

# 71<sup>st</sup> FLYING TRAINING SQUADRON



## LINEAGE

71<sup>st</sup> Bombardment Squadron (Medium) constituted, 20 Nov 1940  
Activated, 15 Jan 1941  
Redesignated 71<sup>st</sup> Bombardment Squadron (Light), 6 May 1946  
Inactivated, 1 Apr 1949  
Activated, 1 Jan 1953  
Redesignated 71<sup>st</sup> Bombardment Squadron (Tactical), 1 Oct 1955  
Redesignated 71<sup>st</sup> Tactical Missile Squadron, 18 Jun 1958  
Redesignated 71<sup>st</sup> Flying Training Squadron, 1 Aug 1972  
Inactivated, 30 Sep 1973  
Activated, 1 Dec 1973  
Inactivated, 1 Dec 1975  
Redesignated 71<sup>st</sup> Tactical Missile Squadron, 19 Dec 1983  
Activated, 15 Aug 1984

## STATIONS

Langley Field, VA, 15 Jan 1941  
Jackson AAB, MS, 5 Jun 1941-18 Jan 1942  
Doomben Field, Australia, 25 Feb 1942  
Ballarat, Australia, 8 Mar 1942  
Batchelor Field, Australia, 30 Apr 1942  
Breddan Field, Australia, 12 Aug 1942  
Townsville, Australia, 1 Oct 1942  
Port Moresby, New Guinea, 29 Oct 1942  
Nadzab, New Guinea, 5 Mar 1944  
Biak, 6 Sep 1944  
Morotai, 15 Oct 1944  
Lingayen, Luzon, 1 Feb 1945  
Okinawa, 25 Jul 1945  
Itazuke, Japan, 22 Nov 1945  
Itami, Japan, 26 Oct 1946-1 Apr 1949  
Laon AB, France, 1 Jan 1953  
Bitburg AB, Germany, 18 Jun 1958  
Laredo AFB, TX, 1 Aug 1972  
Moody AFB, GA, 1 Dec 1973-1 Dec 1975

Florennes AB, Belgium, 15 Aug 1984

### **ASSIGNMENTS**

38<sup>th</sup> Bombardment Group, 15 Jan 1941-1 Apr 1949  
38<sup>th</sup> Bombardment Group, 1 Jan 1953  
38<sup>th</sup> Bombardment Wing, 8 Dec 1957  
585<sup>th</sup> Tactical Missile Group, 18 Jun 1958  
38<sup>th</sup> Tactical Missile Wing, 25 Sep 1962  
38<sup>th</sup> Flying Training Wing, 1 Aug 1972  
485<sup>th</sup> Tactical Missile Wing, 15 Aug 1984

### **WEAPON SYSTEMS**

B-18, 1941  
B-26, 1941-1942  
B-25, 1942-1946, 1947-1948  
A-26 (later B-26), 1946, 1947-1949  
B-26, 1953-1955  
B-57, 1955-1958  
Matador, 1958-1962  
Mace, 1962

### **ASSIGNED AIRCRAFT SERIAL NUMBERS**

38th Bomb Wing, Light, B-26Bs & Cs 1 January 1953 - 31 December 1955  
Eighteen aircraft per squadron. All B-26s transferred in place from the 126th LBWg to the 38th LBWg on 1 January 1953.

71st Light Bomb Squadron - Red band, white letters.

Black TB-26BS  
44-34742

TB-26BS  
44-35750

Black B-26CS  
41-39190  
41-39288  
43-22271  
43-22288  
43-22436  
43-22470  
43-22477  
43-22484  
43-22489  
44-34104  
44-34105

44-34110  
44-34124  
44-34135  
44-35641  
44-35742  
44-35763

43-22590 - Crashed, engine failure, 10nm SW of Mazagan, Fr. Morocco, 14 JAN 54, 2 fatalities.  
44-34105 - Damaged, engine fire - explosion, on Wheelus AB, Libya, 23 OCT 54, no fatalities.  
44-34745 - Crashed, low level, hit ground, 5nm NE of Sezanne, France, 10 JUL 54, no fatalities.

B-57  
52-1574

## **ASSIGNED AIRCRAFT TAIL/BASE CODES**

### **UNIT COLORS**

#### **COMMANDERS**

Lt Thomas Bacon, 15 Jan 1941  
Maj Eugene R. Mussett, 18 Jan 1942  
Lt Charles M. Benbow,  
Cpt Eugene H. Halliwell, 14 Aug 1942  
Cpt Alden G. Thompson, 21 Aug 1942  
Maj Robert H. McCutcheon, 23 Oct 1942  
Maj Ezra Best, 15 Jan 1943  
Cpt George M. Sevy, 28 Mar 1944  
Cpt Robert W. Blair, 7 Jan 1945  
Cpt Hugh R. Nevitt, 6 Jun 1945  
1Lt James L. Heckman,  
Cpt Milton O. Costello, Nov 1945  
Cpt Richard H. Houser, 10 Jan 1947  
Cpt George P. Caldwell, 1 May 1947  
LTC Byron K. Webb, Jan 1948  
LTC Leonard W. Ested, 10 Sep 1948  
Maj Raymond W. Fyhrie  
Maj Carl Schwartz, Jun 1953  
Maj Harry M. Matthews, Nov 1953  
LTC Wirt H. Corrie, 10 Oct 1954  
Maj David G. Fisher, 15 Mar 1955  
LTC Byron W. Brown, Jr., 13 May 1955  
Maj Craig L. Jackson, 20 Jul 1955 (Temporary)  
LTC Murray J. Shubin, 2 Aug 1955

Maj William V. Baker, 31 Jul 1956  
LTC George L. Ingersoll  
LTC Thomas Q. Jones, Jr., 27 Apr 1959  
Maj Zeden O. Lee, 5 Sep 1961  
LTC Albert P. Hahn, Jr., 1 Nov 1961  
Col Ernest B. Sheppard, 6 Aug 1962  
LTC Albert P. Hahn, Jr., 10 Jul 1963  
LTC Joseph F. Smejkal, 23 Jul 1964  
Col Edward D. Leahy, 15 Aug 1966  
LTC Joseph L. Stephens, 12 May 1967  
LTC Raymond W. Tolbert, 23 mar 1968  
LTC Billy C. McMaster, 1 Aug 1972  
LTC William L. McCord, Jr., Nov 1972  
Maj Charles E. Hart, Aug 1973  
LTC Clarence E. Whinery, 1 Dec 1973  
LTC William R. Keith, 30 Jun 1974  
LTC Robert L. Rutherford, 20 Jun 1975  
LTC Willis M. Thompson, 12 Sep 1975  
LTC Robert N. Palmer, 15 Aug 1984  
LTC Daniel R. Clark, 2 Jul 1985  
LTC James W. Kaufmann, 3 Jul 1986  
LTC John P. Gibeau, 2 Jul 1987

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

Air Offensive, Japan  
China Defensive  
East Indies  
Papua  
New Guinea  
Northern Solomon  
Bismarck Archipelago  
Western Pacific  
Leyte  
Luzon  
Southern Philippines

### **Armed Forces Expeditionary Streamers**

### **Decorations**

Distinguished Unit Citations  
Papua, 23 Jul 1942-23 Jan 1943  
New Britain, 24-26 Dec 1943

New Guinea, 1617 Jun 1944  
Leyte, 10 Nov 1944

Air Force Outstanding Unit Awards  
1 Apr 1956-1 Mar 1958  
1 Apr 1959-30 Jan 1961

Philippine Presidential Unit Citation

### **EMBLEM**

On a white disc, edged red, over a winged escutcheon Air Force blue, outline and detail black, two lances in saltire, of the last and red, tipped with red streamers; above the escutcheon a knight's helmet black, visor and ornamentation of the first, crested red. (Approved, 21 Jun 1956)

### **EMBLEM SIGNIFICANCE**

The crossed lances depict the offensive capabilities of the squadron and led to local use of the squadron nickname; the Lancers. The winged shield and helmet are considered symbolic of an air unit participation in the defense of the free world. The red streamers on the lances and the red border show the squadron color.

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### **MOTTO**

SEMPER PRIMUS—Always First

### **NICKNAME**

### **OPERATIONS**

Combat in Southwest and Western Pacific, 15 Sep 1942-13 Aug 1945. Not fully manned or equipped, 1 Nov 1946-1 May 1947.

As part of the new realignment, the historical missile squadrons that had pioneered the Matadors vanished. USAFE issued General Order 75 which inactivated the 11th Tactical Missile Squadron at Sembach Air Base, and activated the 822nd Tactical Missile Squadron in its place. The new 822nd was assigned to the 587th Tactical Missile Group in place of the inactivated 11th TMS. At the same time, the 1st TMS at Bitburg Air Base was inactivated and replaced by the 71st TMS, assigned to the 585th TMG at Bitburg, and the 69th TMS at Hahn Air base was inactivated and replaced by the 405th TMS, assigned to the 586th TMG at Hahn.

Training of the new Mace crews was handled by the Tactical Air Command at the newly renamed 4504th Missile Training Wing at Orlando AFB before the crews were deployed to Germany. Some Matador crews would be retained in the 38th TMW, but only enough to man the aging missiles as they were phased out of service. Some of the crews with more time remaining on their overseas tour of duty would be reassigned to other squadrons, mostly the 71st TMS at Bitburg that would be the last unit to phase out the Matador.

The 587th TMG at Sembach inactivated the TM-61C on April 1, 1959, and Matador launch crews that still had enough time remaining of their overseas tour of duty were transferred to either the 405th TMS at Hahn or the 71st TMS at Bitburg. On December 1, 1959, the Matador's Shanicle ground radio guidance system in Germany was shut down. Bitburg's 585th TMG inactivated four of its operating Shanicle remote command and guidance locations as the AN/MSQ-1A facilities would assume the duties of guiding the missiles after launch.

The 585th also picked up AN/MSQ-1A sites from both the 586th and 587th to guide "all missiles launched by our current and projected launch flights."<sup>12</sup> The TM-61C Matadors remained in service at Hahn, at least temporarily, with the new 405th TMS, replacing the original 69th TMS, and at Bitburg, where the 71st TMS replaced the 1st TMS. The 71st would continue to maintain three alert pads of TM-61C Matadors.

Bitburg had a different problem than the two "A" bird bases at Hahn and Sembach. The two remaining underground launch sites at Newel and Heidweiler were canceled before construction started, leaving the 71st TMS with only two launch sites, Site VII at Rittersdorf and Site VIII at Idenheim. There was no need to increase the number of launch crews at Bitburg with the unexpected cancellation of Sites 9 and 10.

The CGM-13B at Bitburg had only been assigned targets since April of 1964, and had its share of troubles in gaining operational status. One such problem was uncovered early in 1963 while training crews and testing equipment during the very beginning of missile countdowns. Part of the countdown required the missile inverter be started, taking over from the power supplied by the ground power support units. In the Mace "B", this was step 103, and everyone who ever served in a launch bay will remember the high pitch whine as the missile inverter came up to speed. Step 103, however, meant taking cover as stray electrical surges often fired the electrical squibs that blew apart the massive bolts that held the launcher together. The heads of the big bolts occasionally ricocheted inside the launch cell, not a planned part of the launch countdown. Operation Pale Moon was instituted by Norton Air Force Base of the Inspector General's office in conjunction with Martin Marietta to solve the strange problem. As standard operating procedure, no one was allowed in the launch bay with nylon or any spark generating fabric, such as the standard issue cold weather parka, or any device that wasn't rubberized, such as flashlights. Servicing the missile

The 71st would remain on duty for three more years, with the Mace "B" on Victor Alert status until April 30, 1969, when the 71st Tactical Missile Squadron was inactivated after 15 years of

continuous combat duty, beginning with the arrival of the very first Matadors with the 1st Pilotless Bomber Squadron in 1954.

The CGM-13B Mace missiles were unceremoniously shut down, and all 71st TMS personnel were reassigned to the 36th Combat Support Group, Bitburg, on April 30, 1969.

The AMLO exercises were not only a major portion of the 38th TMW annual training schedules, but a major expense to USAFE as well. The 1958 exercise from October 6th through the 19th of November, called "Operation Marblehead," utilized 19 C-130 Hercules and seven C-124 Globemasters just to move the 339 personnel and equipment of the 71st TMS from Bitburg to Wheelus and back. C-47 twin engine transports carried personnel back and forth as well. Not only did the 71st take 13 missiles and the required launchers and checkout vans, but also two complete MSQ units, plus personnel to back up the two Shanicle base units that were permanently installed at Wheelus. Each of the three launch flights was assigned two Shanicle launches and two MSQ launches each, with the 13th Matador missile used as a backup. As soon as the 71st completed its launch phase at Wheelus, the 69th TMS arrived from Hahn to complete its live firing of its 12 missiles. The 69th required 54 support sorties carrying 768 personnel and 770,975 pounds of equipment to complete the move from Hahn to Wheelus and back again. The return trip was minus 12 Matador missiles.

In addition to the transport aircraft, a small fleet of 38th TMW support aircraft was also involved. Several of the Maverick SimMissile T-33s were utilized for MSQ checkout as well as a Shanicle equipped B-57 that was used to verify the Wheelus range prior to launching the Matadors. The twin-engine Shanicle B-57s, while assigned to the 38th TMW, were based at Rhein Main Air Base in Frankfurt, Germany, and were supported by the 7407th Support Squadron. One of the two B-57s, serial number 52-1565, had required extensive airframe rebuild after a "hard landing" at Dover on a flight from Warner Robins in June, 1955, and proved to be a perfect candidate for the airframe modifications.

The aircraft 52-1565 was lost to the 38th Bomb Wing but later repaired. I saw it in North Africa as a Shanicle airplane. They had attached a Mace nose to it and its job was to fly the missile tracks as a missile for test purposes.

One staff report from the 71st TMS sent to 38th TMW headquarters after Operation Marblehead about the lack of security and control of the missile flight range, and especially the impact areas, foretold the end of the Wheelus operations. Civilians wandered throughout the missile flight range continuously without regard to Libyan official's warnings and even at times used the warnings as a signal to descend on the known target areas in anticipation of the missiles arrival to collect salvageable debris.

Operation Marblehead was indeed the last AMLO at Wheelus. The annual missile live-fire program continued with the tactical missile units selected for the annual certification and training flying back to Orlando AFB in 1959 to launch their missiles from the much more secure Cape Canaveral facilities.

The 1st TMS was inactivated and replaced by the 71st Tactical Missile Squadron 18 Jun 1958, reporting to the 585th Tactical Missile Group, 38th Tactical Missile Wing, which was activated the same day at Hahn Air Base, Germany, replacing the inactivated 701st TMW.

On 1 September 1959, Sembach became USAFE's primary missile base when the 38th Tactical Missile Wing headquarters moved from Hahn Air Base to Sembach Air Base. The three Tactical Missile Groups assigned as part of the 38th TMW in 1958 continued with their assignments: the 587th TMG at Sembach, the 586th TMG at Hahn AB, and the 585th TMG at Bitburg AB. The 585th TMG consisted of the 71st Tactical Missile Squadron, the 585th Missile Maintenance Squadron, and the 585th Support Squadron.

The 585th Tactical Missile Group was inactivated 25 Sept 1962, also deactivating the last TM-61C Matador, and the 71st TMS was assigned directly to the 38th Tactical Missile Wing, Sembach AB, while the 585th Missile Maintenance Squadron became Detachment 3, 38th Missile Maintenance Squadron (36th TFW SO A-694 24 Sept 1962). 1 July 1964, all personnel in Det 3, 38th MMS were transferred to the 587th Missile Maintenance Squadron (36th TFW SO A-912 17 June 1964)

The 587th Missile Maintenance Squadron was merged into the 71st Tactical Missile Squadron 1 Oct 65 (36th TFW SO AA-84 29 September 1965).

38th TMW was inactivated 25 September 1966, and the 71st TMS became part of the host 36th Tactical Fighter Wing. The 71st TMS, a combined launch and maintenance squadron, remained on duty for almost three more years with the CGM-13 B Mace as part of the host 36th Tactical Fighter Wing.

The 71st TMS was inactivated and all personnel transferred to the 36th Combat Support Group 30 April 1969 (36th TFW SO P-109 3 April 1969). The CGM-13B (TM-76B) Mace was also inactivated, the last US Air Force tactical missile in Europe at that time, marking 15 years of continuous combat service in NATO for the US Air Force tactical missiles.

The CGM-13B Mace continued in operational service with the 498th Tactical Missile Group at Kadena Air Base, Okinawa, until September, 1969.

"My favorite story about the MACE "B" and Bitburg took place after the 38th TMW had been disbanded and the 71st TMS was officially part of the 36th Tactical Fighter Wing.

I was the chief of Missile Standboard as a 1st/LT and the wing was about to undergo an ORI. USAFE had sent down 2 Captains that had been in the MACE "A" at either Hahn or Sembach. They had never been in a MACE B site, much less underground.

When they arrived on base they came to my office, introduced themselves, and then asked how my standboard crew "certified" the 71st TMS crews. I explained the process and then they asked me to select 4 crews to run through the procedures. Naturally, I selected the 4 best crews in the 71st. Then they asked me to take them and the crews out to a site to be evaluated. I took them out to Idenheim and they thought the weather cover building over the stairs were the Launch Control Centers. Never having been underground, they were a little apprehensive about going down.



They asked our standboard crew to "evaluate" the 4 crews. We ran them through standard EWO and right out of the book emergency procedures. Then the evaluators asked me how the crews had performed. Naturally, they had done an "outstanding" job. The evaluators then asked me to write up a report and this appeared word for word in the Wing ORI and the 71st received an Outstanding Evaluation.

The 71st Tactical Missile Squadron was inactivated on 30 April at Bitburg AB, Germany, the last Mace missile unit to be eliminated from the weapon system inventory. 1969

## 71st Tactical Missile Squadron

Bitburg AB  
Florennes AB

MGM-1 Matador, 1958-1962  
MGM-13 Mace, 1962-1969  
BGM-109G 1984-1989

1958-1969  
1984-1989.

Operated three different types of Tactical missiles in USAFE. Was a B-58 Night Bombardment Squadron at Laon AB, France 1955-1958, converted to tactical missiles at Bitburg AB, 1958.



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Air Force Order of Battle  
Created: 28 Aug 2010  
Updated:

Sources  
AFHRA

The 71st Tactical Missile Squadron was constituted by the War Department on 20 November 1940 as the 71st Bombardment Squadron, Medium, putting it on a waiting list for future activation. That day arrived on 15 January 1941, as the squadron was activated at Langley Field, Virginia, assigned to the 38th Bombardment Group, Medium. The initial cadre for the unit consisted of 22 enlisted men and 1 officer, Lieutenant Thomas Bacon, all formerly assigned to the 22d Bombardment Group at Langley. That same day, Lieutenant Bacon took command of the squadron.

Prior to this, in early 1940, though most of the "Free World" was engulfed in war, the American people felt secure behind the protection of the Atlantic and Pacific oceans. As the year progressed, this confidence melted away as the Germans swept across The Netherlands and Belgium, rolled through France, and poised to invade Great Britain. In September 1940, Congress enacted the Selective Service and Training Act. This was the first time in United States history that Americans were drafted in time of peace. Following this action, the Army Air Corps began drawing up plans to expand the air arm in the United States defense, of which the 71st became part in January 1941.

The first few weeks at Langley Field were devoted principally to receiving and assimilating additional personnel into the squadron and setting up various administrative sections. Several months elapsed before the 71st was fully manned and equipped with the Douglas B-18 bomber. In June 1941, the unit moved to Jackson Army Air Base, Mississippi, where it began flight training consisting mostly of navigation flights and bombing missions--in B-18 and PT-13 aircraft. Later that year, the B-18 was replaced by the Martin B-26 Marauder twin-engine bomber. Additional combat crews began to arrive early in September, and by November the 71st was virtually up to full strength in pilots, co-pilots, and navigators, with training progressing well.

On 7 December 1941, Japanese aircraft attacked Pearl Harbor, Hawaii, plunging the United States into World War II. The next day, 8 December, a few hours after the United States declared war on Japan, the 71st, along with its parent unit, the 38th Bombardment Group, was alerted for transfer to Savannah, Georgia, to begin coastal and antisubmarine patrol duty along the Atlantic coast. Leaving Jackson at once, the aircrews engaged in the anti-submarine missions for approximately two weeks with the ground echelon at Jackson awaiting transportation to Savannah. Before arrangements for the ground personnel movement could be completed orders for the movement were cancelled. Following this, the 71st and the rest of the group returned to Jackson.

The entire squadron, along with its parent group and companion units (the 69th and 70th Bombardment Squadrons and the 15th Reconnaissance Squadron) departed for San Francisco on 20 January 1942 for the first leg of their overseas movement. After completing the necessary processing, the ground echelon sailed on 31 January aboard the transport Tasker H. Bliss, bound for Australia. The overseas flight of the air echelon was postponed for approximately six months. During that time the group was located at Angel Island in the San Francisco Bay.

The Tasker H. Bliss, one of nine troopships in a convoy escorted by two destroyers, arrived at Brisbane, Australia, on 25 February 1942. After docking, members of the 71st's ground echelon

moved to Doomben Field in Brisbane and awaited movement orders. One week later, they boarded the ship again for a five-day voyage to Melbourne, Australia. From there, they traveled inland by train to nearby Ballarat, Australia, where they were billeted in private homes for a few days. Following that stay, the unit moved on 11 March to the U.S. Army Air Forces Camp, Ballarat, just outside the city limits.

Prior to the group's arrival by ship in Australia, the Netherlands' East Indies had been overrun by the Japanese. With the disintegration of the Malayan barrier, consisting of Malaya, Sumatra and Java, the entire continent of Australia was under direct threat of invasion. With no means of major resistance, the Allies stood by helplessly as Japan established strongholds in the Solomon Islands; Rabaul and Gasmata in New Britain; and Kavieng on New Ireland. The day the 71st ground echelon landed at Melbourne, Japanese forces seized Lae and Salamaua on the eastern coast of New Guinea. From these positions and those in the Netherlands East Indies the Japanese directly threatened the security of Australia and the sea lanes throughout the south and central Pacific.

Port Moresby, New Guinea, Darwin and Townsville, Australia, were subject. On 17 March 1942, General Douglas MacArthur arrived in Australia from the Philippines and assumed command of all Allied forces, giving a much needed boost to the morale of the Australian and American people. Although his forces were small, with material and supplies either short or non-existent, General MacArthur dramatically declared that Allied strategy was now one of limited offense rather than defense.

Back at Ballarat, the ground echelon settled down to a rigorous training program. Within a matter of weeks it was on the move again, this time to Batchelon Field at Birdum, Northern Territory, Australia, on 1 May. At first the men did various types of construction work in the Birdum area, such as building roads, installing a power system, and setting up a military camp. Then, for a while, they serviced Boeing B-17 Flying Fortress heavy bombers of the 19th Bombardment Group.

On 12 August 1942, the echelon transferred to Breddan Field near Charters Towers, Queensland, Australia. At Breddan, the 71st ground echelon was reunited with the headquarters of the 38<sup>th</sup> Group, from which it had been separated since the previous January, and with the 71st air echelon.

The 71st air echelon remained at Angel Island in San Francisco Bay until 2 April 1942, when it departed for Patterson Field, Fairfield, Ohio. There, with its numbers increased with graduates from various cadet schools, the echelon continued training in the B26 bomber and then switched to the B-25 Mitchell medium bomber.

The air echelons of the 69th and 70th Squadrons of the group received orders for shipment to Australia and departed Patterson Field on 7 and 3 May, in their B-26s. Almost immediately upon their arrival in Hawaii, the Battle of Midway started. They took part in the battle from 3-5 June, then moved to New Caledonia and eventually became part of the 42d Bombardment Group.

On 1 August, the aircrews of the 71<sup>st</sup> and 15th Reconnaissance Squadron flew back to San Francisco. Departing Hamilton Field at nearby San Rafael, they began the long flight to Australia, going by way of Hawaii, Canton Island, the Fiji Islands, and New Caledonia. The air echelon reached Breddan Field on 22 August and was reunited with its ground echelon.

While stationed at Breddan, the 38th Bombardment Group, with its subordinate combat units consisting now of the 71st Bombardment Squadron and the 405th Bombardment Squadron (a redesignation of the 15th Reconnaissance Squadron), was assigned to Fifth Air Force. Near the end of September, the group and its two squadrons transferred to Townsville, Queensland, Australia, where they remained for approximately a month before moving on to Ragona Air Strip near Port Moresby, New Guinea, on 28 October. Meanwhile, operating from a forward base on Horn Island, just off Cape York, the 71st entered into combat against the Japanese in New Guinea. Assigned targets for the initial combat mission, flown on coastal town of Salamaua. Bombers of the 71st and 405th Squadrons were credited with knocking out two anti-aircraft gun positions and starting numerous fires in the Buna area, and with destroying a hanger and hitting an air strip in several places on the airdrome. Although encountering moderate to intense anti-aircraft fire, all the B-25s returned safely to their advanced operating base on Horn Island.

Early in the war in the Pacific, American bombers, using standard bombing procedures on medium and high altitude missions against Japanese shipping, were obtaining minimal success. Losses in men and aircraft were too high and the percentages of hits too low. In an effort to increase efficiency, Lieutenant General George C. Kenney, fifth Air Force commander, noting a bomb skipped like a stone skimming across a pond, ordered experimentation with this type of bombing. This tactic was called "skip bombing" when used against shipping, and "medium altitude" or "low altitude" bombing when employed against land targets.

Against land targets, the B-25 was flown at "treetop height" and against shipping at "masthead height." Actually, against shipping, tactics called for less than masthead height. At the last possible moment, just before the pilot pulled the aircraft up to clear the target, the bombs were released, "driving them into the ship instead of skipping them in. With the adoption of the new tactic, the 71st became doubly deadly against the enemy as it executed missions at both medium and low altitudes.

In October 1942, the 71st concentrated on reconnaissance missions, principally in the Sulamaua-Buna-Iao area of New Guinea. During November and December, and in the first two months of 1943, emphasis was placed on attack missions. They took form mainly in strikes at enemy shipping, both in harbors of southeastern New Guinea and in surrounding coastal waters. Also, on 10 December 1942, the 71st moved operations to Durand Airstrip at Port Moresby. Next, on 14 December, the Japanese attempted to land ground forces in the Buna area. The 71st executed a highly successful attack against the enemy convoy, barges and floating supply dumps. In between attacks, the aircrews would land and rush off for a meal of hardtrack and water while the ground crews frantically refueled and reloaded the aircraft.

Adverse weather conditions often made bombing operations difficult to execute from Moresby. As the 71st aircraft took off and climbed over the Owen Stanley Range on New Guinea, called "The Hump," they often encountered turbulence and changing fronts. Huge thunderheads and buffeting winds caused many aborted missions over the next several months. The "Hump" was also called "The Cloud Filled With Rock" and was always a major threat to the crews who flew over it.

The nature of many of the targets made bombing operations difficult. When supporting ground troops, the 71st aircraft often bombed and strafed along jungle trails without learning the exact amount of damage they had inflicted. After attacking barges and river traffic, the damage was also a matter of conjecture. Many fruitless hours of reconnaissance was spent in searching for enemy convoys. Once a convoy was sighted and attacked, it were often difficult to determine whether ship had been sunk, seriously damaged, or had suffered only superficial damage. Near misses were often more damaging to shipping than direct hits because they sometimes buckled plates below the waterline and caused other unseen damage.

On 2 January 1943, Buna fell to the Allies. The first week of the new year saw the entire coast of Papua, east of the Girua River, in Allied hands with enemy forces completely destroyed. With the fall of Buna, heavily damaged airstrips were in the hands of the Allied forces "on the side" of the treacherous Owen Stanley Range. When developed, the airstrips would first be used as fuel stops and later as advanced staging bases, extending the range of the aircraft of the group.

The first major combat action in which the 71st participated was the Battle of the Bismark Sea. On 1 March 1943 a 16-ship Japanese convoy with reinforcements intended for enemy troops at Lae, was spotted in the Bismark Sea just north of Cape Gloucester, New Britain. Two days later, as the vessels came within range of the medium bombers stationed at Port Moresby, 14 B-25s from the 38th Bombardment Group (7 of which were assigned to the 71st Squadron) joined other American and Australian aircraft in attacking them from the air. Coming in at masthead height, at speeds of 275 to 300 knots, the 71st aircraft singled out targets.

As they came in for the attack, they strafed the decks of the transports. Despite heavy fire, they continued their runs and dropped their bombs. Thirty 500-pounders were released with the following results: two direct hits on a 5,000-ton transport and four near misses.

A tremendous fire was seen to shoot out the side of the vessel with columns of black smoke rising to heights of 1,000 feet. Another ship, one of the largest transports in the convoy, was hit amidships with one 500-pounder causing it to rock violently and emit black smoke to great heights. A 3,000-ton cargo vessel also suffered a direct hit, and after the initial explosion, there was a secondary explosion.

The destruction of the Bismark convoy was a devastating blow to the Japanese. Over half the troops aboard the ships were lost. Only 800 survivors reached Lae. The entire load of provisions and material, including a large amount of aviation fuel, and a four month supply of food for 20,000 troops were totally destroyed. In this action, the 71st suffered no major losses. The engagement brought an end to Japanese attempts to run convoys into Lae.

It was the latter part of March that men of the 71st started receiving rest leaves. Due to the continual strain of combat and poor living conditions, personnel were rotated down to Townsville, Brisbane, Sydney, and other cities in Australia, for ten-day rest leaves. Steak and eggs, "Aussie" beer, night clubs, flats on Bondi Beach, the Bernly, the Australian Hotel, fresh fruits, milk and pretty girls, contributed to pleasant memories for months to come.

For several months following the Battle of the Bismark Sea, combat action on the part of the 71st was limited mostly to photographic and weather reconnaissance flights, patrol missions for Allied shipping, attacks on enemy convoys, and the routine destruction of Japanese installations, both in medium-altitude bombing attacks and strafing runs. The targets were located for the most part on New Guinea, but in May 1943, the squadron flew several missions against Cape Gloucester and Gasmata, New Britain. Engaged part of the time in maintenance work and training, during June and July the unit also flew combat missions. In August, the squadron participated in a massive aerial assault on Japanese airdromes at Wewak in northeast New Guinea.

In order to help facilitate the drive of General Douglas MacArthur's ground forces along the northeastern coast of New Guinea, the Fifth Air Force made a determined effort to neutralize Japanese air strength at Wewak. On 17 and 13 August, 36 heavy bombers set out for a night attack on the four Wewak airdromes (Wewak, Boran, But, and Dagea). Those heavy bombers were followed by B-25s of the 38th Bomb Group, covered by a strong escort of P-38 Lightning fighters. The group bombed and strafed enemy aircraft remaining on the ground during the mission. The Fifth Air Force bombers and fighters devastated approximately 175 Japanese aircraft on the ground and brought down 75 in the air. Of the 12 medium bombers dispatched by the 38th Bomb Group on the first day, all returned home without engaging fighters in the attack. On the following day, 16 medium bombers of the group were credited with having destroyed approximately 25 enemy aircraft on the runways of Dagua Airdrome and with having shot down 3 others.

In the fall of 1943, Fifth Air Force was called upon to neutralize Japanese air and naval power at the key port of Rabaul on the northwest of New Britain Island.

On 12 October, a force of over 100 B-25 Mitchell bombers attacked 3 airdromes in the Rabaul area. In the wake of the medium bombers more than 90 B-24s, escorted by P-38 Lightning fighters, attacked Japanese shipping in the Rabaul harbor. The enemy suffered heavy losses from these continued attacks. In the first place, severe damage was inflicted upon the airdrome and harbor installation. Secondly, approximately 50 aircraft were destroyed, either in the air or on the ground, and 50 others were damaged. Finally, 3 destroyers, 3 large merchant vessels, 40 small merchant vessels, and 60 other craft were sunk or severely damaged. The 38th Bombardment Group dispatched 12 B-25s from the 71st Squadron, and 13 from the 405th Squadron, as a part of the force attacking the Ruisbanan Airdrome at Rabaul. Dropping more than 200 100-pound parafrag-bombs and firing nearly 22,000 rounds of ammunition, the 71st Squadron laid claim to the destruction of 7 Japanese aircraft, besides strafing supply dumps, fuel trucks, and other similar targets.

On 2 November 1943, staging out of a forward operating base at Dodo, New Guinea, nine aircraft of the 71st Squadron, and eight of the 405th Squadron, took part in the "Bloody Tuesday" low altitude B-25 attack against Rabaul, New Guinea. The aircraft took off in the morning hours and flew at 1,000 feet due to overcast skies. In the first series of attacks, a 10,000-ton merchant vessel exploded, a destroyer was hit, and several vessels strafed. All total, three 71st aircraft were lost in the raid. When the surviving aircraft returned to Dodo, every one suffered battle damage. Overall, 3 Japanese destroyers and 8 merchant vessels were sunk and 85 aircraft destroyed on the ground and in the air during the action. As a result of the many attacks from October through November 1943, Rabaul was no longer designated a major Japanese base of operations. Although for the next

several months combat missions of the 71st were restricted largely to eastern New Guinea, the unit occasionally struck targets on New Britain, New Ireland, and the Admiralties. During that time, the squadron moved to Nadzab, New Guinea, on 6 March 1944. Soon after arrival at Nadzab, the squadron participated in constant poundings of the strong Japanese base at Hollandia, New Guinea. A big blow was dealt on 3 April when the 71st was assigned Cyclops Airdrome at Hollandia as a major target. Numerous enemy aircraft were destroyed on the ground, while ground installations and personnel received a thorough strafing. The unit then turned its attention to the Humboldt Bay and Tedji area. With Hollandia in Allied hands after the middle of the month, the squadron began hitting at other enemy strongholds in north and northwest New Guinea and at Wadke Island off the northeast coast.

Near the end of July 1944, the 71st flew its first mission to the Malucca Islands, striking hard at the Galola Airdrome on Paimahera. During the remainder of the summer, the number of combat missions flown were greatly reduced, largely because of weather conditions and the fact that enemy targets now were out of the range of the 71st B-25s. Consequently, on 6 September 1944, the combat crews of the 71st moved to Biak, largest of the Schorten Islands, off the north coast of Netherlands New Guinea. The 71st encountered blistering heat, hot, humid tents, hard sharp coral, field chow, flies, dysentery, Dengue Fever, salt-water showers, foul-smelling drinking water from a canvas lister bag, infrequent mail calls, and nightly enemy air attacks which made life almost unbearable.

While at Biak, new fields of combat were opened to the squadron, including all of Netherlands New Guinea, Celebes Island, and the Malucca Islands of Ceram, Halmahera, and Morotai. Bypassing Biak, the ground echelon moved up to Morotai on 1 October 1944, where it was joined by the 71st combat crews and aircraft early in November. At Morotai, a beautiful, well organized squadron area was carved out of a huge coconut grove a few miles inland, some distance from the airfield.

Wood flooring was laid under tents and buildings. Squadron mess halls, the first since Nadzab, were erected. The only inconveniences were ants, flying insects, occasional snakes, and Japanese bombers. More "fox hole" time was logged by the squadron at Morotai than any base since Port Moresby. Hardly a night went by that Morotai was not under alert conditions. Overall, a total of seventy-six enemy attacks were recorded at Morotai.

During the early part of October, the 71st turned its attention to enemy targets on Ceram, with a few missions being directed to Celebes and Halmahera. On 19 October, the unit flew its first mission to the Philippine Islands, bombing Walabang Airdrome on Mindanao. Two B-25s were shot down, one crashed landed in the Bohol Straits, and the remaining 14 aircraft were damaged. The central Philippines provided the target on the following day when the squadron attacked Dumagueto Airdrome on the southern tip of Negros Island.

November 1944 was one of the busiest and roughest months in the history of the 71st. More of its men were killed and wounded, and more of its aircraft destroyed or damaged, than during any month since its activation. On 10 November, the 38th Bomb Group hit the largest and most strongly defended convoys ever to be attacked by a single group in the Southwest Pacific area. Covered by Republic P-47 Thunderbolts, the group was led by the 71st, with the 405th, 822d and

823d Squadrons following in order. The convoy was sighted at 11:35. After that, the group's 30 aircraft broke up into squadron formations, which in turn formed into two and three aircraft elements. While the fighter cover engaged intercepting aircraft, destroying 16 Japanese fighters, the B-25s attacked specific targets at wave-top height. Three destroyers, one destroyer escort, and five freighter-transporters were sunk with four more damaged. The 38th Group suffered 33 casualties: 26 missing in action, 3 killed and 4 wounded.

Seven B-25s were lost and eight others damaged. An estimated 5,000 Japanese were killed in action. Following that action, the 71st attacked Lahug Airdrome, Cebu Island, the Philippines, on 23 November 1944. The strike was a maximum effort by the 71st. There was no element of surprise. The defense of the airdrome was perfect. On the initial approach, the aircraft had to top a series of hills and drop down on the airstrips. Those hills were honey-combed with mutually supporting caves and camouflaged pill boxes. The Japanese gunners withheld their heavy automatic fire until each element flew over them and was dropping down for the attack. The aircraft were fired upon at point blank range from the rear. Antiaircraft fire from the airdrome was equally devastating. Two B-25s were shot down, one crash-landed in the Bohol Straits and all returning aircraft sustained antiaircraft damage.

Operating from their installation on Morotai, the 71st continued to bomb and strafe airdromes in the Philippines for the remainder of the year and well into January 1945. These missions were supplemented by strikes at Japanese shipping in Philippine waters and by harassing raids over land areas. During that same period the unit paid numerous return visits to Japanese-held positions back on New Guinea, Celebes, Ceram, and Halmahera.

Following a transfer on 29 January 1945, from Morotai to Lingayen, Luzon, Philippine Islands, the 71st began close support operations for Allied ground forces in the Waws, and attacking Rizal, a ascertaining the exact On 4 and 5 February, for entrenched positions at nearby enemy supply dumps and scouting bridges on all roads leading into the city instance, it supported ground reconquest of the Philippines forces around Manila by location of all friendly troops in the area, bombing suburban residential district. Numerous other close support assignments followed within the month.

By February 1945, the primary objective of the 71st was to sever Japan's main shipping routes for oil, fuel and war materials from the Netherlands East Indies to Japan. Enemy convoys shipping along the coast of China were to be sought out and destroyed. Blockade sweeps would be flown to Formosa (Taiwan) and Hainan Island; also Amoyi, Swatou and Hong Kong, China. Due to the vast expanses of water to be flown over, U.S. Navy submarines would aid the U.S. Navy search and rescue aircraft as a source of air-sea rescue.

In addition, the 71st was tasked to help neutralize Formosa, located only 225 miles directly north of their base at Lingayen, Philippines. Formosa was a major enemy assembly area and advance air transport point. Airdromes, aircraft, marshaling yards, trains, industry, power plants, and shipping were to be destroyed. The island, with the exception of its religious Shinto shrines, was considered one huge military objective. An estimated 70,000 Japanese troops were there. Antiaircraft and machine gun fire was probable and to be expected from the moment the aircraft crossed the coastline until they reached the targets inland. Extreme low altitude approaches were restricted due



to power lines and cities. There were no escape procedures. If shot down inland, crews were instructed to make their way into the mountains and avoid contact with civilians, then await the war's end.

In February 1945, the squadron flew more than eight shipping strikes in waters surrounding Formosa, seeking out and attacking Japanese merchant vessels. During March and April, the 71st conducted attacks on shipping around Formosa. Additionally, the squadron flew shipping strikes along the east coast of China. Also, it continued to attack enemy airdromes and fly support missions in the Philippines, and began to direct such combat operations to Formosa, as well. During May 1945, the 71st concentrated almost wholly upon targets in Formosa. By the end of the month, as a result of combined operations of various Fifth Air Force units, virtually all installations of military significance on the island were knocked out.

In the latter part of June, combat crews of the 71st were ordered to the Philippine island of Palawan to support the Thirteenth Air Force in its Borneo operations. Staging out of Puerto Princess, Palawan, six B-25s from the squadron flew four missions directed against Balikpapan during the course of a week. On these raids, they set fire to several military barracks and other buildings with napalm bombs. Soon after that the planes returned to Lingayen, Philippines, and began preparations to move from Lingayen to Yontan Airstrip, Okinawa, Japan. The 71st flew its first mission from Okinawa on 26 July 1945, when it made a shipping strike in the Tsushima Strait, the channel connecting the Sea of Japan with the East China Sea. On this mission, the crews sunk two small merchant ships. From that day until the end of the war in the Pacific, the 71st continued to strike at enemy shipping around the islands of Japan and between Japan and Korea. Also, the 71st directed attacks against land targets, such as highway bridges, railroad bridges, and other transportation facilities, located mainly on Kyushu Island, Japan.

On 6 August 1945, the atomic bomb was dropped on Hiroshima, Japan, by a Boeing B-29 Superfortress flying out of Tinian, Mariana Islands.

Three days later, on 9 August, a second atomic bomb was dropped on Nagasaki, Japan. The same day, elements of the 38th Bomb Group, led by the group commander, Lieutenant Colonel Edwin H. Hawes, were conducting shipping strikes in Beppu Bay, Kyushu, Japan. Through poor visibility, the Japanese aircraft carrier Kaiyo was sighted against the shore, heavily camouflaged with foliage. Colonel Hawes, in the lead aircraft from the 71st, attacked. Finding himself approaching the target too far to the left, he banked his aircraft sharply to the right in an effort to attack the carrier broadside. As he did so, the right wing struck the top of a tree on the shore. In the ensuing split-seconds, the aircraft was righted, and two 1,000-pound bombs were driven into the side of the carrier. As Colonel Hawes pulled up, the right wing of his still tilted aircraft became entangled in the carrier's camouflage. His aircraft veered to the right and crashed into the sea, killing the entire crew. Reconnaissance photos taken later that day showed the carrier leaning dangerously to the starboard.

On 10 August 1945, Japan opened peace negotiations. The same day, the Japanese carrier sank. The unit's last combat mission, flown on 13 August 1945, was a shipping strike in the Ribiki Sea. Six 71st bombers sighted and sank a small vessel with 500-pound para-demolition bombs. Following the end of the war, in August 1945, the majority of the B-25s assigned to the 71st

returned to Morotai, New Guinea. This move provided needed facilities at Yontan Airfield, Okinawa, for transport aircraft moving occupation forces to Japan. For its service in World War II, the 38th and its squadrons received four Distinguished Unit Citations and a Philippine Presidential Unit Citation.

The unit received credit for taking part in 11 combat campaigns. Those included Air Offensive, Japan; China Defensive; East Indies; Papua; New Guinea; Northern Solomons; Bismark Archipelago; Western Pacific; Leyte; Luzon; and the Southern Philippines.

On 25 November 1945, the entire 38th Bombardment Group transferred from Okinawa to Itazuke Air Base, Fukuoka, Japan. In January 1946, the 71st began transition training in the Douglas A-26 Invader aircraft. As a part of the occupation forces in Japan, the unit was engaged in normal training operations and routine surveillance flights over the Japanese homeland for the next nine months. The squadron was redesignated the 71<sup>st</sup> Bombardment Squadron (light), on 6 May 1946, at Itazuke. Effective, 1 November 1946, the squadron was reduced to a status of one officer and one enlisted man.

The 71st was remanned on 1 May 1947, and moved Itami Airfield, Osaka, Japan, with the 38th Bombardment Group. It remained at Itami for almost two more years as part of the occupation forces in Japan. Activities during that period centered mainly on training, occasional ferrying trips, routine surveillance flights, and participation in firepower demonstrations. Beginning in January 1949, the squadron's training program called for simulated air attacks on Johnson Air Base, Irumagawa; Matouchima; and Saesebo, Japan. A few months later, on 1 April 1949, the 71st was inactivated at Itami Airfield.

Effective 1 January 1953, the 71st Bombardment Squadron (Light), along with two of its former companion units (405th and 822d Bombardment Squadrons), was activated at Laon Air Base, France. There it was manned Largely with personnel from the 108th Bombardment Squadron, an Illinois Air National Guard unit, relieved from military service in the Air Force the same day. The 108th and its parent unit, the 126th Bombardment Wing (Light), had been called up for active duty in 1950 at the outbreak of the Korean Conflict. Following the cease fire in Korea, the 108th was allotted back to the Illinois Air National Guard. To fill that void left in France, the Air Force activated the 38th Bombardment Wing. At Laon, the squadron equipped with the Martin B-26 Marauder, became part of the 38th Bombardment Group assigned to the newly activated 38th Bombardment Wing. In turn, the wing reported to the 12th Air Force under the United States Air Forces in Europe.

Immediately upon activation, the 71 at began a vigorous training program. Routine operations were conducted at Laon. In February, the wing dispatched 12 aircraft and crews to the gunnery range at Sidi Slimane Air Base, French Morocco. For approximately three weeks, crews conducted specialized training in glide, low-level, and medium-altitude bombing, flexible and fixed gunnery, and low-level rocket firing. Later that year, the squadron participated in two major maneuvers. The first, conducted in July 1953, tested the tactical doctrine of the North Atlantic Treaty Organization (NATO). As a part of the exercise, American, British, and Canadian aircraft engaged in bombing and strafing missions on the Siegenburg Gunnery and Bombing Range, Munich, Germany. At the same time, the 38th Bombardment Group's base at Laon provided a target for numerous attacks by

"enemy" aircraft. In the second maneuver, conducted in August, four 3-26s from the 71st Bomb Squadron took part in a number of simulated attacks designed to test the air defense of the United Kingdom. For the remainder of 1953, the Group routinely conducted training using the Sculthorpe Range in England, Siegenburg Gunnery and Bombing Range near Munich, Germany, and Wheelus Air Base, Tripoli, Libya.

Early in 1954, in accordance with provisions of the Mutual Defense Assistance Pact, the 71st began training French Air Force pilots and bombardier-navigators in the B-26. Ground school for each class was held at Laon Air Base, with actual flight training conducted at Sidi Slimane Air Base in Morocco. From January through August 1954, the unit qualified 20 French pilots and 5 bombardier-navigators in the B-26.

Also, numerous French Air Force mechanics received instruction in the maintenance of that aircraft. Beginning in January 1955, the 71st Bombardment Squadron began converting from the World War II and Korean Conflict B-26 to the Martin B-57 Canberra jet bomber. That month, several 71st crew members departed Laon for Randolph Air Force Base, San Antonio, Texas, for transition training in the new twin-jet bomber. Members returned in April 1955 and began familiarization training using the Lockheed T-33 Shooting Star jet trainer at Laon Air Base. Having transferred its B-26 aircraft to other organizations, the 71st received five B-57s on 2 June 1955. These were the first light jet bombers that the United States stationed in Europe.

On 1 October 1955, the 71st was redesignated the 71st Bombardment Squadron (Tactical). The same month, following a relatively brief period of transition training at Laon, the unit deployed to Wheelus Air Base, Libya, for special training and practice in low-altitude bombing.

Operations during a second deployment to Wheelus, in January 1956, were halted when all B-57s were temporarily grounded pending necessary modifications in the tail assembly. Following those modifications in March, the 71st continued training in the B-57.

The squadron was engaged in an operational readiness test at Toul-Rousieres Air Base, France, on 24 May 1957 when the 3-57s were suddenly taken out of commission again, this time for nearly two months.

Squadron operations were hampered still further by subsequent groundings of the B-57 for shorter periods and by flight restrictions, especially as related to altitude and speed, placed upon it at other times. As a result, it was not until January 1957 that the squadron finally obtained combat ready status in the 3-57. Then, on 3 December 1957, the 38th Bombardment Group was inactivated and its tactical squadrons (71st, 405th, and 322d) were assigned directly to the 38th Bombardment Wing.

During the first four months of 1958, the tactical flight activities of the wing were gradually phased out at Laon Air Base. As a result of outstanding service from 1 April 1956 to 1 March 1958, the wing, and its assigned squadrons, received the Air Force Outstanding Unit Award. For the 71st, this was the fifth AFOWA it received since activation in 1940. Following this, on 18 June 1958, the 38th and its squadrons were redesignated tactical missile units. In turn, the 71st was redesignated the 71st Tactical Missile Squadron. Also on 18 June, the 71st became part of the

585th Tactical Missile Group under the 38th and transferred to Bitburg Air Base, Germany. At Bitburg, the 71st took over the personnel and equipment of the 1st Tactical Missile Squadron.

The 1st was the "first" tactical missile squadron activated in the Air Force inventory and assigned to Europe, on 14 March 1955, operating the Martin TM-61C Matador missile. The primary mission of the 71<sup>st</sup> Squadron was to maintain a fixed and mobile capability for launching the TM-61C Matador tactical missile under all conditions of weather and visibility. Following a brief period of routine training for incoming personnel at Bitburg, the squadron participated in the Annual Missile Launch Operation held at Wheelus Air Base, Libya, in September and October 1958. During 1959 and the early part of 1960, arrival of new people in the squadron resulted in prolonged periods of transition training. A highlight of this training occurred during May and June 1960, when four of the 71st's launch teams took part in the Annual

Missiles Requalification Operations at Cape Canaveral, Florida. At Cape Canaveral, the crews took part in several Matador launches and extended training on the missile. In the last half of 1960, six 71st launch crews engaged in test firings of the Matador at Cape Canaveral and Orlando AFB, Florida.

For the next 18 months, the squadron operated and maintained the Matador at Bitburg on alert. In addition to normal training and routine operations during that period, it took part in a number of special activities. Early in 1961, for instance, it put on a number of missile launching demonstrations for an estimated 200 persons, including personnel of the Royal Canadian Air Force, Royal Air Force Guided Missile classes, and students in the Centralized Intelligence School of the North Atlantic Treaty Organization. Static displays were provided on Armed Forces Day, 21 May 1961, at the unit's home station at Bitburg. During October 1961, 71st launch crews displayed the Matador at a number of other air bases in Germany. Also, one crew and missile were sent to Aviano AB, Italy, in November, for static display. As the year closed, the wing received its first Air Force Outstanding Unit Award as a tactical missile wing, and sixth overall since activation in 1940, for outstanding service from 1 April 1959 to 30 January 1961. Subsequently, the 71st, 405th and 822d squadrons received the award.

In February 1962, the 71st Squadron began preparations to wind up its Matador missile program. Thus, on 15 May 1962, one training flight and two operational flights were phased out at Bitburg. Another operational flight maintained its commitment until 30 June 1962. By that time plans for converting to the Martin TM-76B Mace were well underway. Following preparations, the 71st received its first Mace missiles on 25 September 1962. That same date, the 585th Tactical Missile Group at Bitburg was inactivated, with the 71st assigned directly to the 38th Tactical Missile Wing, Sembach AB, Germany. For the next seven years, the 71st maintained two Mace missile sites at Bitburg, each with two hardened complexes of four launch pads, for a total of 16 quick reaction weapons. A typical launch crew consisted of seven individuals: a launch officer, crew chief, a guidance system specialist, airframe and engine specialist, two electrical production specialists, and an armament specialist. A unique thing about the Mace system was that it had a split launch crew of one officer and one enlisted. That meant the missile final launch sequence was completed by both. All other Air Force missile systems at the time were controlled by officers. Launch was a cooperative team effort. Each of the seven men on the crew had a number of specific

actions to perform. Each action was spelled out in a checklist. After the launch order was verified, and after all required actions were performed in the proper sequence, then the launch officer and crew chief pushed the buttons to launch the missiles.

On 1 October 1965, the 71st was reassigned to the 36th Tactical Fighter Wing at Bitburg. For its service with the 33th Tactical Missile Wing, the 71<sup>st</sup> received the Air Force Outstanding Unit Award for the period 1 June 1964 to 30 September 1965, the seventh AFOUA in the squadron's history. The 71st continued to operate and maintain the Mace missiles at Bitburg under control of the 36th Tactical Fighter Wing for several years. During that time, the squadron received its eighth overall AFOUA for the period 1 January 1966 to 31 December 1967.

In April 1969, the 71st began phasing out the last MACE missiles in Europe. Following that, the squadron inactivated at Bitburg AB on 30 April 1969. The Mace had been a solid, reliable weapon system in Europe throughout the years, but, with the introduction of intercontinental ballistic missiles (ICBMs) in the early 1960s, its need was eliminated. Thus, the 71st was the last missile unit in Europe.

The 38<sup>th</sup> Tactical Missile Wing, inactivated on 25 September 1966, was redesignated a Flying Training Wing on 22 March 1972. At the same time, the 70th and 71st squadrons were redesignated Flying Training Squadrons under the wing. Several months later, the 38th and its squadrons were activated at Laredo AFB, Texas, on 1 August 1972. The wing replaced and absorbed the resources of the 3640th Pilot Training Wing at Laredo, under control of the Air Training Command, Randolph AFB, Texas. The primary mission at Laredo was to train American and European officers to fly jet-powered aircraft. To effectively perform that mission, the wing conducted a 53-week program divided into two phases that included: 73 hours in instrument flight simulators, 101 hours of flying in the Cessna T-37 twin-engine jet trainer, and 140 hours in the Northrop T-38 Talon jet trainer.

The first phase, or initial flying phase of the undergraduate pilot training program, was conducted by the 70th Flying Training Squadron. In this phase, student pilots operated the T-37 subsonic jet trainer, affectionately known as the "Tweet." It had a top speed of 350 miles per hour and an operational ceiling of 25,000 feet. Before the student flew the T-37, he received extensive ground school training. During that training, the student pilot was well informed on the systems and capabilities of the T-37. Simulated flights in the altitude chamber and instrument flight simulator, ejection seat training, and thorough knowledge of emergency procedures went with the student pilot on the first flight in the T-37.

The student was required to know the aircraft thoroughly and also master such subjects as navigation, flight planning and weather. The more the student knew about the environment, the more accomplished a pilot he would become. During the T-37 phase of training, the student learned take-offs and landings, and became proficient in aerobatic maneuvers as well as night instrument, and formation flight. The first and most memorable challenge along the way was the initial solo. Once past the solo flight, the student faced three "checkrides" and a cross-country navigation mission.

The student pilot upgraded only after successfully completing the T-37 phase of training. In the advanced phase, conducted by the 71st Flying Training Squadron, the student flew the Northrop T-38, a supersonic jet trainer, often referred to as the "White Rocket." It was a highly maneuverable aircraft with a top speed of 800 mph and a 50,000 foot ceiling. In the T-38, the student pilot had his first exposure to the G-suit, chap-like pants worn by the pilot to overcome the physiological effects of acceleration. Each student received about 140 hours of flying during this phase. They polished their skills with basic flying procedures, aerobatics, and patterns and landings.

Students then advanced to the demanding formation phase of flying. Also, they learned several different formation positions from "fingertip," where the aircraft flew three feet apart, to "tactical," where they maneuvered over a mile apart. Each student received four hours of solo formation flying time, and some advanced to four-ship formation flying. Additionally, they received extensive navigation training to include low-level navigation missions, a weekend cross country, and a solo navigation mission to a different airfield. Upon successful completion of the T-38 phase of training, the students were awarded the coveted silver wings of a pilot.

Completion of the T-38 training phase marked the end of a demanding training period and the beginning of a promising year. A graduate student knew that the learning process had just begun, for a pilot was always a student, constantly learning from ones' day-to-day experience. Throughout the remainder of 1972 and into 1973, the 71st trained only one class of pilots. With the signing of the peace accords in Vietnam on 27 January 1973, training pilots at Laredo began to wind down. Following the graduation of the wing's only class of pilots since activation, It was inactivated on 28 August 1973.

As the Air Force phased down from a large war effort, pilots by the thousands left the service. This shortage of pilots resulted in the activation of the 38th along with the 70th and 71st Flying Training Squadrons at Moody AFB, Georgia, on 1 December 1973 At Moody, the wing absorbed the people and resources of the 3550th Pilot Training Wing. The 38th once again began training pilots in the T-37 and T-38. The 70<sup>th</sup> conducted Phase I training in the Cessna T-37 jet trainer, and the 71st trained students in Phase II training with the Northrop T-38.

For the next two years, the wing turned out two classes of pilots to build up the Air Force loss of Vietnam Era pilots. As the strength of the service increased, the need for pilots diminished, and the mission of the 38th was again laid to rest with its two squadrons, the 70th and 71st, on 1 December 1975. With this inactivation at Moody, the Air Force replaced the 38th with the 37th Tactical Fighter Wing, which arrived from Korat Royal Thai AFB, Thailand.

In December 1979, the North Atlantic Treaty Organization (NATO) ministers reached a unanimous decision to modernize current nuclear forces defending Europe by deploying the United States controlled ground launched cruise missile (GLCM) weapon system to six locations in five European countries. Those included Belgium, the Federal Republic of Germany, Italy, the Netherlands, and two units in the United Kingdom. The NATO ministers agreed this action would be part of a dual track' program to counter the growing Soviet buildup of SS-20 missile and Backfire bombers. At the same time, serious arms control negotiations would proceed to reduce or eliminate these weapons from western Europe. If negotiations failed, the ministers would already have 464 GLCM and 108 Pershing II surface-to-surface missiles deployed.

USAFE entered the 1980s on a more positive note. Recognizing the threat posed by the Soviets, Congress appropriated increased amounts of money for defense, enabling the command to embark on many much-needed programs. In 1983, the first ground launched cruise missiles, BGM-109G Tomahawks intended to offset the Soviet SS-20 missiles, arrived at RAF Greenham Common, United Kingdom. Thus, missiles, gone for nearly two decades from Europe, returned to bolster USAFE's defensive capability. Following that deployment, a second GLCM unit was established at Comiso AS, Italy, on the island of Sicily.

Then, on 9 September 1943 the Belgian government announced a GLCM deployment to Florennes AB had been approved. At Florennes, the GLCM force, at full operational capacity, would consist of 3 flights of 16 missiles each. Each flight would contain four transporter erector launchers (TEL), two launch control centers (LCC), five supply trucks, one recovery vehicle, and ten security police vehicles. That flight would total 22 vehicles and roughly 70 people (a flight commander, assistant flight commander, 4 launch control officers, 1 medical technician, 44 security police, and 19 maintenance people). When the missiles finally arrived, they and their component parts would be stored in hardened shelters in the GLCM alert and maintenance area (GAMA). These shelters were specifically designed to survive heavy conventional attack.

Missile combat crew members of the 71st Tactical Missile Squadron represent the life-blood of the GLCM weapon system. Standard crew configuration includes a deputy missile combat crew commander (DMCCC) and a missile combat crew commander (MCCC). Their primary duty as a crew entails monitoring missile alert status of the GLCM weapon system and properly reacting to authentic launch preparation/execution orders. Insuring skill training and proficiency of squadron missile combat crew members are met is the responsibility of the Readiness Division. The program involves crew member qualification training and crew member recurring training. Crew member qualification training is designed to prepare members for certified mission ready (MR) status. A combination of academic weapon system and emergency action procedures (EAP) are presented by certified instructors in the missile procedures trainer (MPT) and on field dispersals. Qualification training is divided into initial qualification training (IQT) and mission qualification training (MQT). Continuation training ensures that each crew member maintains proficiency in the weapon system, EAP, and dispersal operations. In this area the MPT is heavily used.

Upon entry into the GLCM missile career field, individuals are sent TDY to Davis-Monthan AFB, Arizona, to begin initial qualification training. Training is administered by the 868th Tactical Missile Training Group. IQT for missile crew members consists of an academic phase, MPT exercises, dispersal exercise training, and collateral training. Once trained at Davis-Monthan, crew members are sent to overseas GLCM units. Upon arrival at Florennes AB, individuals enter mission qualification training to upgrade to mission ready status. Individuals in MQT receive training in local procedures, theater-unique aspects of crew duty, dispersal training, and USAFE/NATO command and control procedures. The final phase of training for the 71st crews is recurring training. This involves maintaining proficiency in the GLCM weapon system through recurring, remedial, supplemental, physical, and ancillary training programs. Squadron members participate in self-study, classroom seminars, MPT exercises, SAP classes, and dispersal exercises. The Standardization/Evaluation Branch of the Readiness Division evaluates all squadron missile

crews, both non-mission and mission ready, to ensure their proficiency. Those evaluations are conducted in the MPT and during dispersal.

The 485th Tactical Missile Wing, established on 19 December 1983, was activated at Florennes AB on 1 August 1984 under the control of the Seventeenth Air Force (17 AF), Sembach AB, Germany. The wing is a consolidation of the World War II 485th Bombardment Group and the 585th Tactical Missile Group. Major General William Breckner, 17AF commander, and 17 AF key staff attended the activation, arriving on board a 601st Tactical Control Wing Sikorsky CH-53 helicopter from Sembach AB. Upon activation, General Breckner assigned Colonel David C. Reed commander of the new wing. He had been the 17 AF deputy commander for logistics prior to his selection as 17 AF's first GLCM wing commander.

Several additional units were activated and assigned to the new wing on 1 August 1984, including the 405th Tactical Missile Squadron (TMS). Following activation, the 405 TMS was inactivated on 15 August and replaced by the redesignated 71st Tactical Missile Squadron with Lieutenant Colonel Robert N. Palmer commanding. By 28 August 1984, the 71st had recorded a first, as a Lockheed C-5A Galaxy transport landed at Florennes with GLCM support equipment. Altogether, three M.A.N. tractors, one launch control center (LCC), one instructor control unit (ICU), one LCC driver training vehicle (DTV), and one transporter erector launcher (TEL) DTV were off-loaded. The LCC and ICU were combined to form the missile procedures trainer.

A long awaited milestone in the wing occurred on 14 March 1985, when the Belgian government announced approval of the first shipment of missiles to Florennes AB. The following day 16 BGM-L09G missiles arrived, exactly one year to the day after the initial cadre arrived at Florennes. A Lockheed C-5A Galaxy transport delivered the missiles. This was the final ingredient in the wing's quest for operational capability.

From 16-24 June 1985, the USAFE Inspector General (IG) conducted the first nuclear surety inspection (NSI) at Florennes AB. The team evaluated 26 activities in 8 major functional areas. Inspectors evaluated 71st combat crew proficiency in the missile procedures trainer, procedures for handling material requiring two-person control, and the 71st's ability to respond to various contingencies. The wing reached operational capability in the shortest time of any GLCM unit up to that date with the completion of this highly successful inspection.

The 20-22 November 1985 SALTY NATION exercise conducted by the wing was the second joint nation exercise with the Belgian Air Force (BAF) 2d Wing Tactique at Florennes AB. Also, this was the first time that a full GLCM flight dispersed off-base. The 71st obtained a historical milestone on 12 November 1985, as it conducted its first off-base dispersal training exercise of a GLCM flight (partially equipped). The exercise objectives were twofold: first, to confirm 2d Wing Tactique (BAF), gendarmerie, and Belgian Forces of the Interior communications/command control interface with our dispersal forces and command structure, both enroute and at the dispersal training site; second, to conduct limited training at the dispersal training site with 50 wing members and 10 vehicles. The exercise demonstrated the 71st's ability to marshal, convoy, and disperse the flight under simulated wartime conditions. The flight dispersed, escorted by the Belgian military police and gendarmerie, to Marche-en-Famenne training range, southeast of the base.



The squadron said goodbye to its first commander, Lieutenant Colonel Palmer, who departed for an assignment as Deputy Director, 355th Tactical Training Group, Davis-Monthan AFB, Arizona, on 5 July 1985. Lieutenant Colonel Daniel R. Clark assumed command of the 71st the same day. To ensure the reliability and accuracy of a unit's GLCM weapon system, the Air Force Systems Command (AFSC) periodically selects a unit asset for operational testing and evaluation (OT&E). During June 1986, the 485th was selected by AFSC to take part in Phase II OT&E of the BGM-109 missile at Dugway Proving Grounds, Utah. Two 71st crew members were sent TDY to Utah on 11 June to participate.

At Dugway, Captain John H. Burling and First Lieutenant Patricia W. J. Ho, 71<sup>st</sup> Tactical Missile Squadron, launched two missiles on 25 June. Both missiles flew complete missions, hitting respective targets 850 miles away. The launch control center and transporter erector launcher used during the tests belonged to Detachment 2, Tactical Air Warfare Center (TAWC), Davis-Monthan AFB, Arizona. A third missile, launched by the wing on 30 June, did not complete its mission by falling short of the target. Investigation revealed that a mechanical problem caused the crash. All three missiles were previously assigned to the 501st Tactical Missile Wing, RAF Greenham Common, United Kingdom. The 485th team completed the testing on 30 June at Dugway and returned to Florennes AB on 3 July. This event marked the first time the 71st had actually launched a GLCM.

Lieutenant Colonel James W. Kaufmann assumed command of the 71st on 2 July 1986, when Lt Col Clark moved on to become the Deputy Commander for Maintenance (a year later Colonel-selectee Clark would become the Deputy Commander for Operations). Lt Col Kaufmann's tenure as squadron commander was marked by the first of two Operational Survivability Assessment Program (OSAP) exercises in December 1986. The GLCM OSAP was one component of a larger joint program managed by the Defense Nuclear Agency (DNA), Headquarters, USAFE, and Headquarters, U.S. Army, Europe (USAREUR). The objective of the program was to investigate potential system vulnerabilities through field exercises, and to identify potential corrective actions to improve prelaunch survivability. An exercise scenario was developed by the controllers from Johns Hopkins University using 485 TMW people to aggress "A" flight, dispersed at Camp Lagland training range. The report stated, "The Gryphon flight can operate and successfully execute its mission; but noted a number of vulnerabilities and discrepancies in flight operations. The success of the 1986 OSAP was that it established a baseline for the wing to work from. Launch control officers learned significant lessons about communications procedures and operations in the newly developed "run-silent" mode; a system developed to reduce the flight's noise signature."

Subsequent training exercises concentrated heavily on overcoming the weaknesses noted during this valuable assessment program. From 5 to 12 January 1987, the HQ USAFE IG team from Ramstein AB, Germany, conducted a nuclear surety inspection of the wing. Among the people evaluated were the 71st Tactical Missile Squadron launch control officers. The results were outstanding. This successful inspection was the second NSI for the squadron.

"B" flight underwent its first dispersal exercise from 12 to 15 January 1987. At the time, central Europe was experiencing unusually severe winter weather conditions which complicated dispersal procedures. , the flight learned from the experience and gained invaluable knowledge of freezing

conditions. Some of the problems encountered included water freezing in canteens and in the pipes and valves of water buffalos, and frozen camouflage that could not be unfolded. Although the severe weather did hamper dispersal operations, flight activities were termed a From 1 to 5 April, the 71st was involved in a large scale exercise that included an initial flight readiness inspection (FRI) in conjunction with a local Salty Nation exercise. During the five day exercise, the wing inspection team put the flight through a variety of wartime simulations in order to test and evaluate personnel and equipment operation. This FRI was another "first." A total of eight areas were evaluated: leadership, flight training, operations, maintenance, security, medical, disaster preparedness, and support. All significant discrepancies received additional training during the 5-8 and 25-27 May dispersal exercises. On 6 April 1987, the Air Force Chief of Staff, General Larry D. Welch, visited "A" flight in a dispersed environment on the Florennes AB Northside training site. He was accompanied by Lieutenant General Hickey, Deputy Chief of Staff for Personnel, HQ USAFE. Captains Mike Slifka, Mike Foughty and 1Lt Rosie Briggs gave informative briefings on GLCM flight operations.

The 71st underwent intense training in preparation for an Allied Command Europe (ACE) tactical evaluation (TAC EVAL) at the hands of the Allied Air Forces Central Europe (AAFCE) team. The tac eval was conducted in two phases. Phase I, readiness, assessed the unit's ability to react and transition from a peacetime to wartime posture with little or no warning. The second phase, battle, evaluated the operations, support, and survival-to-operate areas.

Phase I of the tac eval kicked off at 0400Z on 2 June. It tested the wing's ability to generate one GLCM flight and take all emergency measures to prepare the unit for war. The 71st deployed resupply and vehicle decontamination teams as a support flight. The 71st accomplished the Phase I force generation in record time and "A" flight received the highest possible rating.

For the next couple of days the 71st rested and awaited Phase II implementation. At 1000Z on 9 June, that wait ended as the wing began the battle phase. The 71st demonstrated its ability to support SACEUR. "A" flight was exceptional in all aspects of mission requirements. Special praise was given to the LCOs for their system knowledge and trouble-shooting during launch scenarios.

On 2 July 1987, Lt Col James V. Kaufmann relinquished his command of the 71st Tactical Missile Squadron to Lieutenant Colonel John P. Gibeau.

The newly formed "C" flight, under the leadership of Captain Richard "Boomer" Crowley, organized the change of command ceremony. "A" flight, under Captain Slifka, represented the wartime capability of the dispersed flight by including a formation of troops in battle dress uniform under arms. Major Thomas Deppe, the "B" flight commander, headed a flight in service dress for the occasion. Captain Denis of the Belgian Air Force provided an exciting Mirage 5 jet flyover. In attendance were distinguished guests from NATO, including Dutch Air Commodore Schwenke. Following the change of command, Lt Col Gibeau hosted a reception at the MWR club. A major reorganization in the 71st occurred in July 1987. That change, directed by HQ USAFE, involved restructuring GLCM wings in peacetime to the way they would be structured in war. Since becoming an Air Force program, GLCM units had experienced numerous inadequacies. Discussions centered primarily on the fact that GLCM wings were not structured in peacetime as they would be during actual combat. Based on that, the GLCM General Officer Action Review

Board directed an independent review at the wing level in September 1986. The new structures evolved from inputs received from the command, numbered air force, and wing levels.

The 71st began implementing the integrated flight concept. Under the integrated concept, all flight personnel and equipment would be assigned to the tactical missile flight commander in both peacetime and wartime.

On 11 June, the USAF TAWC tasked USAFE to support the 28th GLCM FOT&E 113 test launch scheduled for July. In turn, USAFE selected the 487th Tactical Missile Wing, Comiso AS, Italy, to take part in the test. The task force, consisting of a task force commander, launch crew, four missile load handlers, a missile analyst, and an aerospace ground equipment technician, were to arrive at Dugway Proving Grounds, Utah, by 15 July. Tasking for the test changed on 27 June, with the addition of a fissile crew from the 485<sup>th</sup> Tactical Missile Wing at Florennes AB, Belgium. Under this new tasking, the Comiso crew would launch the first two missiles and the Florennes crew the last missile. The Florennes crew was added to provide increased launch experience for USAFE operational crews. The four missiles scheduled for testing would be deployed from Comiso to the manufacturer, General Dynamics, at their San Diego plant for refurbishment, then shipped to Dugway for launch.

Missile tests were conducted on 22 July, with no problems encountered. Following this, the Florennes crew of Capt Clayton Melvin and Lt Thomas Imburgio performed several tests. First, they ran a system built-in-test, which tested the signal transfer unit and communications between the TEL and LCC. Next, they loaded an operational flight plan into the missiles from the data transfer disc. Third, they did a missile calibration, and finally, they performed an FOT&E peculiar dual axis/health check.

The first missile was launched at 0900L by the Comiso crew on 23 July. Missile 857 successfully completed the mission as planned. That same day, the Florennes crew launched the second missile (926). Prior to launch, Captain Melvin and Lieutenant Imburgio experienced launch critical faults that threatened to stop the launch countdown.

Maintenance checked the TEL and found the umbilical cord which provides power from the TEL to the launch tube was charred from the blast of the first launch. The cables were quickly replaced and the 71st launch crew moved quickly through their checklist to recover the lost time.

At 1200L, the second missile fired successfully. It traveled for 1 hour and 58 minutes, landing in the target area 250 miles away. Upon landing, a US Army helicopter retrieved the missile for analysis. The third launch occurred on 30 July, as the Comiso crew successfully fired the last missile into the target areas. The missions, flight times, and flight paths were identical for all three missiles.

Although the test was highly successful, it did reveal two problem areas. The first involved the umbilical cord wiring harness that connected the TEL with the missile canister. The Florennes crew noted that a single launch had damaged the reliability of the remaining cords, leaving the other missiles inoperative. To correct this, the crew recommended; ". . . the umbilical cord needs to be tied back away from the missile blast area. . ." That recommendation was taken by the Dugway

test team and turned into a maintenance technical order change to correct the problem. The other problem area noted concerned the effect of noise and toxic vapors in the flight area. The Florennes crews after action report addressed the following concerns:

1. It is a must for all flight personnel to wear ear protection.
2. The flight commander should consider the effects of blast and overpressure when emplacing vehicles and establishing fighting positions.
3. Consideration should be given to clearing nonessential personnel from the closed defense area of operation (CDAC) just prior to launch if the flight is not under attack.

"C" Flight had their first dispersal from 17 to 21 August 1987.

Planning for the dispersal began on 13 August with flight preparation. All elements of "C" flight performed equipment checks, and loaded and checked out vehicles. The next two days were down days for the flight.

Final preparations involving mission planning and flight rest occurred on 16 August. The flight collected its gear, ate, and departed Florennes by cells on 17 August. The first cell left at 0500L, led by the flight commander, Capt Crowley, with the second cell, commanded by Capt Dean Jackson, departing at 0530L. Both cells were escorted by BAF security forces and the gendarmerie to the Camp Lagland training range, Arlon, Belgium. Objectives for the dispersal included site emplacement, site set-up, site operations, personal and vehicle camouflage, and site defense.

At Lagland, the flight relocated inside the training area, testing enroute launch procedures. On day five, 21 August, the flight conducted site teardown and departed for Florennes. Prior to leaving Lagland, the flight conducted a simulated launch in chemical gear, followed by decontamination. This "C" flight dispersal was the subject of an Air Force documentary which will be distributed to all consolidated base personnel office (CBPO) libraries and placed in the Air Force historical archive.

In August 1987, First Lieutenant Rosalie Briggs of "A" flight became the first woman at Florennes AB to upgrade to missile combat crew commander. Lt Briggs earned her new position after working for more than a year as a DMCCC at Florennes and at her former assignment, Comiso AB, Italy.

From 14 to 18 September the 71st dispersed "A" flight to the Northside training area on Florennes AB. On 17 September, the site was opened to the entire base for show. During the day, some 300 people visited the site by bus and got a firsthand view of a GLCM flight operation. The flight also hosted Belgian counterparts from the 2nd Wing Tactique at Florennes AB, visitors from the Supreme Headquarters, Allied Powers Europe (SHAPE), and family members of all three wing dispersal flights. Members of the dispersal flight briefed and demonstrated equipment at the site. Critical vehicle team chiefs and team members explained how they emplaced and camouflaged vehicles. Finally, launch control officers displayed the computerized launch processing equipment and communications gear that linked the flight to the base and higher headquarters. All this afforded the base populace and guests a clearer understanding of the dispersal mission assigned to the wing.

Strong leadership was demonstrated by Capt Slifka and Capt Mike Foughty, the assistant flight commander, throughout the dispersal, with the result that, "all aspects of flight readiness were observed with no shortfalls in mission capability." All three launch crews exhibited outstanding weapon system and emergency action knowledge throughout the exercise. Evaluators noted the strong showing, stating: "... the value of mission planning was evident as the crew3 reacted methodically when confronted by faults and inputs..."

Captain Richard D. Erdmann commanded "B" flight on the October dispersal. Due to the upcoming nuclear surety inspection (NSI) and transition to the GLCM alert and maintenance area, only a partial flight (one cell) took part. Full training exercises picked up again in November and continued through the winter months.

In December, Maj Deppe took the integrated flight concept one step further. As the newly appointed Senior Flight Commander, Maj Deppe took control of the dispersal operations training branch (DOF). There he combined senior instructors from all flight disciplines; operations, ground defense, maintenance, and medical in one office working toward specific goals. When Maj Deppe departed for Armed Forces Staff College, Capt Slifka further developed the branch and in January 1988 gave the job to Capt Foughty. Under Capt Foughty, DOF had a direct role in preparing the wing for its second OSAP exercise in February 1988.

Again, the program proved successful and the survivability of the GLCM dispersal flight was upheld. A milestone for GLCM was reached on 8 December 1987. On that day, President Ronald Reagan and Soviet Premier Mikhail Gorbachev signed the historic Intermediate Range Nuclear Forces (INF) Treaty. This treaty would eliminate this class of nuclear weapons from Europe; NATO's GLCM Longer Range Intermediate-Range Nuclear Missiles and Pershing missiles and the Soviet SS-20's. The significance of the treaty has its roots in the original Dual Track program adopted by NATO in 1979. By successfully deploying GLCM and Pershing II missiles, NATO forced the Soviet Union to engage in serious arms control negotiations resulting in the INF. The SS-20 threat is eliminated with the INF, which is precisely what the Dual Track aimed to do. The NATO alliance proved unequivocally that it was prepared to mount a major cooperative effort quickly and efficiently to face a serious threat. The GLCM concept would not be viable without the dedicated support of our host-nation allies. Clearly, then, the INF victory is their victory, too.

The INF treaty, though, would not have happened if the Soviets did not believe that this young and unproven weapon system was a serious and legitimate military threat. The second OSAP at Florennes proved beyond a shadow of a doubt the legitimacy of the GLCM weapon system and the Air Force's ability to successfully employ it.

On Florennes AB, the signing of the INF Treaty caused a restructuring of the flights. The proposed three flight commitment was reduced to one. Two flights were formed, Gold and Blue, from "A", "B", and "C", to support that commitment. Blue flight, commanded by Capt Crowley, was offered the chance to disperse as part of the OSAP. The program was again contracted by USAFES to Johns Hopkins University to test the survivability of a GLCM flight and its ability to meet its mission against a realistic aggressor threat. That threat came in the form of the US Army green berets assigned to the 10th Special Forces unit, specially trained and educated in the same manner of the Soviet Spetnaz special forces. Never before had a GLCM unit faced such a formidable

threat and, with ratification of the INF Treaty, it never would again. The GLCM weapon system would live and die by this final test of its capability; and all the efforts of the personnel at the six GLCM wings, the 868th Tactical Missile Training Squadron, and HQ USAFE, would rest with the performance of one flight, dispersed for one week in the Belgian Ardennes forest, against the best special forces in the world.

On Friday, 12 February, as darkness fell over the Ardennes, 16 members of the 10th Special Forces parachuted into the Belgian countryside. Knowing of GLCM only what we assume the Soviets know, the team had spent the previous three days doing map reconnaissance trying to determine the likely places for a GLCM unit to deploy within the 100 square kilometer area outlined in the order. Knowing the flight would deploy on the morning of the 15th, the team sought to cover the major highways leading to the likely deployment locations. They broke down into 2-man teams and, on foot, set out to cut off the flight. Somehow, Blue flight snuck by. Early on the 15th, Capt Boomer Crowley led the flight quietly along the convoy route to a well-planned site on the Lagland training range, Arlon, Belgium. Heavy rains had flooded the site, and critical vehicles were dragged on-site through 3 feet deep mud and muck and carefully and quietly emplaced and camouflaged. Noise and light discipline were at an all-time high, and the vigilance of the ground defense force was unwavering. The flight was located by the aggressor team on Wednesday and experienced nearly 36 hours of soft probing while the team carefully re-conned the site from beyond the perimeter. The heavy attack came Thursday evening as the special forces attempted site penetration from multiples sides. Launch orders came as the attack progressed and the aggressors applied the heat to disrupt the mission. When the smoke cleared, the missiles were enroute to their targets, 16 aggressors were simulated killed, and no flight assets were lost or damaged. The overall reaction of the green berets was astonishment that an Air Force unit could be so good in an environment thought of as the exclusive domain of the Army and Marines.

Ratification of the INF Treaty occurred on 27 May with treaty enforcement on 1 June when President Reagan and Soviet Premier Gorbachev exchanged documents at the Moscow Summit. Although the wing prepares for drawdown, the mission continues at Florennes until the last asset is airlifted from the base. The 71 TMS continues to maintain the readiness of the dispersal flights and will be prepared to meet the SACEUR commitment to NATO up to the moment it is released of that commitment.

If that means inevitable inactivation of the squadron, then we hope we've left enough of a legacy here to be reviewed by past and future members of the 71st should it be activated again with another mission. May it carry on with the pride and excellence it has distinguished itself with thus far.

#### GENERAL DYNAMICS BGM-109G GRYPHON

Cruise missiles and their development date back to World War II with Germany's Vergeltungswaffe-Eins (V-1). During the 1950s and 1960s the next generation of cruise missiles, the Matador (TM-6) and Mace (TM-76) (with terrain following radar) were introduced to Europe. The cruise missile BGM-109G Tomahawk (later changed to Gryphon), differed from its predecessors. It is smaller in size, with nuclear capability and enormous accuracy at long range. Although smaller in dimensions than the V-1, the modern ground launched cruise missile (GLCM)

has seven times the V-1's range at half its weight. Advances in jet propulsion and electronic miniaturization enhanced the BGM-109G considerably over the Matador and Mace. These missiles were much larger than the V-1 or Tomahawk. All four generations of cruise missiles (including the V-1) were mobile, and transported around the countryside on mobile launchers. The BGM-109G was one of a family of modern day cruise missiles. AGM- 868, an air launched cruise missile (ALCM), was built by Boeing Aerospace Corporation for launch from the B-52 and B-1 bombers. The GLCM and the Navy's submarine launched cruise missiles (SLCM) were built by General Dynamics and nicknamed the Tomahawk (later the Air Force version was renamed Gryphon). In fact, the GLCM was not a part of the original United States cruise missile program, but a spin-off from the Navy SLCM program developed in 1977 to counter new Soviet missiles in Europe. Thus, it was the ground launched version of the Navy SLCM that became the GLCM of the Air Force. The GLCM is a subsonic missile, equipped with terrain-following radar (TFR) that allows it to fly at extremely low altitude, with a maximum range of 2,500 kilometers. Four missiles are loaded in a mobile transporter erector launcher (TEL). A standard GLCM mobile flight consists of four TSLs and two launch control center (LCC; vehicles).

#### DISTINGUISHED UNIT CITATION

The Papuan Forces, United States Army, Southwest Pacific area, are cited for outstanding performance of duty in action during the period July 23, 1942 to January 23, 1943. When a bold and aggressive enemy invaded Papua in strength, the combined action of ground and air units of these forces, in association with Allied units, checked the hostile advance, drove the enemy back to the seacoast and in a series of actions against a highly organized defensive zone, utterly destroyed them. Ground combat forces, operating over roadless jungle-covered mountains and swamps, demonstrated their courage and resourcefulness in closing with an enemy who took every advantage of the nearly impossible terrain. Air forces, by repeatedly attacking the enemy ground forces and installations, by destroying his convoys attempting reinforcement and supply, and by transporting ground forces and supplies to areas for which land routes were non-existent and sea routes slow and hazardous, made possible the success for the ground operations. Service units, operating far forward of their normal positions and, at times in advance of ground combat elements, built landing fields in the jungle, established and operated supply points, and provided for the hospitalization and evacuation of the wounded and sick. The courage, spirit, and devotion to duty of all elements of the command made possible the complete victory attained.

#### DISTINGUISHED UNIT CITATION

The 38th Bombardment Group (M) is cited for outstanding performance of duty in action from 24 to 26 December 1943. In these 3 days, the 38th Bombardment Group (M) aided materially in preparing the way for landings of American ground troops on the western tip of New Britain. Making their target runs at dangerously low altitudes from 50 to 100 feet, B-25s of this group accurately bombed and strafed the Cape Gloucester, New Britain, airdromes and enemy pillboxes, barges, supply dumps, and personnel areas from Dorf Point eastward to Cape Raoult. Over 81 tons of bombs were dropped and 110,000 rounds of ammunition expended. The successful establishment and extension of the American beachheads near Cape Gloucester on 26 December 1943 were to a great degree brought about by the terrific destruction inflicted by this group on Japanese troops, supplies, equipment, and defenses. American ground troops, moving in to occupy the area, found that over 1,000 of the enemy had been killed and most of their equipment and supplies destroyed by the tree-top level bombing and strafing, which so effectively neutralized

Japanese opposition that our own losses were negligible. The occupation of the Cape Gloucester area by our forces was of the greatest strategic importance, as control of the Vitiaz straits between New Britain and New Guinea was essential to permit further operations along the northern coast of New Guinea and in the Admiralty Islands. The skill of the 38th Bombardment Group (M) in planning and coordinating the attacks by its four squadrons enabled the air crews to inflict maximum damage and destruction without suffering a casualty, although they were repeatedly subject to enemy fighter interception and heavy anti-aircraft fire. The heroism and combat skill of the aircrews and the efficiency and devotion to duty displayed by the ground personnel of the 38th Bombardment Group (M) have brought great honor to the armed forces of the United States.

#### DISTINGUISHED UNIT CITATION

The 38th Bombardment Group (M) is cited for outstanding performance of duty in action on 16 and 17 June 1944 in the Jefman-Samate-Sorong area of Dutch New Guinea. At that time, an estimated 90 percent of the Japanese aircraft in the New Guinea area were based on Jefman and Samate Airdromes, and Japanese warships and merchant vessels filled Sorong harbor. The most important targets in Dutch New Guinea at the time, it was the only base in that area which had not been subjected to minimum- altitude bombing and strafing attacks. On 16 June, twenty-two B-25 aircraft of the 38th Bombardment Group (M) set out on an 8-hour flight, involving a round-trip of 1,350 miles over enemy-occupied territory and treacherous mountain terrain, to strike at Samate and Jefman Airdromes. Twenty of the airplanes reached the target and attacked in an abreast formation of four squadrons, completely covering the island with their bombs and machine gun fire. As they swept over the target through antiaircraft fire from heavy and medium guns on the ground and from a cruiser offshore, they shot down five enemy fighters and a dive-bomber in aerial combat and probably destroyed one more fighter. The accurate fire of the gunners of the 38th Bombardment Group (M) prevented the enemy aircraft, which were dropping aerial burst bombs, from closing in on the attacking formation. Dropping 214, 100-pound parademolition bombs and showering the area with over 39,000 rounds of machine gun ammunition, the group turned the area into a mass of flames and wreckage. The following day, the group hit at merchant ships and naval vessels which had been sighted in the harbor. Displaying great determination and courage, the crews of the 38th Bombardment Group (M) made daring low altitude bombing and strafing attacks on the enemy shipping. Dropping forty-four 300-pound delayed-action bombs and expending over 24,000 rounds of ammunition, the group left the harbor filled with sinking and burning ships. Two 3,000 ton freighter- transports, three smaller cargo vessels, and six coastal craft were definitely sunk, and two 1,500 ton freighter- transports were seriously damaged, to make a total of more than 8,000 tons of shipping sunk and 3,000 tons damaged. In these two days, the 38th Bombardment Group (M) destroyed or irreparably damaged a large part of the Japanese air and shipping strength which could have been used against Allied forces preparing to advance through the Netherlands East Indies in the drive to the Philippines. The gallantry and skill of the aircrews of the 38th Bombardment Group (M) and the efficiency and devotion to duty of the ground personnel who prepared the aircraft and crews for these raids reflect great credit on the Army Air Forces and the entire armed forces of the United States.

#### DISTINGUISHED UNIT CITATION

The 38th Bombardment Group (M) is cited for outstanding performance of duty in action on 10 November 1944. On 9 November 1944, a large enemy convoy was reported proceeding to Leyte, Philippine Islands, to reinforce the Japanese army which was rapidly being reduced by our ground



forces. The 38th Bombardment Group (M) was assigned the mission of attacking the enemy naval forces to prevent the landing of troops and supplies. As the successful defense of the Philippines depended upon the holding of Leyte, it was of vital importance to the Japanese to land these reinforcements. After the ground echelon of the group, working with tireless efficiency, had reached the aircraft for this strike, thirty B-25s took off for Ormoc Bay, Leyte, where the convoy had assembled. Reaching the target late in the morning of 10 November, the crews of the 38th Bombardment Group (M) discovered one of the largest and most strongly defended convoys ever to be attacked by a single group in the Southwest Pacific area. It consisted of 21 to 30 vessels, including 13 to 17 warships. Splitting into two airplane elements and flying in the face of murderous anti-aircraft fire from the freighters, as well as the destroyers, the B-25s attacked at masthead level. Dropping 91, 500-pound demolition bombs and expending 41,000 rounds of 50-caliber machine gun ammunition, the airplanes of the 38th Bombardment Group (M) sank 3 destroyers, 1 destroyer escort, and at least 5 freighter-transport, totaling 48,000 to 50,000 tons of shipping, and seriously damaged 3 transports and 1 destroyer, aggregating 22,000 to 25,000 tons. Fierce anti-aircraft fire knocked down five of the B-25s and forced two to crash land on the sea. The aggressiveness and gallantry of the crews of the 38th Bombardment Group (M) in pressing home their attack through the concentrated fire of the entire enemy armada not only crushed the Japanese attempt to send on more troops against our ground forces, but also inflicted a severe loss on enemy shipping. The exceptional devotion to duty demonstrated by all personnel of the 38th Bombardment Group (M) upholds the highest traditions of the armed forces of the United States.

#### APPENDIX VI CAMPAIGNS

**EAST INDIES:** 1 January to 22 July 1942. While engaged in the conquest of the Philippines, the Japanese thrust southward, landing troops in Sumatra, Borneo, Celebes, and elsewhere in the East Indies. Defeated in the Battle of the Java Sea at the end of February 1942, the Allies lost Java. Then the Japanese put forces into New Guinea and the Solomons, on the road to Australia. A Japanese attempt to take Port Moresby early in May was thwarted when the Japanese were beaten in the Battle of the Coral Sea.

**PAPUA:** 23 July 1942 to 23 January 1943- In another effort to take Port Moresby, the Japanese landed troops at Buna, Gona, and Sanananda in July 1942. At first, the Allies could offer only feeble resistance to the enemy forces that pushed southward through Papua, but the Allies were building up their strength in Australia. By mid-September, Fifth Air Force had superiority in the air over New Guinea, and the Japanese drive had been stopped. The Allies then began to push the enemy back, with Fifth Air Force ferrying supplies and reinforcements to the troops fighting in the jungle. Buna was taken on 2 January 1943, and enemy resistance at Sanananda ended three weeks later.

**NORTHERN SOLOMONS:** 22 February 1943 to 21 November 1944. After the conquest of Guadalcanal, Halsey's forces, supported by Thirteenth Air Force, began a campaign to capture Japanese strongholds in the Northern Solomons. In February 1943, American forces landed in the Russell Islands to obtain an air strip. Air bases at Munda (New Georgia) and on Kolombangara Island were attacked as the Allies fought to gain superiority in the air. American troops landed on Rendova and on New Georgia at the end of June. The air base at Munda was taken in August, and the base on Kolombangara was neutralized. Landings were made in the Treasury Islands in October.

Allied air power struck the great Japanese naval and air bases at Rabaul on New Britain to support the assault on Bougainville, which began on 1 November 1943. Enemy garrisons on Bougainville were contained, and other Japanese forces in the Northern Solomons were isolated. Although the enemy continued to resist, American air and naval power dominated the Solomons.

**BISMARCK ARCHIPELAGO:** 15 December 1943 to 27 November 1944. To isolate and neutralize Rabaul on New Britain and the Japanese base at Kavieng on New Ireland, American forces landed at Arawe and Cape Gloucester in December 1943, on Green and Los Negros Islands in February 1944, and at Talasea on New Britain and Manus Island in March. Some other enemy forces in the Bismarck Archipelago were bypassed.

**NEW GUINEA:** 24 January 1943 to 31 December 1944. After the loss of Buna and Gona in New Guinea, the Japanese fell back on their stronghold at Lae. Their attempt to reinforce Lae by sea in March 1943 met with disaster when American and Australian planes sank most of the convoy in the Battle of the Bismarck Sea. Salamua and Lae then became the objectives for an Allied advance along the northern coast of New Guinea. Fifth Air Force bombers attacked airfields at Wewak, 300 miles west of Lae, to neutralize them. The Allies dropped paratroops at Nadzab, just beyond Lae. Enemy resistance at Salamua broke on 14 September 1943; Lae fell two days later. In the months that followed, MacArthur's forces pushed westward, capturing some Japanese strongholds and bypassing others. After taking Hollandia in April 1944, the Allies attacked islands off the northern coast of New Guinea, taking Wakde and Biak in May, Owi in June, and Noemfoor in July. Sansapor on New Guinea also was gained in July. Aerial attacks on the Philippines began in August, and Morotai was seized in October to provide air bases for the invasion of the Philippines. Allied planes also bombed the oil center at Balikpapan and other targets in Borneo and Celebes.

**LEYTE:** 17 October 1944 to 1 July 1945. On 17 October 1944, after preparatory bombardment, the invasion of the Philippines got under way with the seizure of islands guarding Leyte Gulf. The landing on Leyte itself on 20 October was strongly contested by Japanese forces on land and at sea. Organized resistance on the island did not end until after Christmas, and mopping up operations continued for a long time. Meanwhile, at the end of October, the neighboring island of Samar was occupied with little difficulty.

**LUZON:** 15 December 1944 to 4 July 1945. After Leyte came Mindoro, which was invaded on 15 December 1944. Mindoro was an air strip being obtained to provide a base for operations during the invasion of Luzon. American troops landed on the shores of Lingayen Gulf on 9 January 1945 and pushed to Manila, which the Japanese defended vigorously until 24 February. Rather than meet the Americans in a decisive battle, the Japanese decided to fight delaying actions in numerous places. Organized resistance ended in southern Luzon in April and in central and northern Luzon in June.

**SOUTHERN PHILIPPINES:** 27 February to 4 July 1945. After Luzon had been invaded and Manila taken, a series of landings were made in the southern Philippines, on Palawan, Mindanao, Panay, Cebu, Negros, and other islands. Organized resistance ended in southern Luzon in April and in central and northern Luzon in June.

WESTERN PACIFIC: 17 April 1944 to 2 September 1945. Attacks on Truk, where the Japanese had a major base, continued as preparations were made for the invasion of the Marianas. The American troops that landed on Saipan on 5 June 1944 met bitter opposition; but, after a desperate

Japanese counterattack on 7 July, organized resistance soon terminated. Tinian, invaded on 25 July, was won by 1 August. Guam, which had been seized by the Japanese on 10 December 1941, was invaded on 20 July and regained after 20 days of fighting. With the conquest of the Marianas, the United States gained valuable bases for an aerial offensive against Japan itself. To provide bases for operations against the Philippines, the Palaus were invaded in mid-September. Later, aerial attacks were made on Formosa to support the invasion of the Philippines and Okinawa.

AIR OFFENSIVE JAPAN: 17 April 1942 to 2 September 1945. The aerial offensive against the Japanese home islands began in April 1942 with the Doolittle raid, in which the B-29's of a special task force were launched from a carrier. The second AAF strike was made on 15 June 1944 by B-29's operating from China. Other missions were flown from Asia in the months that followed, but the strength of the offensive increased rapidly after B-29's of Twentieth Air Force began operating from the Marianas late in 1944. At first, the raids from the Marianas were made at high altitude during daylight, with high-explosive bombs being used for precision bombardment of industrial targets. When such operations failed to produce good results, the tactics were changed. The B-29's were sent in at low altitude during the night to drop incendiary bombs on urban areas. To provide a base for fighter escort, as well as to gain emergency landing fields on the route from the Marianas to Japan, marines landed on Iwo Jima on 25 February 1945 and took the island in a bloody battle that lasted a month. Support for the invasion of Okinawa was provided by B-29's that hit airfields the Japanese were using for their kamikaze attacks. To destroy Japanese shipping, the very heavy bombers sowed mines in the waters around Japan. In the north, Eleventh Air Force attacked targets in the Kurils. The offensive, increasing in intensity and effectiveness, reached its climax with the dropping of atomic bombs on Hiroshima (6 August 1945) and Nagasaki (9 August 1945).

CHINA DEFENSIVE: 4 July 1942 to 4 May 1945. The American Volunteer Group (Flying Tigers) under Chennault helped to defend China until 4 July 1942, when regular AAF units (formed into Fourteenth Air Force in March 1943) took over the task. The AAF support for Chiang Kai-shek's armies was limited because of the small size of the force and because of the lack of supplies which had to be transported by air over the Hump route from India. A strong Japanese offensive along the Hankow railway in 1944 resulted in the loss of important air bases Fourteenth Air Force had been using in southeastern China. December 1944, the Japanese columns driving southward had met others that were moving up from Indochina.

430114	B-25C	41-12438	71BS	38BG		LAC	Tarver, William H	Eagle Farm, Brisbane
460321	A-26B	44-34394	71BS	38BG		TAC	Prunty, William H	Ashiya AB
461001	A-26B	44-34251	71BS	38BG		GAC	Hurst, Guy (NMI)	Itazuke AAB

470120	A-26B	44-34270	71BS	38BG		KCR	Wiedmann, John L	Yoshino- Gun
470508	A-26B	44-34276	71BS	38BG		TOA	Chatam, Milton E	Itami AAB
470723	A-26B	44-34223	71BS	38BG	Itami AAB, JPN	LAC	Speer, Frederick T	Itami AAB
470822	A-26B	44-34280	71BS	38BG	Itami AB, JPN	FLEF	Brown, Robert B	Itami AB, JPN
420321	RB-26	40-1531	71BS	38BG	Patterson Field, OH	KTOASSP	Simpson, Joe F	Memphis Muni Airport, TN
420630	B-25C	41-12795	71BS	38BG	Patterson Field, Dayton, OH	BOoGlost	McCartney, Warren P	Urbana, OH
420616	B-26	40-1378	71BS	38BS	Patterson Field, Dayton, OH	LAC	Foley, Thomas F.	Patterson Field, OH
411115	PT-17	41-8021	71BS		Jackson AAB, MS	MACO	Wilmarth, Robert G	2.5 mi E of Clinton, MS



