

32 INTELLIGENCE SQUADRON



MISSION

Provides real-time reporting of critical strategic and tactical combat information to National Command Authorities; U.S. unified, specified and tactical field commanders. Provides warning support to operationally tasked aircraft. Supports joint field training exercises as well as command post exercises.

LINEAGE

45 Reconnaissance Squadron (Fighter) constituted, 25 Jun 1943

Activated, 1 Jul 1943

Redesignated 32 Photographic Reconnaissance Squadron, 11 Aug 1943

Inactivated, 28 Oct 1945

Redesignated 32 Tactical Reconnaissance Squadron, Photographic-Jet, 25 Jun 1952

Activated, 10 Jul 1952

Redesignated 32 Tactical Reconnaissance Squadron, 1 Oct 1966

Inactivated, 1 Jan 1976

6941 Electronic Security Squadron designated and activated, 1 Oct 1991

32 Tactical Reconnaissance Squadron and 6941 Electronic Security Squadron consolidated, 1 Oct 1993. Consolidated organization designated 6941 Electronic Security Squadron.

Redesignated, 32 Intelligence Squadron, 1 Oct 1993

STATIONS

Gainesville AAFld, TX, 1 Jul 1943

Will Rogers Field, OK, 4 Jan-24 Mar 1944
San Severo, Italy, 28 Apr 1944
Bari, Italy, 11 Aug-Oct 1945
Camp Kilmer, NJ, 26-28 Oct 1945
Furstenfeldbruck AB, Germany, 10 Jul 1952
Spangdahlem AB, Germany, 17 May 1953
Phalsbourg AB, France, 31 Jul 1957
Toul-Rosieres AB, France, 17 Oct 1960
Laon AB, France, 1 Mar 1962
Toul-Rosieres AB, France, 1 Oct 1965
RAF Station Alconbury (later RAF Alconbury), England, 15 Aug 1966-1 Jan 1976 (operated
from RAF Wethersfield, England, 18 Mar-30 Jun 1970)
Fort George G. Meade, MD, 1 Oct 1991

ASSIGNMENTS

426 Reconnaissance Group, 1 Jul 1943
III Reconnaissance (later, III Tactical Air) Command, 11 Aug 1943
90 Photographic Wing, c. 20 Apr 1944
5 Photographic Group, Reconnaissance (later 5 Reconnaissance Group), attached on 30 Apr
1944 and assigned 15 Nov 1944-28 Oct 1945
10 Tactical Reconnaissance Group, 10 Jul 1952
10 Tactical Reconnaissance Wing, 8 Dec 1957
66 Tactical Reconnaissance Wing, 8 Mar 1958
26 Tactical Reconnaissance Wing, 1 Oct 1965
10 Tactical Reconnaissance Wing, 15 Aug 1966-1 Jan 1976
6940 Electronic Security Wing, 1 Oct 1991
694 Electronic Security Wing (later, 694 Intelligence Wing; 694 Intelligence Group), 1 Oct
1991
70 Operations Group, 1 May 2005
70 Intelligence, Surveillance, and Reconnaissance Group, 1 Jan 2009
707 Intelligence, Surveillance, and Reconnaissance Group, 7 Oct 2009

ATTACHMENTS

66 Tactical Reconnaissance Wing, 8 Jan 1958

WEAPON SYSTEMS

B-25, 1943-1944
P-38, 1944-1945
O-47
P-39, 1943
A-20
F-5A
F-5E
P-38/F-4

F-8, 1944
RF-80A, 1952-1956
RF-84F, 1955-1958
RF-101, 1958
RF-4C

COMMANDERS

Lt Col James C. Hahn, 7 Apr 2000
Lt Col Robert E. Rehbein, 19 Mar 2002
Lt Col Martin L. Edwards, 2 Apr 2002
Lt Col James C. Rix, 11 Jun 2002
Lt Col Michael A. Canna, 8 Jun 2004
Lt Col James A. Lance, 7 Jul 2005
Lt Col David Hamm, 2007
Lt Col John S. Pesapane, 26 Jun 2009

HONORS

Service Streamers

Campaign Streamers

World War II
Rome-Arno
Northern France
North Apennines
Rhineland
Central Europe
Po Valley
Air Combat EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Balkans, 6 Sep 1944

Air Force Outstanding Unit Award with Combat "V" Device
1 Jun 2001-31 May 2003

Air Force Outstanding Unit Award

1 Jan-31 Dec 1962
15 Jul 1968-15 Jul 1969
1 Jun 1972-1 Jun 1973
1 Oct 1993-30 Sep 1994
1 Oct 1994-30 Sep 1995

1 Oct 1996-30 Sep 1998
1 Oct 1999-30 Sep 2000
1 Jun 2004-31 May 2005
1 Jun 2006-31 Dec 2007
1 Jun 2008-31 May 2009
1 Jan-31 Dec 2010
1 Jan-31 Dec 2011
1 Jan-31 Dec 2012
1 Jan-31 Dec 2013
1 Jan-31 Dec 2014
1 Jun 2015-31 May 2016

EMBLEM



32 Tactical Reconnaissance Squadron



32 Tactical Reconnaissance Squadron emblem: a sky blue disc, bordered Air Force yellow, a robot character, with a caricatured camera head, shades of gray, black, and white, wearing a helmet red, with markings Air Force yellow; his neck entwined with a scarf of the last, and riding a black saddled red rocket, carrying in his left hand a crop black; the rocket speeding through space, with power stream exhaust twirling off into the air, Air Force yellow and red all over a demi-sphere white, issuing from base of disc, with land markings green, and grid lines black. (Approved 17 Jan 1955)



32 Tactical Reconnaissance Squadron

Approved, 18 Jul 1996



MOTTO

OPERATIONS

Combat reconnaissance and photo-reconnaissance in the Mediterranean and European Theaters of Operation, 18 May 1944-4 May 1945. On 20 Apr 1944, German aircraft sunk the ship on which 317 of the 342 men of the squadron were sailing to Italy, leaving only 25 members of the squadron, who were on another ship, to reform the squadron. The squadron was brought up to strength with the transfer of men from other units, but it was not until 15

November 1944, before the 32 could fly any missions. When the 32 regained its strength, they gained many different aircraft. Since many of its pilots came from different reconnaissance units throughout the American Air Forces in Europe, they brought their aircraft with them. This gave the squadron a mixture of aircraft able to fly different photo missions. The most interesting aircraft the 32 flew at this time was the F-8, a British aircraft known as the "Mosquito" but it held an AAF designation. The F-8 was a DeHavilland B. Mk XX, a twin engine fighter-bomber.

After activation on 10 Jul 1952, participated in tactical evaluations and exercises, some in support of the North Atlantic Treaty Organization.

By the end of 1958 the 32 TRS had completed transition to the RF-101C and conversion for the 38th TRS was well under way. The program, which took place at Nouasseur, proceeded very smoothly; mainly because both squadrons collaborated to draft the training schedule. Neither squadron experienced an accident during the transition. RF-101 aircraft were delivered direct to Morocco, where a technical team from McDonnell were among the maintenance personnel awaiting them. One of the problems experienced was that, when they arrived at Nouasseur, the Voodoos had only 25hours remaining before having to enter the inspection schedule. An intensive work program on the 50-hour cycle and some unscheduled maintenance ensured that the problem did not adversely affect what turned out to be a highly successful and effective transition for both the squadrons

There were problems with the RF-101s in those early days. From the 15th to the 28th August, 1959 all aircraft were grounded due to hydraulic problems. In the first six months of the year the RF-101s were involved in three major accidents in addition to the two that were in transit from Shaw. All three accidents occurred in the 32 TRS. On the 22nd January an RF-101C touching down at Phalsbourg with the nose wheel raised to gain aerodynamic braking, lost the main gear wheel and, crabbing violently to the left, came to a stop some 210 feet from the side of the runway. No pilot injuries were sustained as a result of this accident the cause of which was deemed to be maintenance error; the locking mechanism being improperly installed on the left axle. It is of note that the concept of aerodynamic braking was very new at this time and not encouraged. Although it was not a contributory factor in this accident; certainly a number of minor incidents did occur with pilots dragging the afterburner cans along the runway in their efforts to master the skill. The other accidents in the 32 occurred on the 23rd February and the 13th April. In the February hydraulic failure was the cause when the main landing gear failed to come down. The pilot ejected safely.

The accident on 13 April unfortunately resulted in the death of the pilot, Bob High. The aircraft nose-dived shortly after takeoff and burst into flames. Maintenance error was again the cause. A nut was found to be missing from the bolt connecting the actuator to the stabilator. Paul Routhier was accident investigating officer with the 66th and recounts the details of a spectacular accident that occurred at Torrejon in 1959. What is significant about Paul's painstaking investigation of this accident is the conclusions he came to: "First there was another spectacular Accident at Torrejon Spain, involving a flight of four RF-101s. The practice

at the time was to have a ten second interval between the first element #1 and #2 and the second element #3 and #4 for the takeoff roll. In this accident, Walt Ray was leading the second element using the standard 10 second separation interval between flights.

Almost immediately after lifting off, he experienced an abrupt nose-up which he could not control. Cal Adolphe was flying his wing and reported that he could not raise his nose to match Walt's. He said he pushed forward on the stick and continued straight ahead while Walt's aircraft went out of control and crashed into the runway. As I recall in the accident report, Walt did not achieve over 50 feet of altitude. It was truly a miracle that Walt survived that crash and of course important from the aspect that I had actual pilot testimony regarding what had occurred. I had discussed the whole matter with Walt and Cal on many occasions and was totally convinced that he did not inadvertently pull the aircraft out of control with back-stick pressure. This led me to investigate other factors that could have caused the accident. I made an in-depth study of the problems occurring with civilian and military airlines encountering the phenomena of wing tip vortices.

Little was known about wingtip vortices in that time frame. After acquiring studies from the wind tunnel test studies on the F-100 and other civilian aircraft contractor studies, I learned that the phenomena of wing tip vortices could generate narrow turbulent airflow bands (with an order of magnitude of 400 knots) behind aircraft flying at near takeoff speeds and high angles of attack. From these studies I concluded that these high velocity tornado like airflow bands was the factor that caused the control problem Walt experienced. I submitted an accident report charging the primary cause of the accident to be wing tip vortices generated by the leading element #1 and #2 aircraft, which Walt Ray flew into, but Cal Adolphe missed because of his position. This turned out to be a rather famous investigation with which most RF-101 pilots are familiar. As you might imagine I did not complete the investigation in the standard two week period, it took two months. Following that accident, the takeoff interval between flights was increased to 30 seconds. This really made it tough on keeping flights of four together."

In July, 1959 the 32 and 38th TRS' were amalgamated into one unit sharing maintenance, Intelligence and photo lab facilities; while retaining separate identities and squadron commander. The composite squadron maintained a cell of three aircraft at Nouasseur from the 1st November, 1959 for the purpose of keeping a constant combat ready posture during the European winter. Throughout 1960 the 32 and 38th continued to operate as a single unit. In October the two squadrons moved to Toul from Phalsbourg under Operation Young Gal. It was a sign of the developing times that the base was ill equipped to receive the Voodoos and much preparatory work had to be done prior to the move to update the base's facilities. Even the housing was inadequate for some time and many of the personnel were obliged to commute from Phalsbourg daily; not a great distance but, nonetheless inconvenient. At Toul the operational demands on the two squadrons was effectively doubled; but because of the administrative and organizational success of the amalgamation, they chose to retain this instead of reverting to independent unit status.

RF-84 attrition

- 52-7287 - Crashed, bad landing, Sembach AB, W. Germany, 57/58, no fatalities.
- 52-7289 - Crashed, bad landing on Phalsbourg AB, FR, SEP 58, fatalities unknown.
- 52-7348 - Crashed, bad landing, on Laon AB, France 15 OCT 58, 1 fatality.
- 52-7349 - Crashed, take-off, fuel fire, 2nm N of Nouasseur AB, Morocco, 21 AUG 58, 1 fatality.
- 52-7368 - Crashed, landing/weather, on Phalsbourg AB, France, 10 APR 58, no fatalities.
- 52-7369 - Crashed, landing at night/weather, on Phalsbourg AB, France, 9 JUL 58, 1 fatality.

RF-101 attrition

- 56-0062 - Crashed, gear failure, 14nm SE of Nouasseur AB, Morocco, 28 FEB 59, no fatalities, ejected.
- 56-0073 - Crashed, weather/go-around, on Phalsbourg AB, France, 10 MAR 60, no fatalities, ejected.
- 56-0074 - Crashed, on take-off, on Phalsbourg AB, France, 13 APR 59, 1 fatality.
- 56-0076 - Crashed, collision on night take-off, on Toul AB, France, 22 MAY 60, 1 fatality.
- 56-0077 - Crashed, collision on night take-off, on Toul AB, France, 22 MAY 60, 1 fatality.
- 56-0082 - Crashed, GCA/weather, 13nm S of Phalsbourg AB, France, 22 SEP 60, no fatalities, ejected.
- 56-0100 - Crashed, hit mountain in weather, 2.2nm E-SE of Treminis, France, 25 APR 63, 1 fatality.
- 56-0103 - Crashed, mid-air/weather, 2nm NW of Reuilly, France, 29 APR 61 , no fatalities, ejected.
- 56-0111 - Crashed, GCA/weather, 1.5nm E of Landouzy la Cour, France, 10 DEC 61, 1 fatality.
- 56-0113 - Crashed, cockpit fire, 18nm SE of Toul AB, France, 17 APR 64, no fatalities, ejected.
- 56-0118 - Crashed, mid-air/weather, 2nm NW of Reuilly, France, 29 APR 61, no fatalities, ejected.
- 56-0200 - Crashed, gyro failure/weather, 10nm N of Schladern, W. Germany, 14 MAY 64, no fatalities, ejected.
- 56-0205 - Crashed, cause unknown, at Douzillac (Dordogne), France, 8 FEB 62, 4 fatalities.
- 56-0208 - Crashed, pitch-up, 9nm SE of Reims, France, 4 NOV 59, no fatalities, ejected.
- 56-0209 - Crashed, landing/weather, on Phalsbourg AB, France, 22 JAN 58, no fatalities.
- 56-0213 - Crashed, control loss, on Torrejon AB, Spain, 23 DEC 58, no fatalities.

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Sources

Air Force Historical Research Agency, U.S. Air Force, Maxwell AFB, Alabama.
The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.
Air Force News. Air Force Public Affairs Agency.