

# **155 AIRCRAFT CONTROL AND WARNING GROUP**

## **MISSION**

## **LINEAGE**

*155 Aircraft Control and Warning Group*

*155 Tactical Control Group*

## **STATIONS**

## **ASSIGNMENTS**

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

Designed to move at a moment's notice, to set up rapidly and to operate as a fully operational aircraft control center, the 155th T.C.G. had the mission of providing the "eyes" and "ears" necessary to controlling airspace over the battlefield.

155th Tactical Control Group, Ohio Air National Guard, was activated (December 1948). Its first commander was Colonel Raymond Strasburger. The unit consisted of Group Headquarters, the 121st Tactical Control Squadron at Lockbourne AFB, the 121st Aircraft Control and Warning Squadron at Blue Ash, the 110th AC&W and the 114th AC&W Squadrons from Columbia, South Carolina and Miami, Florida. The 105th Radar Calibration Squadron at Lockbourne AFB was also a part of this group.

The unit was called to active duty per General Order #138, Headquarters, 1st Air Force dated October 12, 1951 with an activation date of November 1st and an initial duty station of Lockbourne AFB. The original activation roster was reduced when four men failed to report for duty. They were placed on AWOL status, and, in December, were classified as deserters and dropped from the organizational rolls.

Since these were the days before mandatory basic training, activation orders led to a modified form of "on station" basic training; this was to indoctrinate the new troops and to serve as a refresher for unit members with prior military service. Among the items included in the general military training program were: wearing of the uniform, military drill (with and without arms), field sanitation, chemical warfare, small arms qualifications, principles of war and unit mission. The training was carried on until December 1951, when personnel were ordered to Donaldson AFB, South Carolina and assigned to the Tactical Air Command. This move also drew together the associated units from South Carolina (110th AC&W Squadron) and Florida (114th AC&W Squadron).

To say that things were confused would be an understatement, records of the time indicate such items as missing tech orders, clothing shortages, inoperable vehicles, untrained personnel, leaky and drafty buildings, and a great familiarity with the phrase "back ordered." The records also are filled with comments such as "great dedication to the job at hand," "voluntary overtime work" and "professionalism of the highest order"; for this reason, in spite of the handicaps, the unit mission was accomplished.

In January 1952, a much publicized "crankshaft-carbine" incident created an uproar within the organization. For a whole week the unit appeared to have lost or misplaced a box containing twelve carbines. Every possible place where the weapons might have been stored or placed was checked. Both warehouses were literally turned upside-down. After a week of deep concern, worry, and fretting, the Supply Officer submitted a letter requesting reassignment due to his frustration in failing to resolve the matter. Two hours after the submission of the letter, Sgt Sergio Del Col, a mechanic in the motor pool, opened a banded wooden box in the motor pool's parts cage. The box was stamped with the words "3 ea Crankshafts." Somehow the "3 ea Crankshafts" had been transformed into twelve carbines and the mystery was solved. The outcome of this was the establishment of a guarded group arsenal.

In September, 1952, the unit was alerted for overseas assignment. The movement was to be made by ship with the advance echelons arriving at Spangdahlem, Germany on September 20

and the main body of troops coming in early November. While this was going on, starting in May, 1952, Air Force personnel began moving into the unit and by June 1953 the majority of the Air National Guard personnel had been replaced.

155th Aircraft Control & Warning Group

Ohio

Redesignated: 24 May 1946 from 562d Signal Air Warning Battalion

Allotted: 24 May 1946 to National Guard

Mobilized: 1 November, 1951 – 1 November, 1953

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USAF Unit Histories

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Sources

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