

42 AIR BASE WING



MISSION

LINEAGE

42 Bombardment Group (Medium) established, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 42 Bombardment Group, Medium, 6 Sep 1944
Inactivated, 10 May 1946

42 Bombardment Wing, Heavy established, 19 Feb 1953
Activated, 25 Feb 1953

42 Bombardment Group, Medium and 42 Bombardment Wing, Heavy, consolidated, 31 Jan 1984. Consolidated unit designated 42 Bombardment Wing, Heavy.

Redesignated 42 Wing, 1 Sep 1991
Redesignated 42 Bomb Wing, 1 Jun 1992
Inactivated, 30 Sep 1994
Redesignated 42 Air Base Wing and activated, 1 Oct 1994

STATIONS

Ft Douglas, UT, 15 Jan 1941
Gowen Field, ID, 3 Jun 1941
McChord Field, WA, 18 Jan 1942-15 Mar 1943
Fiji Islands, 22 Apr 1943 (air echelon)
Carney Field, Guadalcanal, 11 May 1943 (ground echelon), 6 Jun 1943 (air echelon)
Russell Islands, c. 21 Oct 1943

Stirling Island, 20 Jan 1944
Hollandia, Dutch New Guinea, 24 Aug 1944 (air echelon)
Cape Sansapor, Dutch New Guinea, 24 Aug 1944 (ground echelon), 15 Sep 1944 (air echelon)
Morotai, Philippines, 23 Feb 1945 (air echelon)
Puerto Princesa, Palawan Island, Mar 1945
Itami Airfield, Japan, 31 Jan-10 May 1946
Limestone (later, Loring) AFB, ME, 25 Feb 1953-30 Sep 1994
Maxwell AFB, AL, 1 Oct 1994

ASSIGNMENTS

Second Air Force, 16 Jan 1941
II Bomber Command, 5 Sep 1941
IV Bomber Command, 25 Jan 1942
XIII Bomber Command, 14 Mar 1943
Fifth Air Force, 25 Dec 1945
310 Bombardment Wing, Medium, 31 Jan 1946
V Fighter Command, 25 Mar-10 May 1946
Eighth Air Force, 25 Feb 1953
45 Air Division, 8 Oct 1954
Eighth Air Force, 18 Jan 1958
45 Air Division, 1 Dec 1958
Eighth Air Force, 29 Mar 1989
Ninth Air Force, 1 Jun 1992-30 Sep 1994
Air University, 1 Oct 1994

ATTACHMENTS

20 Bombardment Wing, 16 Jan-1 Sep 1941
308 Bombardment Wing, Heavy, 24 Aug-2 Sep 1944
310 Bombardment Wing, Medium, 3-14 Sep 1944
Thirteenth Air Task Force, 15-30 Sep 1944
XIII Fighter Command, 1 Oct 1944-8 Jan 1945
XIII Bomber Command Rear Echelon, 9 Jan-21 Feb 1945
XIII Fighter Command, 22 Mar-Sep 1945
7 Air Division, 18 Oct-18 Nov 1955

WEAPON SYSTEMS

B-18, 1941-1942
B-26, 1941-1942
1943; A-29, 1942-1943
B-25, 1942, 1943-1945
A-26, 1946
A-20, 1946
B-36, 1953-1956

KC-97, 1955-1957
B-52, 1956-1957
B-52, 1957-1959
B-52, 1959
KC-135, 1957-1992

COMMANDERS

Col John V. Hart, 15 Jan 1941
Col Harry E. Wilson, 29 Jul 1942
Maj Edwin J. Latosewski, 14 Dec 1942
Lt Col Guy L. Hudson, Jan 1943
Col Harry E. Wilson, 22 Apr 1943
Col Charles C. Kegelman, 16 Nov 1944
Lt Col James B. Henson, 9 Mar 1945
Lt Col Harry C. Harvey, 15 Mar 1945
Col Paul F. Helmick, 10 May 1945
Lt Col Harry E. Goldsworthy, Sep 1945
Maj Thomas B. Waddel, Mar-10 May 1946
None (Not Manned), 25 Feb 1953
Col Frederick R. Ramputi, 26 Feb 1953
Col Bertram C. Harrison, 4 Apr 1953
Col William B. Campbell, 28 Feb 1954
Brig Gen Bertram C. Harrison, Mar 1954
Col Jerome Tarter, 8 Oct 1954
Col Don W. Bailey, 4 May 1956
Col Woodrow P. Swancutt, 14 May 1956
Col Donald E. Hillman, 1 Jun 1956
Brig Gen William K. Martin, 18 Jan 1958
Col Don W. Bailey, 11 Jun 1958
Col Selmon W. Wells, 23 Jun 1958
Col John W. Gaff Jr., 24 Nov 1958
Col Walter V. Gresham Jr., 25 May 1960
Col William H. Reddell, 31 May 1960
Col Robert J. Nolan, 25 Jul 1963
Col Clifton Pyle, 10 Jul 1964
Col William M. Shy, 11 Jul 1966
Col Eugene L. Hudson, 13 Jul 1968
Col James E. Maxwell, 17 Apr 1970
Col John R. Kelly Jr., 12 Jan 1971
Col Robert J. Bogan, 13 Feb 1972
Col James H. Mcgrath, 23 Mar 1972
Col Ruger W. Winchester, 9 Jun 1972
Col James H. Mcgrath, 8 Dec 1972
Col Grady L. Friday, 13 Oct 1973

Col Robert E. Chapman, 12 Sep 1974
Col Larry S. Devall, 15 Nov 1975
Col Marion F. Tidwell, 11 Apr 1978 (Temporary)
Col Larry S. Devall, 19 May 1978
Col Marion F. Tidwell, 25 Aug 1978
Col Robert B. Strain, 6 Jun 1979
Col Ellie G. Shuler Jr., 22 Jul 1980
Col Donald L. Marks, 3 Sep 1981
Col Orthus K. Lewis Jr., 19 Aug 1982
Col Stanley O. Smith, 12 Oct 1983
Col John T. Shepard, 4 Mar 1985
Col Thomas C. O'malley, 21 Apr 1986
Col Larry C. Hammack, 9 Jun 1988
Col Terry A. Burke, 18 Sep 1989
Col Gary N. Schneider, 20 May 1991
Col Robert J. Pavelko, 7 Sep 1993-30 Sep 1994
Brig Gen Thomas C. Waskow, 1 Oct 1994
Col William S. Cole Jr., 9 May 1996
Col Albert A. Allenback, 26 May 1998
Col Frances C. Martin, 12 Jul 2001
Col John A. Neubauer li, 11 Jul 2003
Col Peter A. Costello lii, 19 Jul 2005
Col Paul Mcgillicuddy, 20 Mar 2007
Col Kristin D. Beasley, 29 Aug 2008
Col Brian M. Killough, 12 Jul 2010
Col Trent H. Edwards, 28 Jun 2012
Col Andrea D. Tullos, 30 May 2014
Col Eric K. Shafa, 7 Jul 2016
Col Melissa A. Stone, 15 Jun 2018

HONORS

Service Streamers

Campaign Streamers

World War II

Antisubmarine, American Theater

New Guinea

Northern Solomons

Bismarck Archipelago

Western Pacific

Leyte; Luzon

Southern Philippines

China Defensive

China Offensive

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Balikpapan, Borneo, 23-30 Jun 1945

Air Force Outstanding Unit Awards

1 Jul 1986-30 Jun 1988
1 Jun 1994-30 Jun 1995
1 Jul 1995-30 Jun 1996
1 Jul 1996-30 Jun 1997
1 Jul 1999-30 Jun 2000
1 Jul 2001-30 Jun 2002
1 Jul 2002-30 Jun 2004
1 Jul 2004-30 Jun 2006
1 Jul 2006-30 Jun 2007
1 Jul 2007-30 Jun 2008
1 Jul 2010-30 Jun 2011
1 Jul 2012-30 Jun 2014
1 Jul 2015-30 Jun 2017

Philippine Presidential Unit Citation

EMBLEM





Azure, on a bend engrailed or, four annulets gules, between two aerial bombs palewise of the second, all within a diminutive border of the last.

The overall design symbolizes the wing's mission of supporting Air University and its vital Air Force-wide education mission. The four annulets represent the primary support functions provided by the wing--personnel, facilities, supplies, and air and ground transportation. The two bombs are indicative of the wing's ultimate goal--air power through the total support of Air University's mission to educate and train tomorrow's Air Force leaders. Blue symbolizes the need for knowledge. Yellow signifies the light of intellect, and red depicts the strength, passion, and zeal with which the wing carries out its mission.

The four annulets and two aerial bombs are the graphic symbols that represented the numerical designation of the organization. The bombs and annulets were characteristic for bombardment organizations, the annulets representing the bombing circle and the aerial representing the mission.

(Approved, 11 March 1942 as the emblem of the 42 Bombardment Group. It became the emblem of the 42 Bombardment Wing effective, 16 April 1954. Modified, 19 Mar 1997)

MOTTO

Aethera Nobis--The Skies for Us

OPERATIONS

On 20 November 1940, the Army Air Corps established the 42 Bombardment Group (Medium). The group was activated on 15 January 1941 at Fort Douglas, Utah, and placed under the command of Col John V. Hart

In June 1941, the group transferred to Gowen Field in Boise, Idaho. During August and September, the 42 received six twin-engine Douglas B-18 Bolo bombers and began a strict flying training regimen. The B-18 aircraft were quickly replaced in October by the faster twin-engine B-26 Marauder bomber. The B-26s came to Gowen Field directly from the Glenn L. Martin Company's

aircraft plant in Baltimore, Maryland, and were the group's primary aircraft for the next 17 months.

The 42 entered combat in June 1943, while operating from Guadalcanal and, later, other bases in the Solomon Islands. Aircrews from the 42 attacked Japanese airfields, personnel areas, gun positions, and shipping in the central Solomons. For the first six months of 1944, the group was primarily engaged in the neutralization of enemy airfields and harbor facilities on New Britain. The group also acted in support of ground forces on Bougainville Island and attacked shipping in the northern Solomons and the Bismarcks. In August the 42 began to bomb airfields and installations on New Guinea, Celebes, and Halmahera in the Malay Archipelago, and flew reconnaissance missions. These operations continued through January 1945 while the group operated from bases in New Guinea and the Philippines.

In March 1945, the 42 moved to the Philippine Islands. This unit attacked shipping along the China coast, struck targets in French Indochina, bombed Japanese airfields and installations in the Philippine Islands, and supported Allied ground forces on Mindanao. In addition, the 42 also supported Australian forces on Borneo in May and June 1945. It was during this operation that the group earned a Distinguished Unit Citation for its pre-invasion bombing of the Japanese oil refinery located at Balikpapan, Borneo, from 23 to 30 June 1945. The 42 brought its World War II combat service to an end during July and August of 1945 while attacking isolated Japanese units on Luzon.

After the war, the 42 ferried troops and equipment to Manila. In January 1946, the group moved to Japan where it served as part of the occupation forces. On 10 May 1946, the War Department inactivated the group.

On February 25, 1953, SAC Headquarters reactivated the 42 Bombardment Wing (Heavy) at Limestone (later Loring) Air Force Base, Maine and assigned the wing to 8th Air Force Headquarters. The first B-36 Peacemaker bomber assigned to the 42 arrived on April 1, 1953. This was quickly followed by nine more during the next 11 days. This gave the 69th Bomb Squadron its full complement of 10 aircraft. By June 11, the 70th Bomb Squadron had its full complement of 10 B-36s. In August, the 75th Bomb Squadron began receiving aircraft. By August 31, the number of B-36s assigned to the wing had grown to 27: eighteen B-36D's and nine B-36H's.

On 7 January 1954, the 42 BW was declared operationally capable of implementing its Emergency War Plan.

On January 18, 1955, SAC increased the wing's mission through the activation of the 42 Air Refueling Squadron. This added 21 KC-97s to the wing aircraft inventory and 30 additional aircrews to the manning roster. The 42 Air Refueling Squadron was constituted the 42 Air Refueling Squadron (Heavy) on November 29, 1954. It was activated on January 18, 1955 at Limestone Air Force Base, Maine and was assigned to the 42 Bombardment Wing. The Wing's B-36 did not possess air refueling systems at that time. Because of this, SAC and 8th Air Force directed tanker missions to support other units. The first KC-97G arrived on February 15, 1955, and was followed by six more in the next four days. The 42 ARS received another 14 in March, bringing the total to 21 aircraft.

On January 9, 1956, the first B-52 to ever fly over the New England area touched down at Loring, heralding the planned conversion of the 42 Bomb Wing from B-36s to the new, all-jet bomber aircraft.

In January 1956, the wing began operating under a B-52 manpower document while still flying and maintaining the B-36s. Phase-out of the piston-driven bombers started in late February when 12 departed from Loring: eight to Tucson, Arizona, for storage; two to the 95th Bomb Wing at Biggs AFB, Texas; and two to a special SAC project. The departure of these aircraft allowed more aircrews to attend conversion training at Castle AFB. On February 13, the B-52 Mobile Training Detachment initiated operations at Loring and immediately began teaching B-36 maintenance personnel the basic principles needed to work on the B-52. Boeing Aircraft Company, manufacturer of the B-52 encountered several production delays, pushing arrival of the wing's first aircraft into June 1956. Naturally, this created new problems for the 42 in maintaining a B-36 force longer than anticipated.

On June 16, 1956, the first B-52C (#3400) assigned to the 42 arrived at Loring. The aircraft was christened The State of Maine. The bottle used to christen the aircraft contained the waters of both the Pacific and Atlantic Oceans, signifying the inter-continental operating capability of the new bomber. In September 1956, the full-throated roars of the six B-36 piston engines were completely replaced by the screaming wail of eight J-57 jet engines. By now some 20 B-52s had been assigned to Loring. On September 6, 1956, the last B-36 cranked engines and left Loring behind as it headed for a new home with the 95th BMW at Biggs AFB, Texas. Interestingly, three members of the original crew who had flown B-36 number 1097 to Loring in 1953 were also part of the crew on this farewell flight. With all the B-36s gone, the wing concentrated all its resources in attaining combat-ready status. By the end of December, production at Boeing had increased sufficiently to provide the wing with 44 of its 45 required B-52s. At last the conversion was officially complete.

Wing personnel had accomplished many actions and dealt with a multitude of problems to reach this point. The conversions had required modifications of hangar doors, realignment of taxiway lights, and assembly of numerous maintenance stands and equipment designed specifically for the B-52. On November 24, 1956, four Loring B-52Cs made a record non-stop flight over the North Pole and around the perimeter of the North American continent. As 1957 began, the wing saw the "C" model B-52 bomber exchanged for the more advanced "D" model as it rolled off the assembly line. Loring's "C" models went to the 3rd Bomb Wing.

1959 was the year of yet another aircraft change for the 42 Bomb Wing. In January, B-52Ds began leaving Loring in the first step of a SAC plan to convert the 42 Bomb Wing to the new B-52G model and reduce the number of bomber squadrons stationed at Loring.

The tremendous expansion of SAC during the 1950s had placed large numbers of aircraft on a single installation making these locations attractive targets. Too many planes operating from a limited number of runways also increased the time necessary to get the SAC force in the air. For these reasons, the dispersal program planned to break the large B-52 units into smaller wings of 15 bombers each, relocating the new wings to bases of other commands in most instances. The

dispersal program at Loring called for conversion of the 69th Bomb Squadron to the new "G" models and to send the "D" models to Bergstrom AFB, Texas, Turner AFB, Georgia, and Westover AFB, Massachusetts.

On May 21, 1959, the first B-52G, number 76500, arrived at Loring. By July 10, the 69th had received 10 additional "G" models. With this contingent of aircraft, it deployed to Ramey AFB, Puerto Rico, for 90 days while construction crews revamped Loring's runway. At Ramey, the 69th received four more "G" models, completing its aircraft requirements. In the first week of July, the remaining 26 "D" models left Loring for the last time. The conversion was completed by December 1959, after the 70th Bomb Squadron received a full complement of B-52Gs.

The 42 Air Refueling Squadron joined the jet age between B-52 model conversions, exchanging the slow piston-engine KC-97 for the brand new KC-135. Conversion planning began in January 1957 when SAC informed wing officials of the impending July transfer of their KC-97s to Malstrom AFB, Montana. The new KC-135s were supposed to arrive in August with a full complement of 20 tankers promised by the year's end. The KC-97s began leaving in July according to plan; the wing did not receive its first KC-135 until October 16. By December 31, only two had arrived. The first KC-135 was number 140 and was christened Aroostook Queen. Two months later, the last KC-97, number 3192, departed Loring.

In January 1962, the wing began to participate in the airborne alert operation nicknamed Chrome Dome. This realistic training mission was designed to deter enemy forces from a surprise attack on the United States because it demonstrated Strategic Air Command's nearly immediate retaliatory capability. The 42 flew fully combat-configured bombers along a route that covered parts of Western Europe and North Africa. Under the name Hard Head VI, the wing flew similar airborne alert operations which were designed to monitor the Ballistic Missile Early Warning System located at Thule, Greenland. The wing launched two combat-ready B-52s every 20-23 hours for the duration of the 30-60 day operation. To keep the B-52s airborne for long periods, the 42 Air Refueling Squadron also performed a number of air refueling missions. In support of these annual operations, which lasted for five years, the wing amassed thousands of hours in the air and covered several million miles.

Supported SAC's bombardment and air refueling operations in Southeast Asia from the mid-1960s to mid-1975, furnishing aircraft, aircrews, and at times support personnel to other units.

Effective 31 January 1984, the history of the 42 Bombardment Wing underwent a significant change. On this date, the Air Force combined the history and honors of the old 42 Bombardment Group (World War II-era) with that of the 42 Bombardment Wing. The newly consolidated organization retained the 42 Bombardment Wing designation.

Deployed personnel, aircraft and equipment to Southwest Asia, 7 Aug 1990-12 Apr 1991. 7 August 1990, the wing began to deploy aircraft, personnel, and equipment to Southwest Asia in support of Operation Desert Shield. During Desert Shield/Desert Storm, the wing sent bombers to Diego Garcia. The B-52 aircrews flew 960 missions (485 combat) in 44 days and dropped 12,588,766

pounds of bombs on enemy targets. In addition, tankers from the 42 and from other units deployed to Diego Garcia and off-loaded 31,802,500 pounds of fuel to 648 receivers. Seven months after the start of the deployment, the 42 began returning its people and equipment to Loring AFB.

Several organizational changes affected the wing during the early to mid-1990s. For example, on 1 October 1990, the 407th Air Refueling Squadron was inactivated, and two days later, President George Bush ordered alert crews to stand down for the first time in Loring's history. That December, Strategic Air Command stood down all of its alert forces. At the same time, the wing's home station, Loring AFB, prepared for closure.

On 1 September 1991, the 42 Bombardment Wing (Heavy) was redesignated as the 42 Wing. Two of its squadrons, the 69th Bombardment and 42 Air Refueling Squadrons, inactivated at the same time. Then, on 1 June 1992, HQ USAF inactivated Strategic Air Command and reassigned resources such as the 42 Wing to the newly activated Air Combat Command (ACC). On the same day, ACC redesignated the 42 Wing as the 42 Bomb Wing. The following year, the wing began to prepare for the closure of Loring AFB. The last B-52G assigned to the 42 departed the base on 16 November 1993. Likewise, the final KC-135R left on 2 March 1994. Loring closed on 30 September 1994, and the 42 Wing was inactivated the same day.

That inactivation was short-lived. A day later, on 1 October 1994, HQ AETC inactivated its 502d Air Base Wing at Maxwell and replaced it with the newly redesignated 42 Air Base Wing. AETC further assigned the wing to Air University. The 42 now serves as the host unit for Maxwell AFB and Gunter Annex. The wing's primary mission is to provide support for Air Force mission requirements, Air University, and the Maxwell-Gunter community.

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

Created: 1 Jan 2025

Updated:

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.