William F., Jr	1 mi SW of Selfridge Field, MI
310923	P-12C	31-202	27PS		Selfridge Field, Mt Clemons, MI	KSSPCR	Clements, William B	Dickerson, MD
320318	P-12C	31-191	27PS		Selfridge Field, Mt Clemons, MI	TAC	Swain, William R.	Bowman Field, Louisville, KY
320625	P-12C	31-198	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Schoott, Charles W.	Wayne County Airport, Detroit, MI
320824	P-12C	31-163	27PS		Selfridge Field, Mt Clemons, MI	FLEF	O'Daniel, Hugh	Schoen Field, Ft Benjamin Harrison, IN
321118	P-12E	32-32	27PS		Selfridge Field, Mt Clemons, MI	TAC	Adams, John Black	Selfridge Field, MI
321118	P-12E	32-39	27PS		Selfridge Field, Mt Clemons, MI	TAC	(parked aircraft)	Selfridge Field, MI
330219	P-12C	31-200	27PS		Selfridge Field, Mt Clemons, MI	BOMAC	Tunis, Henry M.	3 mi NW of Selfridge Field, MI
330715	P-12E	32-50	27PS		Selfridge Field, Mt Clemons, MI	TAC	Bradley, Mark E, Jr	Jackson, MI
331017	P-6D	29-363	27PS		Langley Field, Hampton, VA	BOSSP	Williams, James W.	Hilton Village, VA
331021	P-12E	32-37	27PS		Selfridge Field, Mt Clemons, MI	TAC	Pettigrew, Bruce C.	Selfridge Field, MI
331021	P-12E	32-45	27PS		Selfridge Field, Mt Clemons, MI	TAC	Warren, Edwin A.	Selfridge Field, MI
340523	YP-12K	32-49	27PS		Selfridge Field, Mt Clemons, MI	LACNO	Jamison, Frank G.	National Airways Airport 4 mi E Plymouth, MI
340526	YP-12K	32-36	27PS		Selfridge Field, Mt Clemons, MI	FLEFDF	Crumley, Newton H	Cumberland, MD

340622	P-26A	33-127	27PS		Selfridge Field, Mt Clemons, MI	LACNO	Garrison, Flint, Jr	Boeing Field, Seattle, WA
340724	P-12E	32-166	27PS		Selfridge Field, Mt Clemons, MI	TOAGL	Andrews, Frank M	Selfridge Field, MI
340817	P-12K	32-42	27PS		Selfridge Field, Mt Clemons, MI	LACNO	Stewart, John O.	Camp Skeel, Oscoda, MI
340921	P-26A	33-123	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Olds, Thayer S.	Selfridge Field, MI
350310	P-26A	33-113	27PS		Selfridge Field, Mt Clemons, MI	KMIS	Lampl, Milton A.	Lake St Clair, offshore Tecumseh, Ontario, CAN
350625	P-26A	33-94	27PS		Selfridge Field, Mt Clemons, MI	KMAC	Streater, Robert C.	Selfridge Field, MI
350625	P-26A	33-133	27PS		Selfridge Field, Mt Clemons, MI	KMAC	Darnell, William M.	Selfridge Field, MI
351231	P-26A	33-131	27PS		Selfridge Field, Mt Clemons, MI	LACMF	Jones, Rodney E.	March Field, CA
360220	P-26A	33-93	27PS		Selfridge Field, Mt Clemons, MI	LAC	Gimmler, Karl G. E.	Barksdale Field, LA
360226	P-26A	33-93	27PS		Selfridge Field, Mt Clemons, MI	KSSPCR	Gimmler, Karl G. E.	Barksdale Field, LA
360306	P-26A	33-132	27PS		Selfridge Field, Mt Clemons, MI	LAC	Dunlap, Donald S.	Barksdale Field, LA
360330	P-26C	33-193	27PS		Selfridge Field, Mt Clemons, MI	KSSPCR	Kramer, Charles E.	Near, New Baltimore, MI
360504	PB-2A	35-10	27PS		Selfridge Field, Mt Clemons, MI	LAC	Slaght, Morley F.	Biggs Field, El Paso, TX
360514	P-26A	33-131	27PS		Selfridge Field, Mt Clemons, MI	FLEFNO	Jamison, Frank G.	Pontiac, MI
360811	P-26A	33-121	27PS		Selfridge Field, Mt Clemons, MI	LAC	Mustoe, Antony O.	Selfridge Field, MI
360923	PB-2A	35-15	27PS		Selfridge Field, Mt Clemons, MI	TOAEF	McCloskey, Richard D.	½ mi S of Camp Skeel, Oscoda, MI

361003	PB-2A	35-11	27PS		Selfridge Field, Mt Clemons, MI	TAC	Crabb, Jarred V	Camp Skeel, Oscoda, MI
361003	PB-2A	35-3	27PS		Selfridge Field, Mt Clemons, MI	TAC	Spake, John P.	Camp Skeel, Oscoda, MI
361003	PB-2A	35-11	27PS		Selfridge Field, Mt Clemons, MI	TAC	Crabb, John P.	Camp Skeel, Oscoda, MI
361128	PB-2A	35-24	27PS		Selfridge Field, Mt Clemons, MI	FLEF	Woodbury, Murray C.	10 mi S of Cameron, MO
370708	P-26A	33-96	27PS		Selfridge Field, Mt Clemons, MI	MACO	Fausel, Robert W.	Selfridge Field, MI
370718	P-26C	33-196	27PS		Selfridge Field, Mt Clemons, MI	BOSSP	Theobald, Robert A.	Bendix Airport, South Bend, IN
371012	P-26A	33-75	27PS		Selfridge Field, Mt Clemons, MI	TACNU	Woodbury, Murray C.	Selfridge Field, MI
380319	P-12E	32-32	27PS		Selfridge Field, Mt Clemons, MI	TACNO	Myers, Henry T.	Selfridge Field, MI
380322	P-35	36-376	27PS		Selfridge Field, Mt Clemons, MI	LACSSP	Wilhelm, Don L., Jr	Selfridge Field, MI
380811	P-35	36-409	27PS		Selfridge Field, Mt Clemons, MI	LAC	Proxmire, Theodore S., Jr	Selfridge Field, MI
380910	P-35	36-423	27PS		Selfridge Field, Mt Clemons, MI	KMACO	Breathitt, James, III	Glencoe, Ontario, CAN
381101	P-35	36-424	27PS		Selfridge Field, Mt Clemons, MI	LACNU	Martin, Kenneth R.	Camp Skeel, Oscoda, MI
390118	P-35	36-376	27PS		Selfridge Field, Mt Clemons, MI	LACGL	Woodbury, Murray C.	Elgin Field, FL
390219	P-35	36-422	27PS		Selfridge Field, Mt Clemons, MI	KCRGC	Proxmire, Theodore S., Jr	Sante Fe Lake, FL
390403	P-36C	38-181	27PS		Selfridge Field, Mt Clemons, MI	TAC	Chenault, John S	Selfridge Field, MI
390428	P-35	36-428	27PS		Selfridge Field, Mt Clemons, MI	LACMF	Taylor, J. Francis	Holman Field, St Paul, MN

400319	P-35	36-421	27PS	Selfridge Field, Mt Clemons, MI	LACGL	Israel, Robert S, Jr	Selfridge Field, MI
--------	------	--------	------	---------------------------------	-------	----------------------	---------------------



27 FIS



Air Force Order of Battle

Created: 13 Nov 2010

Updated:

Sources

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

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

Air Force News. Air Force Public Affairs Agency.

Unit history. 32nd Air Division. 1955.