

A Brief History of the
Kentucky Air National Guard

Fortune Favors the Brave



Based on information provided by Charles W. Arrington and
Mustangs to Phantoms 1947-1977 - The Story of the first 30 years of the KY Air National Guard
With updates and additions by
Jason M. LeMay and John M. Trowbridge
April 2007

Proclamation

by

Ernie Fletcher
Governor

of the

Commonwealth of Kentucky



To All To Whom These Presents Shall Come:

- WHEREAS, February 16, 2007, will mark the sixtieth anniversary of the Kentucky Air National Guard; and
- WHEREAS, The mission of the Kentucky Air National Guard has changed over the years, first as a Fighter Group, Fighter Bomber Wing, Fighter Interceptor Wing, Tactical Reconnaissance Wing and today's mission as an Airlift Wing; and
- WHEREAS, The aircraft flown and supported by the Kentucky Air National Guard has changed from the F-51D Mustang, F-84E Thunderjet, F-86A Saber Jet, RB-57B Canberra, RF-101 Voodoo, RF-4C Phantom II and C-130 Hercules; and
- WHEREAS, On the world stage, from the Korean War to today's War on Terrorism, the Kentucky Air National Guard has traveled to every continent on the globe in support of our nation's interests; and
- WHEREAS, On the domestic scene, the Kentucky Air National Guard has been involved with homeland security from securing our nation's southwest border to providing support following the devastation of Hurricane Katrina as well as assisting the citizens of the Commonwealth in times of civil and natural disaster; and
- WHEREAS, With these changes in mission and aircraft, time and time again Kentucky Air National Guard personnel have always risen to the challenge and proven themselves second to none; and
- WHEREAS, For the past sixty years, the men and women of the Kentucky Air National Guard have served with distinction and constantly stood ready to defend our freedoms, in their dual mission, federal and state, both at home and abroad; and
- WHEREAS, We enjoy our freedoms today because of the dedication and sacrifice of the men and women of our military who have answered the call through the years for the love of our Commonwealth and nation;

NOW, THEREFORE, I, ERNIE FLETCHER, Governor of the Commonwealth of Kentucky, do hereby proclaim February 16, 2007, as

KENTUCKY AIR NATIONAL GUARD DAY

in Kentucky, and encourage all citizens of the Commonwealth to remember, recognize and honor the proud service and history of the men and women of our Kentucky Air National Guard.



DONE AT THE CAPITOL, in the City of Frankfort this 6th day of February, in the year of Our Lord Two Thousand Seven and in the 215th year of the Commonwealth.

Ernie Fletcher
ERNIE FLETCHER
GOVERNOR

Trey Grayson
Secretary of State

The 123d Wing Emblem Kentucky Air National Guard



The insignia of the 123d Wing was approved Dec. 20, 1951, by the Heraldic Branch of Headquarters, USAF, as originally submitted when the unit was a Fighter-Bomber Wing.

SIGNIFICANCE: The blue and yellow are the colors of the U.S. Air Force. The three winged plates represent the Air National Guard units of the 123d Tactical Reconnaissance Wing (originally these were located at Louisville, Ky., Charleston, W.Va., and Charlotte, N.C.), consolidated through the symbolic rays into an Air Force organization. The chevron, a military symbol of strength and protection, is parallel to the aims and qualities of the organization. The bar, a horizontal band significant of unity and cooperation of purpose, is symbolic of the successful completion of the mission.

MOTTO: The motto expresses the spirit of the unit. Translated "Fortes Fortuna Juvat" means "fortune favors the brave."

UNIT COLORS: The shield is located beneath a wreath of blue and white, surmounted by the eagle and enclosed in a circle of stars. With the unit colors are displayed streamers which bear the names of the battle honors and other credits to which the wing is entitled.



Special Thanks

This brief history of the Kentucky Air National Guard's first sixty years of service would not be possible without the work of many before who cherished the Air Guard and worked diligently to preserve its history.

A great deal of credit must go to the many hands that created the publication *Mustangs to Phantoms 1947-1977 - The Story of the first 30 years of the Kentucky Air National Guard.*

This work is largely based on the work of aviation historian Charles Arrington who gave freely of his own research and publications on the history of the Kentucky Air National Guard.

The 50th Static Group and in particular CMSgt James Turpin, USAF, RET and Col. Ed Hornung, USAF, RET have aided greatly in the research.

CMSgt Kenneth Coogle has led efforts to gather and preserve the history of the Kentucky Air National Guard and in particular the maintenance activities. He also provided a great deal of support and information for this effort.

Capt Kristin Hamilton consistently provided cheerfulness, encouragement, a keen eye to both protocol and detailed proofreading.

They and many others who lived the history of the Kentucky Air National Guard have gladly shared their memories, photos and passion for its history.

This effort would not have been possible without the active support and encouragement of the current senior leaders, officer and enlisted, who sanctioned and encouraged this effort at every turn and provided the command emphasis to see it accomplished.



Early Aviation in Kentucky

The Dawning of a New Century

As the century turned from the 1800s to the 1900s, the world was about to embark on an amazing period of scientific discovery and more importantly the practical application of those discoveries. As is often the case, the military led the way in experimenting with new technologies. When man realized one of his most ancient dreams to fly with wings, the Army Signal Corps saw it as an opportunity to improve communication.ⁱ The Signal Corps, in its search for new and improved forms of communication, introduced the automobile, airplane and the radio into the Army.ⁱⁱ

Powered Flight Begins

Wilbur Wright (1867-1912) and Orville Wright (1871-1948), printers and bicycle builders from Dayton, Ohio, took their first serious step toward the invention of the airplane in 1899. The Wright brothers moved toward the development of a practical flying machine through an evolutionary chain of seven experimental aircraft: one kite (1899), three gliders (1900, 1901, and 1902) and three powered airplanes (1903, 1904, and 1905). Each one improved over previous versions. In the fall of

1901, puzzled by the failure of their earliest gliders to match calculated performance, the brothers built their own wind tunnel and designed a pair of brilliantly conceived balances that produced the precise bits of data required to achieve the final success.

The brothers made the first four sustained, powered flights under the control of the pilot near Kitty Hawk, N.C., on the morning of December 17, 1903. Over the next two years they continued their work in a pasture near Dayton, Ohio. By the fall of 1905, they had achieved their goal of constructing a practical flying machine capable of remaining in the air for extended periods of time and operating under the full control of the pilot. The air age had begun.

Unwilling to unveil their technology without the protection of a patent and a contract for the sale of airplanes, the Wright brothers did not make public flights until 1908, at which point they emerged as the first great international heroes of the century.

The invention of the airplane was a fundamental turning point in history. It redefined the way in which the U.S. fought its wars, revolutionized travel and commerce, fueled the process of technological change, and helped to shape a world in which the very survival of a nation would depend on its scientific and technical prowess.ⁱⁱⁱ



Photo of Wright Brothers first flight of 120 feet at Kitty Hawk, North Carolina, on December 17, 1903. Courtesy of Library of Congress.



This photo's handwritten caption reads "Gammeter Biplane at Cliffside Park May 30, 1912 at Ashland, KY. First aeroplane exhibited in tri-state area." Thought to refer to aviation enthusiast John Gammeter of Akron OH. Courtesy Harold Canon.

The Aero Club of America was one of eight organizations from around the world that met in France in October 1905 to put together the Fédération Aéronautique Internationale (FAI). It issued pilots licenses under that authority prior to the U. S. Government and many early aviators received their certifications for balloons, dirigibles and airplanes through the FAI. The Aero Club of America eventually evolved into the National Aeronautic Association.^{iv}

Military Aviation Begins

Before there was a United States Air Force, there was Army aviation and Army aviation traces its origins back to the American Civil War. Both Union and Confederate forces used hydrogen-filled balloons to direct artillery fire, marking the beginning of U.S. military aeronautics and of aerial support of Army ground forces.

Abraham Lincoln himself gave military flight to the Signal Corps during the Civil War when only fledgling use was made of hot air balloons for observation and aerial photography. The Army also used balloons for a short time during the Spanish American War and World War I, but airplanes replaced balloons for most military purposes during World War I.^v

The Wright brothers offered to sell their airplane to the U.S. government through the Board of Ordnance and Fortifications twice in 1905. The board was not eager to back another failure in flight as it had two years earlier with Samuel P. Langley's efforts. The Wrights pursued markets in Europe.

Kentuckian In At the Beginning of Aeronautical Division

On August 1, 1907 the Aeronautical Division of the U. S. Army Signal Corps was established. Three men were assigned: Captain Charles Deforest Chandler, Corporal Edward Ward and Private First Class Joseph E. Barrett.

Corporal Edward Ward was born in Pine Knott, Kentucky. Ward had enlisted in the Army in 1901^{vi}. He became involved in military aviation in July of 1907 when he and Private First Class Joseph E. Barrett were detailed from Fort Wood on Bedloe Island, New York for instruction in balloon manufacturing in New York City. Barrett deserted the Army and rejoined the Navy in September of 1907 leaving Ward as the sole enlisted soldier formally assigned to the Aeronautical Division.

Eight others were added during a detail in Norfolk for the Jamestown Exposition. The detail was then sent to Fort Myer, Virginia. The Board of Ordnance and Fortifications sought out the Wrights in 1907 after they had successful sales in Europe and in December the Signal Corps issued an advertisement and specifications to solicit bids for a heavier than air machine. The requirements included that the machine carry two persons, travel at least forty miles per hour and be capable of sustained flight for at least one hour and that it had to be able to be dismantled so that it could be transported in Army wagons.^{vii}



Corporal Edward Ward of Pine Knott, Kentucky was the first enlisted man assigned to the Signal Corps Aeronautical Division on August 1, 1907 and helped uncrate the Wright Flyer for its Army trials. (U.S. Air Force Museum)

Ward and the team were there to uncrate the Wright aircraft when it arrived for trials.^{viii} The trials for the aircraft began on 3 September 1908 at Fort Myer. Ward was detailed to Fort Omaha, Nebraska and the new balloon air station for the training of pilots and ground crews. Ward went on to serve with the Signal Corps in Alaska and then the Philippines running the machine shop in Manila that supported the Philippines Air School. He returned to the states in 1914 where he was assigned to the Signal Corps First Balloon Squadron and was commissioned a first lieutenant at the start of World War I.^{ix} As the first enlisted airman, he pioneered as an airframe mechanic and as a “mechanician” for the first aircraft.^x



Signal Corps Aircraft No. 1 - the 1909 Wright Flyer

Military Trials and Tribulations of the Wright Flier

Orville Wright piloted the aircraft during its trials. The first flight lasted one minute and eleven seconds. On 9 September he managed to stay aloft for one hour and two minutes.^{xi}

On 17 September Orville’s passenger was 1st Lt. Thomas E. Selfridge, a member of the Aeronautical Board. A propeller blade cracked and the plane crashed. Selfridge died of his injuries and Orville spent six weeks in the hospital recuperating from his injuries. Thomas Selfridge has the distinction of being the first American soldier killed in an airplane. The U.S. Army opened Selfridge Field on July 1, 1917 named in his honor. Today the Michigan Air National Guard operates the facility.^{xii}



Lieutenant Selfridge just before takeoff. Courtesy Arlington National Cemetery.

The Signal Corps was undeterred by the mishap and postponed the airplane trials for nine months to allow the Wrights to try again. They rebuilt the plane and made modest improvements and both Wright brothers returned to Fort Myer in June 1909 to resume the trials.

Following a month of practice flights, Orville flew with Lt. Lahm and exceeded the one-hour flight requirement on 27 July. On 30 July, Orville flew with Lt. Benjamin D. Foulois on a 10 mile cross-country course with a crowd of some 7,000 including President Taft watching as he successfully completed the course and with an average speed of 42.5 miles per hour again exceeding the Army specifications. Having successfully completed the tests, the Army formally accepted "Airplane No. 1," on Aug. 2, 1909.^{xiii} The Army bought the aircraft for \$30,000.



U.S. Army Aviation School at College Park. Courtesy College Park Aviation Museum website.

The Army contract required the Wrights to teach two soldiers to fly. The training was moved to College Park, Maryland to have more space and Lt. Lahm and Lt. Frederic E. Humphreys became the Army’s first pilots with Wilbur giving the

instruction. Lt. Foulois returned from assignment in Europe in time to receive just three hours of instruction before winter forced the end of training. Wilbur returned to Dayton having satisfied the contract and Lahm and Humphreys, on temporary detail to the Signal Corps, went back to their regular units. That left Foulois alone with the plane and no one to teach him how to fly it.

Here's An Airplane – Teach Yourself to Fly

The Chief Signal Officer called Foulois into his office and ordered him to take plenty of spare parts and teach himself how to fly at Fort Sam Houston and suggested he write the Wright brothers if he had any questions. For the next two years Foulois a team of enlisted men known as his "flying soldiers" and the Army's only airplane, Army Airplane No. 1 represented the entire Army Air Force. Foulois had only flown as a passenger in the Wright Flyer for 54 minutes with Orville Wright prior to piloting the plane himself a year later. He also perhaps became the only pilot in history to learn to fly by correspondence course. Perhaps his greatest achievement was learning to fly and living to tell about it. He did have a number of crash landings and after nearly being thrown from the plane on one crash installed the first aircraft seat belt.^{xiv}

Lt. Benjamin Delahauf Foulois graduated from the Army Signal School in 1908 and was one of the first three men certified to fly Army Dirigible No. 1, a lighter-than-air engine-propelled airship. From the close of the Civil War until 1907, the Signal Corps had acquired eight balloons and then two more in 1907. A year later the Signal Corps purchased a small dirigible, used at Fort Omaha, Neb., for the instruction of servicemen. But not until May 26, 1909, did Lt.s Frank P. Lahm and Benjamin D. Foulois make their first ascent and qualify as the airship's first Army pilots. Kentuckian Edward Ward would likely have been part of the ground crew for these flights. In October 1913 the Signal Corps gave all its balloon related assets to the Agriculture Department for the Weather Bureau.

Father of Military Aviation

On March 2, 1910, Foulois climbed aboard the Army Airplane No. 1 at Fort Sam Houston and at 9:30 a. m. circled the field, attaining the height of 200 feet and circling the field at the speed of 30 mph. The flight only lasted for seven and a half minutes. Foulois made four flights that day, crashing on the last flight due to a broken fuel pipe. The premier flight became known as the "birth of military flight," and Foulois became known as the "father of U. S. military aviation."^{xv}

First Solo...First Landing...First Crackup...All in One Day

"I made my first solo, my first landing and my first crackup -- all the same day," Foulois said. Foulois was relieved from flying duties in July 1911 and returned to aviation duty with the Signal Corps Aviation School at North Island, San Diego, in December 1913. He later commanded the 1st Aero Squadron in Mexico during the campaign to arrest Pancho Villa in 1916 flying



Wright airplane in flight during speed trial, Fort Meyer, Virginia, 30 July 1909.



Lt. Benjamin D. Foulois

an open-cockpit Curtis JN3. During the operations of the 1st Aero Squadron with the Punitive Expedition, from March 15 to August 15, 1916, 540 flights were made for a total flying time of 345 hours and 43 minutes. The distance flown was 19,553 miles.

On 9 March 1916 Pancho Villa led a raid against Columbus, New Mexico, killing several Americans, both civilians and members of the 13th Cavalry who were on duty there. In retaliation, President Wilson ordered Brig. Gen. John J. “Black Jack” Pershing to lead an expedition into Mexico in pursuit of Villa. The 1st Aero Squadron, stationed at Fort Sam Houston, received its orders on 12 March.^{xvi}



Lt. Carlton G. Chapman, JN-3 No. 53, Mexico, 1916

Foulois wrote in his after action report that during the first month’s operations of the squadron, five of the eight airplanes taken into Mexico were wrecked and one, which was damaged in a forced landing had to be abandoned because of the distance from repair facilities. By April 20th, only two airplanes remained and were in unsafe condition. They were flown back to Columbus NM and condemned. The aircraft were not suited to the altitude and weather challenges that faced the squadron on the expedition. Equipment and logistical support were inadequate for the expectations for the air operations. However it was an excellent learning opportunity and Foulois made many recommendations for improvements in the organization.^{xvii}



Seated on the running board is Capt. Benjamin D. Foulois, commanding officer; others are (l-r) Lts. Thomas D. Milling, Byron Q. Jones, Ira C. Eaker, Carlton G. Chapman (at wheel), unknown, and Thomas S. Bowen. JN-2 No. 43, right rear. Courtesy John Trowbridge.

Pershing had pinned great hopes on the airplanes’ performance, expecting them to be able to find Villa and direct troops to his capture. Expressing his disappointment Pershing remarked: “The Aeroplanes have been of no material benefit...either in scouting or as a means of communication. They have not at all met my expectations.” Not everything was a failure despite Pershing’s high hopes. The pilots flew some 540 missions and covered a total distance of 19,553 miles.^{xviii}

Foulois went on to serve as chief of air service, Air Expeditionary Force, in France from 1917 to 1918.^{xix}

Kentuckian Flies with the First Aero Squadron South of the Border

Thomas South Bowen, West Point Class of 1909, served with Foulois during the Punitive Expedition. Captain Thomas Bowen was born in Frankfort, Kentucky in September 1884. He entered the Military Academy at West Point and graduated in 1909. His initial choice of service was with the Infantry and he served in the Mindanao Campaign in 1910-11. In 1914 he was detailed to the Signal Corps and qualified as a Junior Military Aviator in August 1914. He served in the Punitive Expedition and was credited with 379 flights with a total of 156 flying hours. On the evening of Sunday, March 19th he took part in the flight of the Squadron from Columbus, Texas to Pershing’s Headquarters. Darkness forced them to land at La Ascencion, Mexico and continue the journey the next morning to Colonia Dublian, Mexico. As Bowen approached the landing area a small whirlwind or dust devil caught his aircraft, Signal Corps No. 48, causing it to



Thomas South Bowen

stall and crash from a height of some fifty feet. He managed to walk away from the landing with only bruises and a broken nose. Bowen went on to command squadrons at what would become Kelly Field. Bowen was sent to France shortly after the United States entered the First World War where he qualified as a Military Aviator in August of 1917. Bowen was promoted to the temporary rank of Lieutenant Colonel during the war. He developed the Second Corps Aeronautical School at Catillon-Sur-Seine. He later became Operations Officer for the Chief of Air Service, First Army serving during the St. Mihiel Offensive. He later commanded the 1st Day Bombardment Group where he participated in raids. He was recommended in November 1918 for the Distinguished Service Medal. He retired as a Captain on June 29, 1920. He died at Walter Reed General Hospital on July 17, 1927. He is buried in Arlington National Cemetery.

Kentuckians Patrol the Border & See First Military Aircraft

The Kentucky National Guard Brigade was mobilized for the same punitive expedition in June 1916 and trained at Fort Thomas. In August 1916 they moved to Fort Bliss, near El Paso, Texas. They were stationed at Camp Owen Biene some two miles from Fort Bliss. They were attached to the 10th US Provisional Division under command of BG Charles G. Morton. Their mission was to conduct patrols along a sixty-mile-stretch of the Rio Grande River to Fort Hancock. In February 1917 they were ordered back to Fort Thomas and mustered out. The Kentuckians probably got their first opportunity to see military aircraft in action as the 1st Aero Squadron conducted operations and messenger services in the area. It may have even been the first airplane many of them had ever seen.

Kentucky furnished 2,394 troops for the Mexican Border campaign, suffering an unknown number of casualties.

1LT Nathaniel G. Hale, Co. L., 3rd Kentucky Infantry died of an accidental gunshot wound at Ft. Bliss Texas on 13 January 1917. Hale belonged to the Murray unit, joining as a private on June 22, 1912. He was promoted to Sergeant and First Sergeant and elected 1LT on July 10, 1914.^{xx} Several members of the Kentucky Guard perished on the border or after returning home from Pneumonia and other



Inscription on the reverse of the medal read: "Presented by the Board of Trade and Citizens of Louisville, KY. To the members of the 1st Regiment Infantry Kentucky National Guard for Mexican Border Service 1916-1917. C & M Co. Newark, NJ." Courtesy LTC Goin.



Machine Gun Company of the 1st Kentucky Infantry Regiment in Texas along the Mexican border in 1917. They were outfitted with the Lewis Light Machine Gun that they mounted to the hood of their Model T Trucks.



Members of the Kentucky National Guard gather around a Signal Corps plane taken sometime between August 1916 and February 1917. This is believed to be Signal Corps plane No. 75, A Curtis R2, which was delivered to Columbus in May 1916. Courtesy KHS Cheshire Collection.

communicable diseases. As was often the case, camp life held as many dangers from disease as duty on the front lines from bullets. Harold Hite of Company A, Third Regiment died on 4 February 1917 of Pneumonia.^{xxi} Capt. A. W. Owsley, Company M. Second Kentucky Regiment of Middlesboro died February 11, 1917 at Fort Thomas, Kentucky. He took ill on the trip from El Paso to Kentucky.^{xxii} Claude Somerville of Portland Tenn. died at the city hospital on 25 March 1917 following surgery. He had been ill with measles and later developed pneumonia and after recovering from that became ill from emphysema. He enlisted in the Third Regiment of the Kentucky National Guard in Franklin, Kentucky.^{xxiii} There were undoubtedly many others whom research has not yet revealed and newspaper accounts make references to widespread illness from pneumonia.^{xxiv}

Richard Caswell Saufley (1885 - 1916)

Another Kentucky native who achieved distinction in early aviation was Richard C. Saufley. Saufley was born in Stanford in Lincoln County and while attending Centre College received an appointment to the U.S. Naval Academy and graduated second in the Class of 1908. He was only the 14th person to be designated a United States Naval Aviator. A pioneer of Naval Aviation, he established altitude and endurance records (8 hrs 42 min) in 1915 and 1916. Saufley died in a plane crash on June 19, 1916 while attempting to break his own endurance record he had set five days earlier. During his brief career, he accomplished more than 500 actual flight hours and was responsible for many of the Navy's Aviation doctrines. Saufley was one of two pilots to fly observation flights at Vera Cruz in April 1914 in hydroplanes and were celebrated as the first American aviators piloting planes struck by enemy fire while in the air. In 1933, the Navy leased land 12 miles northwest of Naval Air Station Pensacola for an outlying field. In 1940 it acquired 867 acres there and the Navy named the site in his honor.^{xxv}



Richard Saufley taken on the morning of his last flight. Courtesy Kentucky Historical Society

Roots of National Guard Aviation

The Dick Act of 1903 mandated the transition of state Guard to conform in organization, equipment and training with the Regular Army. The Chief Signal Officer used the legislation to encourage the formation of signal units within the National Guard.

In April 1908 a group of flying enthusiasts had organized an “aeronautical corps” at the Park Avenue Armory in New York City to learn ballooning. They were members of the 1st Company, Signal Corps, New York National Guard. In 1910, the unit raised five hundred dollars to finance its first aircraft.^{xxvi} In 1911, the Curtiss Aeroplane Company loaned the New York National Guard’s 1st Company, Signal Corps Aeronautic Corps an aircraft and a pilot named Beckwith Havens. Havens joined the unit as a private and is today recognized as the National Guard’s first aviator.^{xxvii}



Havens preparing for aerial photo mission in Texas

Then Private First Class Havens flew a Curtiss plane in joint National Guard/Army maneuvers in Connecticut in 1912 becoming the first Guardsman to fly on federal status.^{xxviii}

The U.S. Army's organization adapted quickly to take advantage of the fixed wing aviation technology as it evolved creating the Aeronautical Division of the US Signal Corps on 1 August 1907. It changed to the Aviation Section, US Signal Corps on 18 July 1914. It evolved to the Division of Military Aeronautics on 20 May 1918 and changed its name yet again to the Air Service on 24 May 1918. It became the Air Corps on 2 July 1926. The Air Corps became a subordinate element of the Army Air Forces on 20 June 1941, and it continued to exist as a combat arm of the Army until 1947.

The first National Guard flying unit to receive federal recognition was New York's 1st Aero Squadron organized on November 1, 1915. The unit was first called to federal active duty on July 13, 1916 during the crisis with Pancho Villa's raid on Columbus New Mexico but the unit did not deploy to the border but trained at Mineola New York. The unit disbanded in May 1917.

On January 17, 1921, the 109th Observation Squadron of the Minnesota National Guard became the first post World War I air unit to receive federal recognition. Only 28 more were formed before World War II and the last ten were formed from 1939 to 1941. The unit continues today in the form of the 109th Airlift Squadron and is the oldest continuously serving Air Guard unit in the force today.^{xxix}

Lucky Lindy Lauded in Louisville

Charles A. Lindbergh was the most famous Guard pilot of the period between the world wars. He had joined the 110th Observation Squadron of the Missouri National Guard in November 1924 after receiving Army flight training. Two pilots in Lindbergh's squadron were awarded a government contract to carry mail and Lindbergh became their chief pilot. Lindbergh was a Captain when he made his historic trans-Atlantic solo flight in 1927.^{xxx}

Lindbergh attended the Field Artillery Summer Camp of the Reserve Officer Training Corps at Camp Knox from June 16-July 20, 1921 before he began his training as a pilot at Kelly Field, Texas.

Lindbergh returned briefly to Fort Knox on August 9, 1927 but at the altitude of a few hundred feet on his way to his next tour stop, Indianapolis, Indiana, as he "got low enough for persons on the ground to get a clear view of his features, and he answered their cheers" during his nationwide tour following his trip across the Atlantic.^{xxxi} He had stopped the previous day at Louisville's Bowman Field, arriving from Cincinnati, and some 10,000 spectators flocked to see



Charles Lindbergh's ID issued during training at Brooks Field. Photo courtesy brooks.af.mil.



Spirit of St Louis at Bowman Field Courtesy KY Historical Society.

the aviator and his Spirit of St. Louis.^{xxxii} A friend along on the tour, Lieutenant Philip R. Love, piloted the Spirit of St. Louis on one flight in the vicinity of Bowman Field.^{xxxiii} The Louisville Board of Trade, forerunner of today's Chamber of Commerce, held a banquet in his honor at the Brown Hotel on August 8th.

Early Aviation Pioneers in Kentucky

Matthew B. Sellers II (1869-1932)

Sellers was born in Baltimore in 1869, the first son of two native Kentuckians. Beginning in about 1889 and continuing until about the time of the First World War, he conducted basic aeronautical research, progressing from balloons and small flying models and kites to wind tunnel testing of airfoils, then on to designing, building, and flying a variety of weight-shift-controlled hang gliders. Although he corresponded with other notable aviation pioneers of the time, such as Samuel Langley and Octave Chanute, Sellers worked independently, contributing a number of papers that were published in *Scientific American* and other technical journals of the period. He received several patents for his kite and aircraft designs.



Matthew B. Sellers II

In the 1880s, Sellers' mother repurchased about 200 acres of land that had previously been owned by her family near Grahn, KY. Sellers



Sellers "Quadruplane" in Flight

built a second home there in 1889, naming it Blakemore. He spent a portion of each year there until 1911, dividing his aeronautical research efforts between Blakemore and a third home he had built in Warren County, GA.

In late 1908, Sellers added a 7 hp. engine, landing gear, and flight controls to his quadruplane No. 6 glider, producing a powered aircraft capable of making 180-degree turns that would eventually make a number of flights in excess of a quarter of a mile. It was the world's first functioning aircraft to feature retractable landing gear. His initial short hops in this

aircraft, at Blakemore on December 28, 1908, were the first powered airplane flights to be made in Kentucky.^{xxxiv}

Solomon Lee Van Meter Jr. (1888-1937)

In 1483, in Milan, Italy, Leonardo da Vinci sketched a device that would enable a man "to throw himself down from any great height without sustaining any injury." In the centuries that followed, many people offered designs for making this imagined device a reality, with varying degrees of success. But in 1910, in Lexington, KY, Solomon Van Meter had an insight while dreaming in front of the fire that would finally bring da Vinci's idea to life: the first practical backpack parachute.

Solomon Lee Van Meter Jr. was born on April 8, 1888 on a farm near Lexington. He was educated at Miss Collier's Private School, at



Solomon Lee Van Meter Jr.

Transylvania University, at the University of Iowa, and in England at Oxford University's Exeter College.

In 1910, a fatal airplane crash caught the young man's attention. The pilot of the slowly descending disabled craft apparently had climbed onto the wing to attempt repairs. Parachutes, rare in those days, were attached to the plane itself and probably wouldn't have helped. Many pilots had died when their chutes became entangled with the very machines they were trying to escape. But as he pondered the death of this particular pilot, Van Meter wondered whether a parachute could be folded and packed for the pilot to wear. He began working on the question, and by the following year had completed his invention.

His self-contained device featured a revolutionary quick-release mechanism—the ripcord—that allowed a falling aviator to expand the canopy only when safely away from the disabled aircraft. In 1916, based on drawings and models, Van Meter was granted two patents on “inventions for saving the lives of aviators by the use of parachutes.”

Van Meter joined the Army in 1917 and became one of only three members of his class to be commissioned a first lieutenant in the Corps of Aviation. At Kelly Field in Texas, his instructor wrote four words any pilot would want in his Air Corps logbook: “Cool, consistent, good judgment.”

Classified a pursuit pilot, Van Meter was assigned to the experimental section of the engineering department. At Wright Field in 1918, a model of his invention was built and successfully tested. The Army expropriated his patents, and the Irving Air Chute Company began building parachutes for the government. Lt. Van Meter was assigned to McCook Field in Dayton, OH to continue work on his invention.

At West Point on June 14, 1926, Lt. Van Meter made a demonstration jump to prove the workability of his original parachute, in part to validate his original patent claim. When Lois, his wife of two years, returned home that day, she found her husband in the bath, soaking a sprained ankle while the phone rang off the hook with congratulations from his fellow officers. Only then did Van Meter realize that he had proven his invention. The self-contained, manually opened device truly was “the Van Meter parachute.”

An outstanding aviator as well as an accomplished inventor, Van Meter was a bomber pilot before bombers even existed. When General Billy Mitchell wanted to prove that bombs dropped from an airplane could sink a warship, Van Meter piloted one of the planes. He scored a direct hit, sinking a captured German destroyer by dropping a bomb right down the stack.

In addition to the self-contained parachute, Van Meter invented what later became the ejection seat. Another invention was a device to separate the crew cabin from an endangered plane and safely parachute it down. The F-111 and other aircraft have used a similar method of crew rescue.

Van Meter eventually retired from the military with the rank of captain, returning with his family to Lexington. He died there at the age of 49.^{xxxv}

Early Military Aviation in Kentucky

Godman Army Airfield, Fort Knox

Godman Army Airfield at Fort Knox was named for Lt. Louis K. Godman, a pilot in the aviation section of the U.S. Army Signal Corps, who was killed in an airplane crash in Columbia, SC, on September 28, 1918. It was originally built for the U.S. Army's 29th Aero Squadron; the field opened on



October 26, 1918, and was used by the 31st Balloon Company in 1920-21.

The first record of a flight from Godman to another destination was on 4 December 1918 when Lieutenants Carlyle and Hankinson landed near LaGrange and dined at the home of Mrs. Parker D. Taylor on a "pleasure flight" to Frankfort Kentucky. Later the same day, after over flying Frankfort, the airplane was forced down by mechanical failure and landing on a farm near Georgetown Pike seriously damaging the plane. The Lieutenants completed their sightseeing trip by bus to Lexington, Kentucky.^{xxxvi}

The first known military aviation fatality in Kentucky occurred on January 30, 1919 when a plane piloted by Lieutenant William T. Morgan of the 29th Aero Squadron crashed into a stable when the Curtiss plane failed to pull up after a dive. One artillery horse was killed by the Wreckage. Lieutenant Harold E. Rice, observer for the 72nd Field Artillery Regiment was seriously injured in the same crash. It is also believed that one of the first if not the first aerial medical evacuation in the U.S. Army was accomplished at Godman Field on July 12, 1919 when Private First Class Rees, a ground crewman at the field, was flown to Camp Knox Hospital after being injured by a propeller at the Paducah, Kentucky airfield.

The 29th Aero Squadron disbanded in September 1919 and Godman Field was used by the 31st Observation Balloon Company, which had moved to Camp Knox in January of 1919 from West Point, Kentucky where it was organized in July 1918. The 31st was disbanded in 1920. The 88th Squadron (Observation) was stationed at the field from 1921 till the end of 1922. Godman would not have aircraft permanently stationed there again until 1937.

The airfield was used from time to time by the Observation Squadron of the 38th Division of the National Guard. The Squadron was based in Indiana.^{xxxvii} The airfield retained its original 1918 vintage unpaved packed earth runway until 1937 when it was upgraded to light duty gravel. In 1938 the 12th Observation Squadron of the U.S. Army Air Corps was stationed at Godman Field.^{xxxviii} The Army Quartermaster Corps began construction of a modern airfield on the site in January 1940.^{xxxix} The Kentucky Air National Guard used the field for a time while on federal duty during the Korean War and it was under the Command of Col. Philip P. Ardery from 26 October 1950 until November 1951.^{xl}

Bowman Field, Louisville

Louisville has long been an enthusiastic home for aviation. Much of the early history of aviation in Louisville and indeed the state is a result of the Aero Club of Louisville



"Aviators and observers of the World War formed the Aero Club of Kentucky yesterday to use Bowman Field, recently accepted by the War Department, as a flying field for reserve officers in the Air Services." Louisville Courier-Journal, October 26, 1922

The first airplane reported to land in Louisville did so at Churchill Downs race track, but it wasn't long before the area's first airport got its start. In 1918, a Canadian Jenny landed in a cow pasture on an estate located on the Taylorsville Pike. A German family had originally owned the property and the US government nationalized it after World War I.

Bowman, Park, and Louisville Mayor Huston Quinn were among the 18 men who founded the Aero Club. In 1922 a Louisville delegation including Mayor Huston Quinn, Abram Bowman and others approached the Army about establishing a base at Bowman Field.^{xli} The mayor had gone to Washington to ask President Warren Harding to put Louisville on the "Army Airways." The Army agreed to lease more of the Von Zedwitz property and formed an Air Corps Reserve unit -- the 456th Pursuit Squadron.

It officially began on May 12, 1920, when A.H. Bowman formed a partnership with flier Robert H. Gast and set up operations at the site on Taylorsville Road. Shortly thereafter, Gast left Louisville to pursue a more adventurous aviation career. Gast served in the Royal Canadian Flying Corps and barnstormed after World War I. W. Sidney Park became Bowman's partner in the Bowman-Park Aero Company in May 1921—one of the first firms to specialize in aerial photography. They rented 50 acres of the Von Zedwitz estate from the government, and this became the nucleus for what is now Bowman Field.

Later in the year Bowman's lease on the property was taken over by the Army. The airfield then became the home of the 465th Army Pursuit Squadron, Army Air Service Reserve. Bowman Field was officially dedicated on August 25, 1923, and the Squadron remained the airfield's principal tenant for the next five years.^{xlii} The primary aircraft flown by the 465th until at least 1927 was the Curtiss JN Jenny.^{xliii} The commander of the 465th was Louisville native Captain Ledcreich Stuart Vance, Air Corps Reserve.

Sometime in 1930 the 465th Pursuit Squadron was re-designated the 325th Observation Squadron, Army Air Corps Reserve.^{xliv} One source cited the establishment of the 325th as early as 1922 but this may be an error.^{xlv}

According to information provided by the Air Force Reserve Historian's Office, the 325th Observation Squadron, Organized Reserves was constituted and assigned to 100th Division, Fifth Corps Area on 24 Jun 1921. It was organized at Cincinnati, OH in Feb 1923. Relieved from assignment to 100th Division on 21 Feb 1929 but remained assigned to Fifth Corps Area. It was relocated to Louisville, KY in July 1931; and to Bowman Field, KY on 21 Dec 1933. The 325th was consolidated on 19 Nov 1931 with the 325th Aero Squadron (Service), which was organized at Kelly Field, TX on 10 Dec 1917, served in England from 20 Aug-27 Nov 1918, and was demobilized at Garden City, NY on 19 Dec 1918. The 325th Observation Squadron was disbanded on 31 May 1942.^{xlvi}

The 465th Pursuit Squadron, Organized Reserves, was organized at Louisville, KY, and assigned to Fifth Corps Area on 15 Oct 1921. It was demobilized on 1 Oct 1933.^{xlvii}

The 100th Division was originated and activated at Camp Bowie, Texas in July 1918. It was inactivated on Armistice Day, November 11, 1918. The Division was demobilized a year later. In June 1921 the Headquarters of the 100th Division was reconstituted, with the headquarters at Wheeling, West Virginia, and the 400th Infantry Regiment in Louisville.^{xlviii}

The club's founding fathers included pilots returning from the War who found that there was no place to continue their passion for flying, and businessmen who saw the potential of aviation beyond military applications.

In 1923 the Aero Club was given an allotment of funds by Jefferson County and the city of Louisville to rent and maintain an airport at this site. The number of club members started growing



Dedication of the Army Air Corps Hangar at Bowman Field in 1932.
Courtesy Kentucky Heritage Council.

immediately and some of them also joined the Pursuit Squadron. Thirty members of the Aero Club spent a weekend at "Camp Knox" (now better known as Fort Knox) dismantling an old army hangar which they brought back to Bowman and erected as the quarters of the Reserve Air Corps Squadron.

The Aero Club ran Bowman Field for the first six years of its existence. The members took care of maintenance, building, and anything that arose. In 1923 they put on the first air show in Louisville, with an attendance estimated by the Courier-Journal at 12,000.

One history of the club describes the various air shows that took place in the 1920s. It says, "The most outstanding of these flying exhibitions was the one where Lieutenants Jimmie Doolittle, Alec Pearson, and Brookley tied their planes together with string and took off and landed in formation without breaking the string between their ships.

By 1928 it was clear that Bowman Field was outgrowing its volunteer status, and the members of the Aero Club could no longer keep it maintained and manned as it needed to be. The state legislature created the Louisville and Jefferson County Air Board and authorized the issuance of \$750,000 in bonds to buy the entire Von Zedwitz estate. Part of the estate is now Bowman Field and part is Seneca Park.

The first chairman of the new Air Board was Aero Club member Addison Lee. He and five others were appointed to the bipartisan board in October, 1928. They were the forerunners of the current Regional Airport Authority.^{xlix}

Bowman Field is touted as the longest continuously operating, general aviation airport in the United States.¹

The U. S. Army Air Corps held a major Anti-Aircraft Exercises in 1933 in the Fort Knox Area. On 20 Apr 1933 twelve P-16 airplanes of the 94th Pursuit Squadron based at Selfridge Field, Michigan were flown to Patterson Field, Ohio, for use of the 3rd Attack Group as attack aircraft during Air Corps – Anti-Aircraft exercises.

The aircraft took part in mock raids on Fort Knox from 15 to 27 May 1933. Fort Knox retaliated by sending up pursuit ships from Bowman Field in Louisville due to the poor condition of Godman Field. Brigadier General Julian R. Lindsey, Fort Knox Commanding General and Colonel Daniel Van Voorhis Commanding Officer of Fort Knox's 1st Cavalry Regiment were in charge of the defense of Fort Knox.ⁱⁱ

The exercise also incorporated the 325th Observation Squadron, Organized Reserve, from Selfridge Field consisting of 26 Reserve Officer Pilots and Observers, under command of Captain Locke, Air-Reserve, and accompanied by Captain Bushrod Hoppin and First Lieutenant Stanton T. Smith, active duty unit instructors, and four enlisted instructors, 13 O-1 F "Falcon" airplanes, were attached to the Group for duration of exercise as Group Headquarters Reconnaissance unit.ⁱⁱⁱ



Bowman Field, Louisville Courtesy KY Historical Society.

Clipping Gives Glimpse of Early KYNG Aviation

An undated clipping located with the papers of COL George M. Chescheir at the Kentucky Historical Society believed to have been published in the “United States Army and Navy Journal and Gazette of the Regular and Volunteer Forces” sometime between August 1916 and May 1917 gives a glimpse into the early plans of the signal corps in Kentucky.

KENTUCKY

Company A Signal Corps, Kentucky N.G., Capt. Otto Holstein, was inspected on April 1 by Capt. Easton R. Gibson, 19th Inf., U.S.A., Inspector-instructor. Three officers and Sixty-three enlisted men were present and nineteen were absent. Aggregate, present and absent, three officers and eighty-two enlisted men.

The men are far above the average and practically every man possesses some particular qualification making him especially adaptable to this branch of the Service. Among the personnel are to be found expert machinists; mechanics, telegraphers, linemen, telephone repair and switchboard men, electricians, wiremen; engineering students (mechanical, electrical, chemical; etc.) from the State - University and others. Wigwag, semaphore, buzzer; flashlight and heliograph apparatus has been improvised and the men have, for the most part, already reached a state of proficiency in those branches; one semaphore team in competition receiving four messages in Spanish (a language which none of the team had ever seen before) in record time and with but the mistake of one letter.

Two of the officers of Company A, Signal Corps, have already been detailed to take the course in aviation, and one, Lieut. Bee Osborne is already in attendance at the Curtiss School at Newport News, Va., and 1st Lieut. Keeling G. Pulliam, Jr., will take a course at Buffalo at the Curtiss School. Another appointment has been secured at Grinnell, Iowa. Captain Holstein has plans under consideration by which he hopes to raise funds for the purchase of a military tractor for the Kentucky Guard, and it is hoped that Kentucky will soon have an efficient Aviation Section as well as a Field Telegraph Company available for duty any time, for any service that may be required of them.ⁱⁱⁱ

KENTUCKY NATIONAL GUARD HOPES FLY HIGH

In Kentucky, National Guard aviation hopes could only have been fueled by the limited pilot training opportunities they had been given. The earliest record of these highflying hopes was in February 1920 in a Courier Journal story holding out the opportunity for the Commonwealth to get an “Aero Company.”

GUARD MAY GET AERO COMPANY

Observation Squadron, Photo Section, Balloon Unit Included.

ONE FOR EACH DIVISION

Courier Journal Washington Bureau. – Washington, Feb. 10. (1920) An aero unit, including an observation squadron, a balloon company and a photo section, may be included in the new Kentucky National Guard, under plans announced today by the War Department.

Another such unit, it was indicated, will be part of the First Division, Camp Zachary Taylor.

While the aero units have not been included in the divisional organization of the regular army, advisability of including them is recognized, War Department officials say, and in all probability they will be included in divisional organizations of regulars under the new tables of organizing the army.

National Guard division should be organized the same as is contemplated for divisions of the regular army, the department held, in granting authority today in include one aero unit in each National Guard division.

Limited Funds Available.

It is realized that no Federal funds, only limited service equipment and but few regular army officers are now available with which to accomplish organization in National Guard divisions.

The extent to which these units can be organized and reorganized by the Federal Government is limited by the amount of unexpended balance of appropriations for support of the National Guard, by the quantity of "Clothing and equipment material" now on hand and by the degree of assistance the States themselves can give in supplying service types of airplanes.

Few Instructors Available

Authority to organize aero units in the National Guard, therefore, will be exercised by the chief of Militia Bureau when and where he considers it both desirable and practicable to do so under these limitations, and with the understanding that the expert personnel of the Regular Army that can be made available for assignment as instructors with National Guard units is limited.

Adjutant General Deweese, in charge of the reorganization of the Kentucky National Guard, last night said he had not been apprised of new plans of the War Department.^{liv}

Despite hopes that an aero unit would be placed at Camp Zachary Taylor as well, the camp was ordered closed just a few months later on July 27, 1920.^{lv}

First Known Kentucky National Guard Military Aviator

Bee R. Osborne was born in Midway and was the son of James Wesley and Polly Ann Stamper Osborne. He attended Fayette County schools and attended the Wilbur Smith Business College. Smith was Adjutant General of Kentucky from September 1898 to November 1900. Osborne enlisted in the Kentucky National Guard on 1 September 1915 at the age of 28. His civilian occupation was a telegraph operator. He was made a Second Lieutenant in Company H of the Third Infantry of the Kentucky National Guard on 6 July 1916.

He arrived at Mineola NY Signal Corps Aviation Station in July 1916 to begin his flight training. He completed it successfully and earned his Reserve Military Aviator certification and his FAI pilot's license (No. 623).

While at Mineola and still affiliated with the Kentucky National Guard, Osborne took part in a National Guard & Army group flight from Mineola to Philadelphia Navy Yard a distance of 110 miles on 30 December 1916. This was only the second National Guard group flight but the first flight in conjunction with the regular Army. The temperature on the ground was zero and reportedly 18 below at the average flight height of 6,000 feet. They wore their own clothing plus experimental clothing that the army wanted tested. Even with that they nearly froze. Osborne was one of eight of the group of 12 to make it to Philadelphia. Osborne evidently made the return flight on 31 December without incident along with three others out of the 12. The rest made forced landings and continued their journey later in the days that followed.

Osborne resigned his commission as a second lieutenant in the Kentucky National Guard's Third Infantry on 15 Jan 1917 to take a transfer to the Signal Officers' Reserve Corps.^{lvi} He continued at Mineola until March 1917 when he is listed in Army orders published in the Washington Post on March 20, 1917 as being assigned to the Aviation Section, Signal Officers' Reserve Corps was transferred to active duty and ordered to Fort Sam Houston Texas assigned to the Third Aero

Squadron, Signal Corps for duty.^{lvii} Osborne's next stop was San Antonio, Texas, where he would have likely met another Kentuckian, Thomas S. Bowen who moved from the 1st Aero Squadron and became the Supply and Engineer officer on 10 November. Major Foulois became the commanding officer on 1 Nov 1916. Bowen commanded while Foulois was absent on leave in December. Osborne left San Antonio in August 1917 and sailed from New Jersey on 13 August 1917 bound for France. While in France he was promoted to 1st Lieutenant on 1 December 1917. He was promoted to Captain in the Air Service on 20 May 1918. He served in France till 17 September 1919. Following his return from overseas he was stationed at Bolling Field, Washington DC from 18 September 1919 and was discharged at Fort Thomas, Kentucky on 13 September 1920. He was not recorded as having served in any battles or engagements despite his time in France. He was awarded the Victory Medal and four gold war service chevrons.

Osborne returned to Kentucky after the war and was a ticket agent for the Chesapeake and Ohio Railway System and retired from there in 1951. Osborne died at the age of 82 on December 22, 1968. He was buried in the Lexington Cemetery.

Osborne's son, B. R. Osborne Jr., followed in his father's footsteps in the military service and died after a swimming accident while home on furlough on July 1, 1942. He had been a member of the 779th Signal Platoon, 29th Air Depot, and was stationed at Stinson Field, San Antonio, Texas.

Second Known Kentucky National Guard Member Trained as a Military Aviator

Keeling G. Pulliam Jr. enlisted in the Kentucky National Guard on 22 October 1915. He was a student in electrical engineering at the University of Kentucky and an amateur wireless enthusiast. He had two years service in the cadet battalion evidently with the University of Kentucky ROTC.

He was commissioned a 1st Lieutenant, in the Signal Corps and assigned to Company B, Signal Corps, Kentucky National Guard, on March 13, 1916. He reported for Mexican Border duty with his Company on June 18, 1916 but did not muster out with the unit on March 24, 1917 but reported for flying training at North Island, California as a 1st Lieutenant, Signal Corps, Kentucky National Guard. He was drafted into federal service on August 5, 1917. He attended Signal Corps Aviation School at San Diego California until September 30, 1917. He departed North Island for England on December 18, 1917.

His next assignment was with the 135th Aero Squadron in England until January 4, 1918. He was attached to British Royal Flying Corps from December until March 4, 1918. During this time he completed a six-week advanced pilot training school at Gosport School, England and a two-week course in aerial gunnery at Ayre School in Scotland. From March 12, 1918 he was assigned to the 21st Aero Squadron until October 18, 1918 at Issodun, France where he reportedly commanded the Squadron as a Captain and commanded Field no. 3 under Major Carl Spatz. He was then assigned to the Headquarters of 1st Army until November 11, 1918. He then was assigned to Headquarters Air Service District of Paris until November 27, 1918.

He returned from overseas on December 23, 1918. Keeling was honorably discharged on January 7, 1919. There is no mention in his records of having flown any combat missions.

It is worth noting that an article in the "Delta" the Sigma Nu fraternity magazine in May 1918, either with or without his cooperation, greatly embellished his wartime service and exploits. A family friend wrote the article so it is unclear whether he was the originator of the embellishments or the family friend.^{lviii}

Keeling G. Pulliam's brother, Harold A. Pulliam, United States Navy, was assigned to the Hampton Roads Naval Air Station. He was on a flight directly over the main street of Norfolk, Virginia when he perished in a crash in front of the hotel Chamberlain on April 4, 1919.

Keeling G Pulliam is mentioned in the Military History of Kentucky by the Federal Writers Project as having died in an accident while an aviation student in California. This is apparently in error. He died in Los Angeles, California in 1974.^{lix}

There are newspaper references to B Company of the Signal Corps in Lexington prior to World War I. They are also listed in the Military History of Kentucky in 1938 in General Orders No. 6 of June 1, 1917 by the Adjutant General with officers Holstein, Otto, Captain, September 1, 1915; Lexington; Pulliam, Keeling G., First Lieutenant, March 13, 1916; Lexington and Welsh, Thomas A., First Lieutenant, May 10, 1917; Lexington.^{lx} Given the scarcity of aircraft and federal equipment in the Guard prior to World War I, it is doubtful that they had any aviation assets. To date research has provided no additional documentation on any signal corps units in the Kentucky National Guard at that time. A newspaper article in the Courier Journal states that Company A Signal Corps of the Kentucky National Guard, "the only signal corps company in the state" returned March 22, 1917 to Lexington after an absence of six months. The article said the command consisted of 65 men, including three officers, and 32 horses. There was no mention of aircraft.^{lxi}



Three army planes from Selfridge Field Detroit Mich at the Lexington Municipal Airport Halley Field

We do know that the University of Kentucky's Reserve Officer Training Program offered Signal courses during the war time period.

The grave necessity to quickly train soldiers and officers as the United States entered the war in November 1917 produced some military programs on colleges that overshadowed ROTC. In January 1918, a new military signals course was instituted at the University of Kentucky. This course was primarily for students who knew that they would be drafted, when they finished school, to study communications and signaling and be placed in the Signal Corps instead of the Infantry. Entry into this program did not guarantee a commission, but those cadets in ROTC who took the signals courses would become Signal Corps lieutenants. In July 1918, a series of training camps began which would provide military training for the majority of male students. The "Student Army Training Corps" had all men at the University enlist in the Reserves, whether they were in ROTC or not. There were three separate SATC camps and the University built barracks for them, but the SATC demobilized with the end of the war in November 1918.^{lxii}

Again there is no mention of flying assets and there may have not been any available but aviation may have already been removed from the Signal Corps as it evolved to the Division of Military Aeronautics on 20 May 1918 and later the Air Service on 24 May 1918.

A similar program was again instituted at the University of Kentucky in 1942^{lxiii}. By this time the Signal Depot at Avon was open and functioning.

Ace Flies Chicago Gift Pig into Lexington on Daniel Boone

In 1921, Jesse O. Creech became the first Lexington resident to own an airplane. Creech, a native of Harlan, Kentucky, was the state's first “ace” pursuit pilot during WWI. His airplane, named the “Daniel Boone,” made its first commercial flight from Chicago to Lexington in June of that year. His cargo was a live pig--a publicity stunt and gift from a meatpacking company to Lexington's mayor. Creech landed safely--pig on board--on Lexington's first landing strip, called Halley Field, located off Leestown Road. That area is now the site of Meadowthorpe subdivision. Charles Lindbergh landed at Halley Field in 1928 when he stopped in Lexington to visit Dr. Scott D. Breckinridge. According to a March 29, 1928 Lexington Leader article, Lindbergh had trouble finding Halley Field when he arrived and then barely cleared trees at the end of the runway on takeoff. Lindbergh's visit may have helped convince the airport committee of the Board of Commerce that Lexington needed a new airport. Halley Field ceased operation and closed in 1933.



Lt. Jesse Orin Creech

Lieutenant Jesse Orin Creech was born on August 22, 1896 in Harlan, Kentucky. Creech joined the Royal Flying Corps in 1917. After training in Canada, he served as a flight instructor in Texas. In early 1918, he transferred to the United States Air Service and was assigned to the 148th Aero Squadron on July 4, 1918. Taking part in his squadron's last patrol of the war, Creech scored his final victory on October 28, 1918. The World War I Ace is credited with 7 victories. He died on February 16, 1948 in Louisville, Kentucky. Creech earned the Distinguished Flying Cross on October 28, 1918.^{lxiv}

CREECH, JESSE ORIN

First Lieutenant (Air Service), U.S. Army

Pilot, 148th Aero Squadron, 4th Pursuit Group, Air Service, A.E.F.

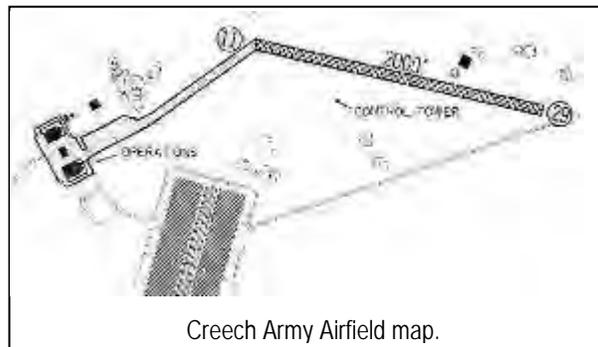
Date of Action: September 26, 28, & October 28, 1918

Citation:

The Distinguished Service Cross is presented to Jesse Orin Creech, First Lieutenant (Air Service), U.S. Army, for extraordinary heroism in action at Cambrai, France, September 26, 1918; south of Masnieres, France, September 28, 1918; and near Jenlain, France, October 28, 1918. Being on enemy patrol on September 26, 1918, when a large number of enemy airplanes were encountered, in the fight that ensued Lieutenant Creech shot down two of the enemy planes and saved the commander of the patrol from being shot down. On October 28, 1918, near Jenlain, France, Lieutenant Creech's flight of 5 planes was attacked by 8 Fokker biplanes. In this encounter Lieutenant Creech also shot down 2 enemy planes. On September 28, 1918, south of Masnieres, France, Lieutenant Creech with his flight attacked an enemy balloon and compelled the observers to jump. Enemy troops were then attacked in close formation, causing many casualties and scattering all the troops. In all of these encounters Lieutenant Creech displayed high courage, great valor, and utter disregard of danger. He constantly went to the assistance of members of his flight and exposed himself with great fearlessness, and yet with all displayed keen judgment and tireless energy. He proved himself a leader of unusual ability, and was a constant inspiration to the members of his command.

General Orders No. No. 19, W.D., 1926

Creech Army Airfield at the Lexington Signal Depot near Avon was likely named in his honor. While no documentation has yet surfaced, it is believed that the airfield was constructed during or after the Korean War and likely ceased operation



Creech Army Airfield map.

sometime prior to or during the Vietnam War. A 1961 Cincinnati Sectional Chart described Creech AAF as having a single 3,000' pierced steel planking runway.^{lxv} The name has been continued for the helipad at the facility now under state control and named Bluegrass Station. It is operated as a light industrial park.

In 1933, another group of Lexington aviators and businessmen opened Cool Meadows Airport off Newtown Pike on property now recognized as Fasig Tipton. In 1940, Lexington's Mayor pushed for a full-featured municipal airport. On Dec. 1, 1940, the Civil Aeronautics Board recommended that a full-featured airfield in Lexington was a necessity to the national defense. This would become Blue Grass Field. Construction of the runways began on March 6, 1941. On July 11, 1942, an Army Air Corps B-25 bomber was the first aircraft to land officially at Blue Grass Field.^{lxvi}

According to an article in the July 3, 1934 issue of Louisville's Courier Journal a Kentucky Air Corps was organized under supervision of Adjutant General Denhardt with flights (detachments) in Louisville and Shepherdsville. We can find no record of this organization in the historical records and there is some discussion that the organization may have actually been more of a forerunner of the Civil Air Patrol but as a private club.

KY. AIR CORPS IS ORGANIZED

Group Subject to Call for Active Duty; Flight Located in City

Formation of the Kentucky Air Corps under supervision of Adjt. Gen. H. H. Denhardt, with a nucleus of two flights of planes at Louisville and Shepherdsville, was announced Monday. Members of the corps will be subject to call for active duty just as the Kentucky National Guard under the new State militia law, it was explained.

The Louisville flight, under Maj. B. W. Grimsley, includes Capt. Donald E. Long, Capt. John L. Burch, First Lieut. William A. Kippes, Lieut. Charles W. Miller, Lieut. Francis A. Blevins, Lieut. S. Elvin Jump, Lieut. William B. Johnson and Lieut. Theodore W. Hoskinson.

The flight at Shepherdsville is commanded by Lieut. Russell W. Johnson. Another is being organized at Glasgow under Capt. Colin Davies. Others are expected to be formed throughout the State.

Members of the Louisville unit will have headquarters at Watterson airport, on the Newburg Road, which they intend to equip with all modern airport appurtenances (equipment / tools). The corps officially has adopted an insignia of wings with a white star on a blue background, the center, being red with Ky. Imprinted on it and Air Corps above it.

The corps, it was explained, is a society "of patriotic male citizens of Kentucky, qualified by training and experience as airplane pilots, mechanics, aerial observers, radio and visual signal operators, instructors, and students in the several branches of aviation. The members realize the necessity and importance of flying equipment and personnel to the armed forces of the great Commonwealth."

Leaders pointed out that public interest in aviation had progressed materially in the State, evidenced by construction of seventeen new airports within the borders during the past year. "The members of the Kentucky Air Corps have pledged themselves and resources to endeavor to develop an even greater interest with the ultimate result in view that, Kentucky shall become the recognized center of America's aviation industry."^{lxvii}

Thus far research has not revealed the location of the seventeen airports in Kentucky referenced in the article.

Organic Aircraft for Artillery

BG William Wallace Ford (1893-1986) was born in Waverly, Virginia and a Field Artilleryman when he graduated from the U.S. Military Academy in 1920. During 1936-1939 he served as a member of the ROTC staff, Field Artillery, at Eastern Kentucky University in Richmond. He was a pilot and kept his personal airplane at Cool Meadow Airport in Lexington. He went on to earn his commercial and instrument ratings after his solo at Ft. Bliss Texas in 1933.

As a pilot he was one of the first to recognize the practicality of each artillery unit having its own light aircraft that could move right along with each battery and give full-time air spotting service. He envisioned light aircraft providing an “Air Observation Post” for artillery fire adjustment. He authored an article in the May 1941 issue of Field Artillery Journal that focused attention on this concept. His efforts led to the approval by the War Department of an experimental program to train artillerymen to fly and to adjust artillery fire from light planes. Ford organized and directed a course that produced Artillery Liaison pilots who were freed from their dependence upon established airfields and who were able to operate from field strips and rough areas alongside the artillery units they were supporting.^{lxviii}

The Army experimented with Ford’s ideas of using small organic aircraft for artillery fire adjustment in maneuvers at Camp Beauregard, La., in August 1940. The tests were repeated on a larger scale in the Army maneuvers in Louisiana, Tennessee, Texas, and the Carolinas in 1941. The Army’s “Grasshoppers,” as these light planes came to be called, proved to be much more effective than the larger Air Corps planes used for the same purposes.^{lxix}

The tests were very successful and Ford became the first director of air training at Fort Sill, OK at Post Field with 24 Piper Cub J-3 airplanes furnished by the Army Air Force. At Fort Sill they were trained in both tactical flying and airplane maintenance. For spotting they had to learn to fly low to avoid hostile aircraft and slow to land on the shortest possible landing strip.^{lxx}

The Organic aircraft (L-4’s) were assigned to most field artillery headquarters. An infantry division was authorized 2 for each of its field artillery battalions.^{lxxi} The Kentucky National Guard’s Harrodsburg unit, Company D of the 192nd Tank Battalion, took part in these maneuvers in Louisiana but we have no information as to whether they would have had any contact with the air elements.^{lxxii}

The pace of change slowed between World War I and World War II. In 1926 the United States Army Air Corps was born and it evolved into the United States Army Air Forces in 1941. The fixed wing aviation split in 1947 with the creation of the United States Air Force but the Army retained some aircraft and missions.

In 1942 a final series of experiments with organic Army spotter aircraft was conducted^{lxxiii} and on 6 June 1942 the War Department assigned Army aviation as an adjunct to the Field Artillery. It was in that same year that aircrew training commenced at Fort Sill, Oklahoma. Army Aviation’s first combat duty was on 9 November 1942 in the North African campaign of WWII. L-4s were launched off of the carrier USS Ranger in the Mediterranean and acted as Artillery spotters, aerial cargo, air ambulances and command and control aircraft.

Planning for the post-war planning for the military forces and reserve components actually began in July 1943 in a Special Planning Commission in the War Department. Rivalries between the branches of service and the inclination of senior air staff to rely on active duty forces rather than reserve components, slowed progress.^{lxxiv}



Handwritten caption reads “Sikorsky S-38 Amphibian NC-4V on arrival (Ashland?) from Louisville, Ky 1st Trip.” Courtesy Harold Canon.

“The original plan for the organization of postwar National Guard air units was prepared by the Army Air Forces and presented to the air staff on 9 October 1945. Less than seven weeks later, on 26 November, a revised plan was approved by the Commanding General, Army Air Forces, and forwarded to the Chief of Staff, United States Army. ... on 30 January 1946, the Army Chief of Staff directed that National Guard air units be activated and, 10 days later, the plan was announced to the several states. Unit allotments, revised on the basis of comments from the several states, were announced on 24 May 1946 and the organization of the National Guard air units proceeded without further delay.^{lxxv} The 359th Fighter Group and the 368th Fighter Squadron who has achieved such success in World War II were redesignated as the 123rd Fighter Group and the 165th Fighter Squadron and allotted to Kentucky along with the previous colors and battle credits including the Presidential Unit Citation.^{lxxvi}

The first flying squadron given federal recognition after World War II was the 120th FS (SE) now the 120th FS/140th FW with the Colorado National Guard on 30 June 1946. Kentucky’s 165th FS (SE) which is the 165th AS/123rd AW received its federal recognition on 16 February 1947 and was the 46th unit in the country after World War II to receive federal recognition and the 37th state. It is worth noting that Indiana, Missouri and Tennessee had National Guard Observation Squadrons before World War II with federal recognition dating back as early as 1 August 1921 and the close proximity of those units may explain why the Kentucky National Guard did not have aviation assets before World War II.^{lxxvii}

Founding Fathers Establish Kentucky Air Guard after World War II

Following World War II and the total federalization, the Kentucky National Guard had to be entirely reconstituted. As former Guardsmen returned to the Commonwealth following their release from active duty in 1945 and 1946, planning for the new postwar National Guard was underway.

This was a busy time for military aviation in Kentucky. Overtures were made to the states by the National Guard Bureau (NGB) in the War Department concerning establishment of Air National Guard units. Circulars from NGB reached Kentucky where Gov. Simeon Willis began to give consideration to the proposals. The circulars were first routed to the attention of Henry Meigs III, a veteran of Air Force combat duty in World War II. Meigs had been in Kentucky since the summer of 1945 and had accepted a position part-time as staff air officer with the rank of lieutenant colonel, which he held while attending law school at Lexington. In the process of looking into the NGB proposals, Lt Col Meigs also conferred with an uncle, Col Paul Meyers, who was in the Air National Guard of New York.

Several rounds of correspondence were exchanged between Maj Gen Butler B. Miltonberger, the chief of the NGB, and Gov. Willis through the adjutant general of Kentucky, Brig Gen Gustavus H. May.

In the fall of 1945 the governor directed Meigs and Col Al Near, director of Louisville airports, to go to Washington and confer with Miltonberger. The correspondence which followed led to allotment of the 123d Fighter Group (formerly the 359th Fighter Group) to the state of Kentucky, effective May 24, 1946. Also allotted to Kentucky were the 165th Fighter Squadron (Single Engine), formerly the 368th Fighter Squadron, and the 165th Utility Flight. The redesignation to the 123rd was done because of the long



HENRY MEIGS III



BG Gustavus Herbert May

association with Kentucky. The 123d's lineage stretches from the horse cavalry of militia of Daniel Boone's time the 2nd Cavalry Regiment of Kentucky during the Civil War and the 1929 when Kentucky was assigned the 123d Cavalry Regiment in the National Guard.^{lxxviii}

Gustavus Herbert May left federal duty at the request of Governor Simeon Willis to return to Kentucky to serve as Adjutant General and was appointed on 25 January 1944. May had been stationed at Sheppard Field, Texas as battalion commander at the field's Flight Mechanics School. May began his military career in the Kentucky Guard as Captain of Ashland's Company G, 149th Infantry. He continued command of the unit for a year at Camp Shelby when it was ordered to active duty and then moved on to command a squadron at Columbus, Mississippi and then served a stint at Fort Bragg in 1942 before moving to the squadron commanders position at the California Flyers Air Training School and commanded the mechanics school in Burbank California.^{lxxix}

Brig. Gen. May must have had a good appreciation for aviation when he became Adjutant General and no doubt greatly influenced the development of the Kentucky Air Guard. May later served in the Kentucky Air National Guard on state headquarters staff from 1948 to 1953 after his tour as Adjutant General ended in December 1947. He retired with the rank of Colonel in 1953.^{lxxx} May was the only Adjutant General to have served both in the Kentucky Army and Air National Guard and one of the few to continue Guard service after having been Adjutant General.

The search for a location for the Air National Guard units drew appropriate attention and a subsequent offer of help from Gen Miltonberger on March 29, 1946. Standiford Field in Louisville was selected as the site for the units, and a hangar with suitable parking aprons was located where they could be placed at Standiford.

Standiford Field

After World War II, community leaders began to acknowledge the tremendous potential for commercial aviation. Increasing airline passenger counts left no doubt that 400-acre Bowman Field could not continue to handle the needs of air passengers forever.

An aerial survey during the 1937 flood pointed to an unaffected area that had the potential to be the home of a new airport. This survey showed a large, dry area of land, which was later to become Standiford Field. (The airport was named for Dr. Elisha David Standiford who, as a businessman and legislator, played an important role in Louisville transportation history and owned part of the land on which the airport was built.)

In 1941, the U.S. Army Corp of Engineers built one, 4000-foot, north-south runway. However, the War Department delayed turning over the new airport to the community until the conclusion of World War II, as it was an integral part of both airfield operations and aircraft manufacturing. In fact, Curtiss-Wright and Consolidated Vultee both built aircraft for the War Department at Standiford Field during the war. Then, in 1947, the Federal Government turned the airport over to the Air Board, at which time all commercial flights moved to Standiford from Bowman Field.

The future of Standiford Field changed dramatically when, in 1981, United Parcel Service (UPS) began a new overnight-delivery business with hub operations at Louisville's airport. UPS built a 35-acre apron for parking additional aircraft and initially employed 135.



Just as Bowman Field outgrew itself in the late 1930s, so did Standiford Field in the late 1980s. As a result, the Airport Authority announced an ambitious expansion plan, called the Louisville Airport Improvement Program (LAIP), in 1988. In essence, the plans called for building a new airport atop the existing one, all the while continually and safely operating the airfield.

Increased passenger activity, its ranking as a major international air cargo airport, and the Airport Authority's vision for the future drove a name change for Standiford Field in 1995 to Louisville International Airport.

In 1998, a near total renovation of Louisville International Airport's airfield was finished. The expansion brought the opening of the new east and west parallel runways, a new Kentucky Air National Guard Base, a new United States Postal Service air mail facility, new corporate hangars, a new fixed-based operator, a four-level parking garage to handle increased passenger activity, and a new control tower.^{lxxxix}

Another letter from Miltonberger to Gov. Willis listed the Air National Guard Units being allocated to Kentucky. These included the Headquarters Detachment, 223d Air Service Group and Detachment A, plus the 165th Weather Station (Type A), in addition to the 123d Fighter Group and 165th Fighter Squadron, with its 165th Utility Flight.

There were obvious problems in finding the personnel to organize the units, as several extensions of the original authority were granted by NGB. A significant occasion was held Nov. 15 when 32 officer candidates appeared before a federal recognition board in Louisville. Presiding at the board was Lt Col Joseph Ambrose, an active duty officer. Appearing as one of the first group was Lt Col Philip P. Ardery who had been named commander of the group headquarters by the adjutant general. The 32 officers, who had considerable combat experience, were confirmed. Col Herbert A. Bott was the first Air Force senior adviser and Maj James L. Doyle the first squadron adviser, working out of 11 th Air Force.

Federal recognition of the 123d Fighter Group and other units was extended Feb. 16, 1947, by authority of the War Department. Along with the many requirements and problems came a money shortage. Gov. Willis was informed June 18 that federal recognition of the fighter group would be withdrawn, effective June 30. A shortage of federal funding forced the



MG Philip Ardery



inactivation of the 123rd Fighter Group headquarters.^{lxxxii} The acting chief of the NGB, Col Edward J. Geeson, informed the governor that the Bureau had to accept a moral obligation to reimburse the men who had worked so hard to establish the units. Eighteen of the staff of Group Headquarters were transferred back to the 165th Fighter Squadron, including Ardery who temporarily became commander of the fighter squadron. By Sept. 20 the problems had been solved and federal recognition was given once more to the 123d Fighter Group Headquarters. The organization was on its way once more.

During May 1947 25 F-51 Mustangs arrived at Standiford Field to be flown by the 165th Squadron. The aircraft came from stations in Michigan, Minnesota and Illinois. Prior to arrival of the F-51s, the KyANG had four B-26s (used for towing targets later), three C-47s, two AT-6s, and a pair of light liaison aircraft, the L-5.

Ardery used the Mustangs to good advantage for strengthening the units with plans initiated for conducting air shows at various community functions throughout the state. Kentucky would learn through many means that the Commonwealth now had its first elements of the Air National Guard.

The 123d Fighter Group was a part of the 55th Fighter Wing (Ohio ANG). The 167th Fighter Squadron was awarded the unit lineage of the 369th Fighter Squadron of World War II, which was part of the same 358th Fighter Group as the forerunner of the 165th Squadron, the 368th Fighter Squadron.

Originally, the facilities secured for the KyANG were one half of the large wooden hangar located on the east ramp of Standiford Field. The Air Guard also obtained sufficient ramp space adjacent to the hangar. This wooden structure had been constructed during World War II by the Vultee Corp. where modifications were made on the B-24 bomber. Training drills for the newly-formed KyANG were held on Wednesday evenings, as well as on weekends.^{lxxxiii}



The first Annual Report submission containing information on the Air National Guard was the Quadrennial Report of the Adjutant General covering the period of 9 December 1947 to 30 June 1951.

It listed as the only full-time employees as follows. Civilian Employees Air National Guard In Office of United States Property and Disbursing Officer: Brown Treadway Chief Clk-Sup. NGC7. The civilian employees Air National Guard Technicians listed were: William W. Goatley Mech A/E Jr. NGMJ.8, Air Sec. St. Hqs; George D. Helm, Mech A/E Sr. NGM20, Air Sec. St. Hqs; Reid V. Kidd, Sup. Specialist NGC5, Air Sec. St. Hqs; James Quenichet Air Base Flt. Com. NGC9, Air Sec. St. Hqs and Joseph L. Van Fleet, Jr., Asst. Air Base Flt. Com. NGC9, Air Sec. St. Hqs.

The annual report continues that for the first time since the beginning of the National Guard, air units were allotted to the State. The following units were allotted and accepted by the Governor in 1946 and were federally recognized on the day indicated.

Unit	Federal Recognition Date
123d Fighter -Group Hdq.	26 September 1947
Hdq. Detachment 223d Air Service Group	25 October 1947
165th Fighter Squadron	16 February 1947

Detachment A, 223d Air Service Group	16 February 1947
165th Utility Flight	16 February 1947
165th Weather Station	26 July 1947

The National Guard Bureau authorized the State to employ full-time personnel from members of the Air National Guard for the purpose of maintaining the airplanes, weapons, and equipment, and performing the necessary administrative duties. all these employees were paid wholly from Federal funds.

During the period the report shows that all Air National Guard units attended field training exercises at the locations and on the dates indicated below:

LOCATION	DATE
Atterbury Air Force Auxiliary Field Columbus, Indiana	21 Aug to 4 Sept 1948
New Castle Air Force Base New Castle, Delaware	8 to 24 July 1949
Lockbourne Air Force Base Columbus, Ohio	6 to 20 August 1950

First Spaatz Trophy

The National Guard Bureau by NGB Circular No. 30, dated 8 December 1948 authorized the Spaatz Trophy to be awarded at the annual field training exercise to the most outstanding flying unit of each Air National Guard Wing.

This trophy was won by the 165th Fighter Squadron, 123d Fighter Group of the 55th Fighter Wing for the calendar year 1949. Units of this wing from Ohio, West Virginia and Kentucky were competing for this trophy. The 165th Fighter Squadron was stationed at Standiford Field, Louisville, Kentucky and commanded by Maj or Albert W. Clements.



On 8 September 1950 all of the Kentucky Air National Guard was ordered into Federal service effective 10 October 1950.^{lxxxiv}

Captain Thomas F. Mantell Jr.

Captain Thomas F. Mantell Jr. was the first flight casualty of the Kentucky Air National Guard. Mantell was born in Franklin, Kentucky, 30 June 1922. He was a graduate of Male High School, in Louisville. On 16 June 1942, he joined the Army Air Corps, graduating Flight School on 30 June 1943.

During World War II, Mantell was assigned to the 440th Troop Carrier Group, 96th Troop Carrier Squadron, 9th Air Force. He was awarded Distinguished Flying Cross, and Air Medal w/3OLCs for heroism. Following the war he returned to Louisville, joining the newly organized Kentucky Air National Guard, as Flight Leader, "C" Flight, 165th Fighter Squadron, Kentucky Air National Guard on 16 February 1947.



On 7 January 1948, while on a training flight with three other P-51Ds (Mustang) returning to Louisville from Marietta, Georgia^{lxxxv}, Mantell was directed by the flight tower at Godman Field to pursue an unidentified flying object. While in pursuit of the object, he died in plane crash near Franklin, Simpson County, Kentucky.

The story of Mantell's death while chasing an unidentified flying object made headlines across the country and world. An intense military investigation of the incident became part of Project SIGN, which



later became Project BLUEBOOK, the military's investigations into UFOs. Much speculation and conjecture has been written about this incident, it is still uncertain what Mantell was pursuing at the time of the crash. His remains were brought back to Louisville and buried at Zachary Taylor National Cemetery.

On Saturday, 29 September 2001, the Simpson County Historical Society unveiled a historical marker in honor of Thomas F. Mantell, Jr. The marker is located at the Franklin, Kentucky exit off Interstate 65, next to the office building of Simpson County Tourism.

During January 1949, Kentucky ANG Mustangs participated in the inauguration of President Harry S. Truman in Washington, DC among some 400 aircraft provided for the events by the Air National Guard.^{lxxxvi}

On October 10, 1950, the 123rd Fighter Group was called to federal service by President Truman in response to the Korean War. At this time the 123rd Fighter Group headquartered in Louisville included in addition to the 165th FS, the 167th FS (West Virginia ANG), and the 154th FS (North Carolina ANG). All were ordered to report to Godman Field, Fort Knox, Kentucky under the command of Col. Ardery. While at Godman Field, the 123rd was redesignated the 123rd Fighter Bomber Wing (FBW) and tasked with training replacement pilots for the Korean War. At this time several Kentucky ANG pilots were assigned to combat squadrons in Korea on a temporary basis. Five KyANG men were lost either in action or during captivity. One of the five Kentucky Guard pilots who lost their lives in combat in the Korean Conflict was Captain John William Shewmaker whose name was given to Shewmaker Air National Guard Base on 17 February 1959^{lxxxvii} with a public ceremony in June 1960. The name was ordered changed in 1976 with the designation of Standiford Field (ANG). Capt. John William Shewmaker was a pilot with the 165th Fighter Squadron for several years and went to Korea with the 111th Fighter-Bomber Squadron and was killed while flying an escort mission over North Korea on a bombing raid in 1951.^{lxxxviii} See the *In Memoriam* section for a listing of KyANG losses.

Captain James Henry Quenichet appears in the records as a liaison pilot for the 623rd Field Artillery Battalion from 6 May 1948 till 1 May 1951. Quenichet was a World War II veteran and served as a Liaison Pilot for the Headquarters and Headquarters Battery of the 623rd in Glasgow and later as Liaison Pilot and Group Air Officer for the 138th Field Artillery Group. He moved to the Kentucky Air National Guard in May of 1951. He and Joseph Van Fleet were perhaps the only persons to serve as both a pilot for the Kentucky Army and Air National Guard. Van Fleet related in a phone conversation that he and Quenichet moved to the Air National Guard to become pilots on the C-47 and were made full-time employees to keep the Air Guard going while the rest of the unit was deployed during the Korean War.

First Lieutenant Joseph L. Van Fleet Jr. served as a pilot for the 149th Headquarters and Headquarters Company beginning on July 12, 1949. He



John W. Shewmaker
First Lieutenant
Flight Pilot



James H. Quenichet



Joseph L. Van Fleet, Jr.

continued with the Air Guard after a time in a variety of rolls and even did recruiting tours at high schools across the state. He was also a World War II veteran serving as a pilot with the 8th Air Force. His awards included the Distinguished Flying Cross (GO 334 HQ 8th AF 16 Sept 44), Air Medal with 3 Oak Leaf Clusters and the European-African-Middle Eastern Service Medal. He eventually left military service in the 1950's to fly for the oil industry in Texas.

On September 18, 1951, the 123rd FBW was moved to Manston Royal Air Force Station near Margate, England. Its mission was to support NATO units in Europe and provide air defense for the United Kingdom. Pilots were assigned to fly the Republic F-84E Thunderjet. On July 9, 1952, the 123rd FBW was returned to the Kentucky ANG. This was a paper move only as personnel and equipment remained in Europe. It was another year before most of the officers and enlisted ranks returned to Standiford Field and resumed flying the F-51D Mustang.

On September 13, 1956, the first of 25 North American F-86A Sabre Jets arrived in Louisville. Preceding this, the Kentucky ANG was redesignated the 123rd Fighter Interceptor Wing/ 165th Fighter Interceptor Squadron. Sabres were used to supplement the air defense of a 300-mile sector around Louisville. Four pilots were put on alert during daylight hours to be airborne within three minutes of a scramble.

In September 1953, four Kentucky Air Guard members were cited for heroism: TSgt Charles W. Simmons, TSgt Howard A. Curtis, TSgt Walter Carter and Airman First Class Jesse D. Brown, Jr., all members of Headquarters, 123rd Fighter Bomber Wing at Standiford Field when at 4:17 p.m. on 28 September 1953, a civilian resort airline aircraft chartered to the Army, carrying a total of forty-one (41) soldiers and crewmen, most of whom were returning Korean veterans, crashed while landing. There is no fire fighting or crash rescue facilities at Standiford Field and the four individuals immediately manned the "155" fire fighting truck of the Air National Guard and rushed to the scene of the crash and proceeded at the risk of their own lives to assist. Their full citations are below. They received the Kentucky Medal for Valor as a result of their selfless actions. This was only the second time in the history of the Kentucky Guard that the medal had been awarded.

The Kentucky Medal for Valor may be awarded to a member of the Kentucky National Guard who has distinguished himself/herself conspicuously by gallantry and intrepidity at the risk of his/her life above and beyond the call of duty while in the service of the State and/or United States. No award of the Medal for Valor shall be made except upon clear and uncontested proof of at least one eyewitness or person having personal knowledge of the act or deed.

The Kentucky Medal for Valor is a gold medal with the Great Seal of Kentucky superimposed on a cross combined with crossed sabers with words, "MEDAL FOR VALOR" inscribed around the seal. The medal is suspended from a ribbon of navy



North American F-86A Sabre Jet over the Louisville area 1957-1958.
Courtesy Charles Arrington



blue background, with two wide, vertical white bands.

T/SGT CHARLES WILLIAM SIMMONS, Headquarters, 123rd Fighter Bomber Wing, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

On 28 September 1953, at Standiford Field, Louisville, Kentucky, T/SGT Charles W. Simmons (then in a civilian Air Technician capacity as a member of the Alert Crew of the 123rd Fighter Bomber Wing, Kentucky Air National Guard) distinguished himself as follows: At 1617 hours, this date, a civilian resort airline aircraft chartered to the Army, carrying a total of forty-one (41) soldiers and crewmen, most of whom were returning Korean veterans, crashed while landing. There is no fire fighting or crash rescue facilities at Standiford Field and T/SGT Simmons immediately manned the "155" fire fighting truck of the Air National Guard and rushed to the scene of the crash. The aircraft was burning severely when T/SGT Simmons arrived and despite the imminent possibility of gasoline tank explosion, T/SGT Simmons, without benefit of protective clothing, climbed on the burning wing of the aircraft and subdued the blazing wing and fuselage. Such heroic action undoubtedly saved the lives of at least ten severely injured soldiers who were unable to help themselves. Such actions reflect great credit on T/SGT Simmons, The Air National Guard, and the United States Air Force.

T/SGT HOWARD ARTHUR CURTIS, Headquarters, 123rd Fighter Bomber Wing, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

On 28 September 1953, at Standiford Field, Louisville, Kentucky, T/SGT Howard A. Curtis (then in a civilian Air Technician capacity as a member of the Alert Crew of the 123rd Fighter Bomber Wing, Kentucky Air National Guard) distinguished himself as follows: At 1617 hours, this date, a civilian resort airline aircraft chartered to the Army, carrying a total of forty-one (41) soldiers and crewmen, most of whom were returning Korean veterans, crashed while landing. T/SGT Curtis immediately manned the Air National Guard crash ambulance and rushed to the scene of the crash. The aircraft was burning severely upon his arrival, but despite the imminent possibility of explosion, T/SGT Curtis, without benefit of protective clothing, proceeded to assist in the rescue of injured and dying passengers. His quick action and disregard for personal safety were responsible for the saving of many lives. T/SGT Curtis' courage, initiative and devotion to duty reflect great credit upon himself, The Air National Guard, and the United States Air Force.

T/SGT WALTER CARTER, Headquarters, 123rd Fighter Bomber Wing, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

On 28 September 1953, at Standiford Field, Louisville, Kentucky, T/SGT Walter Carter (then in a civilian Air Technician capacity as a member of the Alert Crew of the 123rd Fighter Bomber Wing, Kentucky Air National Guard) distinguished himself as follows: At 1617 hours, this date, a civilian resort airline aircraft chartered to the Army, carrying a total of forty-one (41) soldiers and crewmen, most of whom were returning Korean veterans, crashed while landing. There is no fire fighting or crash rescue facilities at Standiford Field and T/SGT Carter immediately manned the "155" fire fighting truck of the Air National Guard and rushed to the scene of the crash. The aircraft was burning severely when T/SGT Carter arrived and despite the imminent possibility of gasoline tank explosion, T/SGT Carter, without benefit of protective clothing, climbed on the burning wing of the aircraft and subdued the blazing wing and fuselage. Such heroic action undoubtedly saved the lives of at least ten severely injured soldiers who were unable to help themselves. Such actions reflect great credit on T/SGT Carter, The Air National Guard, and the United States Air Force.

A/1C JESSE DANIELSON BROWN, JR., Headquarters, 123rd Fighter Bomber Wing, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

On 28 September 1953, at Standiford Field, Louisville, Kentucky, A/1C Jesse D. Brown, Jr. (then in a civilian Air Technician capacity as a member of the Alert Crew of the 123rd Fighter Bomber

Wing, Kentucky Air National Guard) distinguished himself as follows: At 1617 hours, this date, a civilian resort airline aircraft chartered to the Army, carrying a total of forty-one (41) soldiers and crewmen, most of whom were returning Korean veterans, crashed while landing. There is no fire fighting or crash rescue facilities at Standiford Field and A/IC Brown immediately manned the "155" fire fighting truck of the Air National Guard and rushed to the scene of the crash. The aircraft was burning severely when Airman Brown arrived and despite the imminent possibility of gasoline tank explosion, Airman Brown, without benefit of protective clothing, climbed on the burning wing of the aircraft and subdued the blazing wing and fuselage. Such heroic action undoubtedly saved the lives of at least ten severely injured soldiers who were unable to help themselves. Such actions reflect great credit on A/IC Brown, The Air National Guard, and the United States Air Force.

Other Kentucky Air National Guard members who have been awarded the Kentucky Medal for Valor are:

SGT ALAN C. BUNTING, 123rd Combat Support Group, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

Sergeant Alan C. Bunting distinguished himself by an act of exceptional heroism and a total lack of concern for his personal safety on the evening of 8 February 1977. In the apartment building in which he resides, a fire broke out in a nearby apartment occupied by a young woman. Sensing the heat and smoke, Sergeant Bunting immediately became aware that there may be others who either did not sense the danger or who may have already suffered from the heat and smoke inhalation. He searched the complex, found the unconscious young woman and carried her to safety and medical aid. The selfless act of concern of Sergeant Bunting reflects great credit upon himself and the Kentucky Air National Guard.

SSG JERRY MICHAEL PERKINS, 123rd CAM Squadron, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

On 17 April 1977, SSG Michael O. Harp and SSG Jerry M. Perkins were off-duty from the Kentucky Air National Guard and at Bowman Field, Louisville, Kentucky. At or about 1355 hours, a small single engine aircraft was in the process of taking off, and during which time encountered difficulty at an altitude of approximately 40 feet resulting in its crashing. Upon hearing and observing the crash, SSGs Harp and Perkins immediately ran to the downed aircraft and attempted to remove the pilot and the one other passenger. The pilot was extricated without difficulty but the passenger was discovered to be pinned between the crushed nose of the aircraft and the seat back. The load in the back seats having shifted forward coupled with fuel leaking from the aircraft's full fuel tanks created a situation which placed the passenger and his rescuers in extreme personal danger. Recognizing the immediate threat to the passenger's life and without regard to their own personal safety, SSGs Harp and Perkins managed to eventually move the shifted load, releasing the seat back and work the passenger free. They then carried the man from the fuel-soaked aircraft wreckage to safety. Minutes later, emergency fire and medical help arrived and SSGs Harp and Perkins left the scene. By the conspicuous acts of courage, gallantry, and valor above and beyond the call of duty, SSG Michael O. Harp and SSG Jerry M. Perkins have honored themselves and the Kentucky Air National Guard.

SSG MICHAEL O'DELL HARP, 123rd CAM Squadron, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

On 17 April 1977, SSG Michael O. Harp and SSG Jerry M. Perkins were off-duty from the Kentucky Air National Guard and at Bowman Field, Louisville, Kentucky. At or about 1355 hours, a small single engine aircraft was in the process of taking off, and during which time encountered difficulty at an altitude of approximately 40 feet resulting in its crashing. Upon hearing and observing

the crash, SSGs Harp and Perkins immediately ran to the downed aircraft and attempted to remove the pilot and the one other passenger. The pilot was extricated without difficulty but the passenger was discovered to be pinned between the crushed nose of the aircraft and the seat back. The load in the back seats having shifted forward coupled with fuel leaking from the aircraft's full fuel tanks created a situation which placed the passenger and his rescuers in extreme personal danger. Recognizing the immediate threat to the passenger's life and without regard to their own personal safety, SSGs Harp and Perkins managed to eventually move the shifted load, releasing the seat back and work the passenger free. They then carried the man from the fuel-soaked aircraft wreckage to safety. Minutes later, emergency fire and medical help arrived and SSGs Harp and Perkins left the scene. By the conspicuous acts of courage, gallantry, and valor above and beyond the call of duty, SSG Michael O. Harp and SSG Jerry M. Perkins have honored themselves and the Kentucky Air National Guard.

CAPT JACQUELYN D. REID, 123rd Tactical Hospital, Standiford Field (ANG), Kentucky Air National Guard, Louisville, Kentucky

On 20 November 1977 at approximately 1130 hours Captain Jacquelyn D. Reid was returning to Standiford Field (ANG), Louisville, Kentucky after having picked up T/SGT Melvin E. Bowles and SSGT David R. Heustis who had been at collection points supporting Louisville's, Save Our Sports Campaign. Upon parking her car in the general area of the Kentucky Air National Guard Club, which parallels Grade Lane and I-65, she heard screeching of tires and almost simultaneously a crash. A 28 year old lady and her 6 year old daughter attempted to avoid hitting a dog on I-65. In doing so, the lady lost control of her vehicle on the rain-slick highway; her car spun around and was struck by a semi-trailer truck. The truck smashed into the unidentified lady's car pinning her in the car. Both of her legs and both arms were broken. Captain Reid immediately ran toward the scene of the accident, climbed a security chain-linked fence, including the 45 degree barbed-wire deterrent on top, waded through a six-foot wide ditch of water between Old Grade Land and I-65 and got to the scene. She discovered that the lady had no pulse and was not breathing. She cleared the lady's throat, establishing an airway and enabled her to breathe. She stayed with her until the emergency vehicle arrived and took her to the hospital where she was pronounced dead on arrival. Captain Reid, a registered nurse, clearly performed duty above and beyond the call of duty so as to distinguish this aggressive selfless act as one of courage and valor above and beyond the call of duty. She is richly deserving of this award for her solid rational approach to an emergency situation.

SMS DAVID F. POPE, 123rd Support Flight, Kentucky Air National Guard, Louisville, Kentucky

Senior Master Sergeant David F. Pope distinguished himself by gallantry and intrepidity at the risk of his own life, above and beyond the call of duty. Sergeant Pope was a Lieutenant in the Jefferson County Police Department. On Saturday, 8 August 1992, several inches of rain had fallen causing flooding in low-lying areas. Anticipating a heightened level of activity, Sergeant Pope, who was in an off-duty status, went to the heliport to assist the on-duty helicopter pilot. They responded to a request for assistance from the Henryville, Indiana Fire Department. Sergeant Pope observed two people, in rising water, standing on top of a vehicle. Once the pilot was able to stabilize the helicopter, Sergeant Pope got out onto the skid of the machine, reached out and brought the individuals into the helicopter. Once they had delivered the two people to EMS, they returned to the area to attempt another rescue. In an area surrounded by trees, two individuals had been trapped in a vehicle by rapidly moving water. Divers had been trying unsuccessfully for over an hour to rescue these people from what appeared to be imminent drowning. The pilot hovered next to the trees and positioned the helicopter between two partially submerged vehicles. Once the machine was

stabilized, Sergeant Pope again moved out onto the skid and was able to lift the people into the helicopter. Using his knowledge as a helicopter pilot, well aware of its limitations, and without regard for his personal safety, Sergeant Pope was able to rescue four people from almost certain death in the rising flood waters. Sergeant Pope's acts of valor sets him apart as a true hero. His distinctive accomplishments reflect great credit upon himself, the Kentucky Air National Guard, and the United States Air Force.



The KyANG provided one of the best loved landmarks on Trooper Island. The Trooper Island Camp is a non-profit operated by the Kentucky State Police Professional Association in a secluded corner of Dale Hollow Lake near the Cumberland and Clinton County line. Boys and girls, ages 10 to 12, are selected from each of the sixteen KSP post areas that may not otherwise have the opportunity to attend a camp along with other special programs.

TSG MARTIN E.

FAUTZ, 123rd Civil Engineer Squadron, Kentucky Air National Guard, Louisville, Kentucky

Technical Sergeant Fautz distinguished himself for heroism involving voluntary risk of his own life in Louisville, Kentucky. Sergeant Fautz, a volunteer fire fighter, without regard for his own personal well-being, responded to a call of a burning house at 5222 Monticello Avenue, Louisville, Kentucky, on the night of 21 October 1994. A six-year-old child was trapped inside the house. Upon learning that a child was trapped inside the burning house, Sergeant Fautz and a fellow fire fighter, entered the home, working their way through dense smoke and intense flames to locate the child, and on hands and knees brought him to safety. Sergeant Fautz's courageous actions and humanitarian regard for his fellow man has reflected great credit upon himself and the Kentucky Air National Guard.

SSGT STEPHEN W. SNAWDER, 123rd Aircraft Generation Squadron, Kentucky Air National Guard, Louisville, Kentucky

Staff Sergeant Snawder distinguished himself for his selfless act of courage in risking his life to search a burning home of a neighbor for fire victims. While returning home from attending the NCO Academy satellite class on 9 June 1997. Sergeant Snawder observed dense smoke coming from the house. With complete disregard for his personal safety, he made a search of the first floor, called the fire department, and climbed a ladder to the second floor when flames impeded his ability to use the stairs. Sergeant Snawder proceeded to turn off a threatening propane gas tank and began saving valuable property in the house prior to the arrival of the fire department. Sergeant Snawder's unselfish act of courage reflects great credit upon himself, the Kentucky Air National Guard and the Commonwealth of Kentucky.



Sabres Sheathed in Favor of Canberras

Flight operations with the F-86A were short lived and by 1958 conversion were underway to the Martin RB-57B Canberra. The Canberra brought an entirely new mission to the Kentucky ANG: aerial photographic reconnaissance. A realignment and redesignation of the wing followed resulting in the creation of the 123rd Tactical Reconnaissance Wing (TRW)/ 165th Tactical Reconnaissance Squadron (TRS).

In time the wing included in addition to the 165th TRS, the 117th TRS (Kansas ANG), 154th TRS (Arkansas ANG), and the 192nd TRS (Nevada ANG). Capable of taking detailed photographs at high and low altitudes, Canberras participated in numerous military exercises far and wide. Two examples were "Operation Willow Freeze" to Alaska in 1960 and 1961 and "Operation Swift Strike I" to South Carolina, also in 1961. During 1960, the base was moved to a new 51-acre site on the south side of Standiford Field. At this time, Philip Ardery, now a Brigadier General accepted an assignment to the Pentagon. He was replaced on a temporary basis by Brig. Gen. William D. Ott and then by Col. William H. Webster as permanent wing commander in 1961.

During 1965 with the nation engaged in the Vietnam War, Air National Guard Canberras were recalled by the Air Force for combat duty in Asia. On February 16, it was announced that the 123rd TRW would replace its RB-57s with McDonnell RF-101 Voodoos. When delivered, Voodoos were a mix of F-101A and F-101C fighters, and would undergo a period of conversion to reconnaissance, then being designated RF-101G and RF-101H. The RF-101 provided the Kentucky ANG with its first supersonic aircraft and an airplane that was capable of air-to-air refueling. With military forces heavily engaged in Vietnam during 1968, President Lyndon B. Johnson mobilized the 123rd TRW on January 26th in response to North Korea's capture of an intelligence ship, the U.S.S. Pueblo. Known as the Pueblo Recall, the wing was ordered to Richards-Gebaur Air Force Base, Missouri, near Kansas City, for a period of active duty. To bolster forces in Korea, the entire 123rd TRW (now without the 117th TRS) deployed to Itazuke Air Base, Japan on a rotational basis.

The Kentucky ANG went last preceded by the 154th TRS and 192nd TRS. Kentuckians served in Japan from January into April 1969. By June 9th, the entire 123rd TRW was deactivated and returned to state control. Among the many awards and commendations earned during the recall, Wing Commander Brig. Gen. Jack Owen accepted for the entire wing a Presidential Proclamation from President Richard M. Nixon in December.

Leadership changes through the remainder of the Voodoo years (into 1976) saw the following serving as wing commander: Col. Verne M. Yahne, Col.



RB-57B Canberra serial number 21551. This particular aircraft is now in the collection of the National Air and Space Museum in Washington, DC and is scheduled for display at the Udvar-Hazy Center. Courtesy Charles Arrington



Colonel Jack H. Owen

William J. Semonin, Brig. Gen. L. A. Quebbeman, and Brig. Gen. Fred F. Bradley. During 1972 the fleet of Voodoos, now consisting of only RF-101Hs, was exchanged for standard production line RF-101C aircraft. After a deadly series of tornadoes devastated parts of Kentucky, including Louisville, on April 3, 1974, Kentucky ANG Voodoos crisscrossed the areas producing aerial photos to help assess the damage.



RF-4C Pilot in cockpit

A major upgrade in reconnaissance came on March 11, 1976 when it announced that the Kentucky ANG would re-equip with the McDonnell Douglas RF-4C Phantom II. At the time, the two crew member Phantom was the state of the art Air Force reconnaissance fighter with the ability to perform at night and in all weather at speeds exceeding mach two. During the 1970s, the Pentagon initiated the "Total Force" concept where the reserves and National Guard would take more responsibility in the nation's defense. In this regard, the Phantom equipped Kentucky ANG made several major deployments to Europe.

During 1978 the entire 123rd TRW participated in a NATO military exercise titled "Coronet Snipe" to Norway. In 1982, the Kentucky ANG represented the ANG in NATO photo competition, "Best Focus '82" in Denmark. A training exercise at Ingolstadt Air Base, West Germany occurred in 1983. The last Phantom deployment to Europe was in 1986 during "Coronet Shoshoni" to West Germany. Highly regarded by ground and flight crews, Phantoms of the Kentucky ANG often carried temporary colorful markings during European duty. Through the mid-1980s, membership of the 123rd TRW included the 165th TRS (Kentucky ANG), 192nd TRS (Nevada ANG), and 162nd TRS (Idaho ANG).



RF-101C Voodoo at the Louisville base during March 1976. Photo by: Charles W. Arrington



RF-4C Phantom II at Shewmaker August 1978. Photo by: Charles W. Arrington



At Left: Special markings applied to RF-4C participating in NATO exercise "Coronet Bishop" in 1983. At Right: Photo by: Charles W. Arrington

At Right: Colorful temporary markings applied to one of the Phantoms participating in Air Force photo competition, "Reconnaissance Air Meet" or RAM in Texas during 1986. Photo by: Gary Chambers.

Airlift became the primary mission of the Kentucky Air National Guard in 1989 when C-130B Hercules transports were assigned to replace the RF-4C. With the Hercules, a large four engine turbo-prop aircraft, a complete retraining of ground and flight crews was needed. Redesignated the 123rd Tactical Airlift Wing/ 165th Tactical Airlift Squadron (TAS), its composition was now the 135th TAS (Maryland ANG), 156th TAS (North Carolina ANG), and 164th TAS (Ohio ANG). Although not federally mobilized during "Operation Desert Shield" and "Desert Storm," the Kentucky



Ceremony in Louisville upon delivery of KYANG's first C-130H Hercules in May 1992. This factory fresh airplane was the 2000th Hercules built by Lockheed since production started in the 1950s. Photo by: Charles W. Arrington

ANG using volunteers airlifted more cargo in support of the effort than any other ANG unit. On February 6, 1992, a C-130B on a training flight practicing takeoffs and landings at the Evansville, Indiana Airport crashed into a nearby hotel. Fatalities included the five crewmembers aboard the aircraft and eleven on the ground. *See the In Memoriam section for a listing of KyANG losses.*

The first of twelve new C-130 H Hercules aircraft arrived on May 16, 1992 and was very special because it was the 2,000th C-130 (Aircraft 91-1231)^{lxxxix} built by the manufacturer, Lockheed Aircraft Company. Into the 1990s, the Kentucky ANG has participated in numerous humanitarian airlift missions worldwide. Among these were relief flights in 1993 into Somalia for "Operation Restore Hope" and "Provide Relief." The same year it was deliveries of food and supplies to Bosnia-Herzegovina to support "Operation Provide Promise." During "Operation Support Hope," relief missions were flown into Rwanda and Zaire in 1994. Personnel assisted in security and cleanup efforts after the 1996 Bullitt County tornado and 1997 Kentucky floods.

As a result of Air Force restructuring in 1992, the Kentucky ANG received its current designation, the 123rd Airlift Wing/ 165th Airlift Squadron. No longer are any out of state units attached to the 123rd. Wing commanders from the 1970s into the late 1990s have been Maj. Gen. Carl Black, Brig. Gen. John L. Smith, Col. Joseph L. Kottak, Col. John V. Greene, Maj. Gen. Stewart R. Byrne, Col. Michael L. Harden and Col. Clifton W. "Bill" Leslie and presently Col. Mark R. Kraus. During 1995, as a result of the expansion of Louisville



New Kentucky Unbridled Spirit logo incorporated in C-130 markings unveiled.

International Airport, the base was moved to a new 81.5-acre facility on the northeast side of the airport.

2007 marks the 60th anniversary of the Kentucky Air National Guard and over this period of time, it has been recognized with many prestigious awards including three Spaatz Trophies, the Metcalf Trophy, ANG Distinguished Unit Plaque, Air Force Safety Plaque, a record 12 Air Force Outstanding Unit Awards (with one Valor device for Operations IRAQI and ENDURING FREEDOM), and six Air Force Organizational Excellence Awards.

The 1,200 member unit contributes annually a total economic impact on the community exceeding \$55 million.



OPERATION IRAQI FREEDOM (AFPN) -- A row of C-130 Hercules from the 485th Air Expeditionary Wing are parked at a forward-deployed location in Southwest Asia. Seven C-130 units combined here to form the largest collection of the aircraft in the world, according to officials. (U.S. Air Force photo by Senior Airman Manuel Martinez) NOTE: At least the last two are KY Aircraft.

The Battle of Takur Ghar by Keith Rocco Paktia Province, Afghanistan, March 4, 2002



Operation Enduring Freedom, the military action against Taliban and al-Qaida forces in Afghanistan, was the catalyst for the largest mobilization of Air National Guard personnel since the Korean War. It also marked the first time that Air National Guard ground units, particularly pararescue personnel and air combat controllers, were used to support joint ground combat operations.

As part of Enduring Freedom, in March 2002 a joint military operation named “Anaconda” was mounted in Paktia province to surround and defeat Taliban forces hiding in the area. On the third day of Operation Anaconda an Army MH-47E Chinook helicopter was fired upon as it attempted to land on a ridge on Takur Ghar mountain. Taking heavy fire, the helicopter lurched and attempted to take-off to extricate itself from the field of fire. When the Chinook lurched, one of the Navy SEALs on board, Petty Officer First Class Neil C. Roberts, fell from the rear ramp. Too damaged to return for Petty Officer Roberts, the Chinook landed further down the mountain.

A second MH-47E attempted to land and rescue Roberts, but it too was fired upon and forced to leave the immediate area. The third MH-47E to attempt a landing on what became known as Roberts’ Ridge was hit with automatic weapons fire and rocket-propelled grenades while still 20 feet in the air. The helicopter, containing an Army Ranger Team and Technical Sergeant Keary Miller, a Combat Search and Rescue Team Leader from the 123d Special Tactics Squadron, Kentucky Air National Guard, hit the ground hard. Within seconds, one helicopter crewman, the right door gunner, was killed, as were three Army Rangers. The 17-hour ordeal that followed would result in the loss of seven American lives, including Petty Officer Roberts.^{xc}

Technical Sergeant Miller not only managed to drag the wounded helicopter pilot to safety, but also orchestrated the establishment of multiple casualty collection points. In between treating the wounded, Miller set up the distribution of ammunition for the Army Rangers who were taking the fight to the enemy. For his extraordinary life-saving efforts while putting himself in extreme danger

under enemy fire, Technical Sergeant Miller was awarded the Silver Star by the U.S. Navy, one of the few members of the Air National Guard to be so honored.

THE KENTUCKY AIR NATIONAL GUARD IN THE GLOBAL WAR ON TERRORISM

The Kentucky Air National Guard has had 894, some 80 percent of its total force, on orders to support Operation Noble Eagle, Enduring Freedom and Iraqi Freedom. Four hundred and ninety one were deployed in large-scale deployments. Kentucky Air National Guard personnel have deployed to the following countries: Istres, France; Al Udeid Air Base, Qatar; Ramstein Air Base, Germany; Diego Garcia; Masirah Island, Oman; Jacobabad, Pakistan; Baghdad, Iraq; Moron Air Base, Spain; Al Dhafra Air Base, Kuwait; Minhad Air Base, United Arab Emirates; Incirlik, Turkey; Bishkek-Manas, Kyrgyzstan; Luis Muniz, Puerto Rico; Prince Sultan Air Base, Saudi Arabia; Ali Alsaalem, Kuwait; Sembach Air Base, Germany; Dakar, Senegal; Kabul and Kandahar, Afghanistan and Al Jaber, Kuwait.

Units and individuals of the Kentucky Air National Guard have been on duty since immediately following the attacks of September 11, 2001 and continue today both at home and around the world.

The Kentucky Air Guard continued its support of the Global War on Terrorism during the period of 1 October 2003 through 30 September 2004 by deploying 574 personnel for a total of 35,201 days during the fiscal year. Personnel were deployed all over the globe, many of them in harms way with the principal locations being the Persian Gulf, Afghanistan, Europe and South America.

After being mobilized for two years many members of the wing were demobilized and sent back to their civilian employers and families in March 2004. At the same time members of the 123rd Civil Engineering Squadron under the command of LTC Connie Allen volunteered to deploy to Baghdad International Airport to provide base operations and maintenance support vital to keep the airport open and operational. They remained in place and under fire for 120 days earning the respect and admiration of their active duty counterparts.

The Kentucky Air National Guard began the 1 October 2004 through 30 September 2005 fiscal year with 45 personnel remaining mobilized to support Global War on Terrorism (GWOT) operations on a daily basis and ended the year with a concerted effort to support Hurricane Katrina relief operations in Louisiana and Mississippi. In between, Air Guard personnel deployed to support ongoing operations and exercises in Europe, Southwest Asia, Antarctica, Central and South America, the Caribbean Islands and Diego Garcia.

The Kentucky Air Guard continued its support of the Global War on Terrorism by deploying 993 personnel for a total of 12,917 days during the fiscal year. Personnel were deployed all over the globe, many of them in harm's way, to locations including Southwest Asia, Europe, Central and South America, Antarctica, the Caribbean Islands and Diego Garcia. During the October 2004-January 2005 time frame, the Kentucky Air Guard deployed detachments of two aircraft, three crews and maintenance/support personnel to San Juan, Puerto Rico for four two-week periods to fly airlift missions throughout Central and South America in support of the National Guard's CORONET OAK mission, including support of U.S. Secretary of State Colin Powell's visit to Haiti in November 2005.

Numerous individuals played key roles in command and senior advisory tours in support of the Global War on Terrorism.

Brig. Gen. Richard Ash, Assistant Adjutant General-Air, served as Director of Mobility Forces (DIRMOBFOR) for U.S. Central Command Air Force (CENTAF) at Al Udeid Air Base, Qatar from September 2003-January 2004, managing all strategic and tactical airlift operations in Southwest Asia.

Then Brig. Gen. Henry Morrow, as State Headquarters Chief of Staff and Assistant Adjutant General-Air, served multiple tours in Southwest Asia from 2003-2005 as director of the U.S. Central Command Regional Air Movement Control Center (RAMCC) at Al Udeid Air Base, Qatar, earning the Defense Meritorious Service Medal. Gen. Morrow was promoted to Maj. Gen. as the assistant to the commander, U.S. Northern Command, and in 2006 became commander of First Air Force, Air Forces Northern and the Continental U.S. NORAD (North American Aerospace Defense Command) Region, Tyndall Air Force Base, Florida.

Col. Mark Kraus, then commander, 123rd Operations Group, served as commander of the 386 Air Expeditionary Wing at Ali Al Salem Air Base, Kuwait, from November 2003 to April 2004, managing the Central Command Area of Responsibility's second largest air operation.

Then Col. Michael Dornbush, commander of the 123rd Mission Support Group, served as commander of the 438th Air Expeditionary Group at Shahbaz Air Base, Jacobabad, Pakistan, from December 2003 through April 2004, overseeing air support for Operations RESOLVE and VIPER in the mountains of Afghanistan.

Col. William Ketterer, then HQ KyANG Director of Operations, excelled as Director of the CENTCOM RAMCC's Combined Air Operations Center, leading a 23-person coalition team from four nations in oversight of flight operations, in 2003-04.

During Operation IRAQI FREEDOM from March to August 2003, Col. Howard Hunt III commanded maintenance elements of the 123rd Maintenance Group and Lt. Col. Mark Heiniger commanded operations elements of the 123rd Operations Group and 165th Airlift Squadron for combat airlift operations throughout Southwest Asia from three locations in Saudi Arabia, United Arab Emirates and Iraq.

Lt. Col. Jeremy Shoop oversaw elements of the 123rd Special Tactics Squadron in operations throughout Iraq and Afghanistan. SMS Jonathan Rosa of the 123d STS headed up the personal protective detail for Afghan President Hamid Karzai and was named as one of the ten Outstanding Airmen of the U.S. Air Force for 2004.

During Operation ENDURING FREEDOM, Lt. Col. Steve Bullard of the 165th Airlift Squadron commanded the 305 person, 10 aircraft combined Guard-Reserve 38th Airlift Squadron (Provisional) at Ramstein Air Base, Germany from March through September 2003. "Delta Squadron" flew missions into 58 locations in 39 countries throughout Southwest Asia, Europe and North Africa; and served as the lead Air Force unit for operations in support of humanitarian airlift into Monrovia, Liberia from June through September 2003. The unit set up and operated from forward deployed operations at Sigonella Naval Air Field, Sicily; Constanta Air Base, Romania; and Dakar, Senegal.

Also during Operation ENDURING FREEDOM, Col. Steve Bullard, as HQ KyANG Director of Operations, served as Senior Airfield Authority for the NATO International Security Assistance Force (ISAF) at Kandahar Air Field, Afghanistan, from September 2006 through March 2007. While at Kandahar, Col. Bullard also commanded the 451st Air Expeditionary Group of the U.S. Air Force, overseeing U.S. national missions including airfield security, combat airspace control, unmanned aerial vehicle surveillance, combat search and rescue and medical evacuations. Col. Bullard's tour began in the nation's capitol city, Kabul, where he served as the Air Force liaison officer and deputy commander, Air Component Coordination Element, for Combined Forces Command-Afghanistan (CFC-A) from 8 August to 8 September 2006. Col. Jon Bowersox, the State Air Surgeon with State Headquarters, in Sep 05 began a six-month tour as the Health Attaché with the Iraq Reconstruction Management Office in Baghdad, Iraq.

Since January 2005 the 123d Aerial Port has deployed Air Transporters in support of Aerospace Expeditionary Force (AEF) tasking to Spain and Italy, plus a two-man deployment to Greece.

Additionally, three 123 APS members were sent to Antarctica in support of Operation Deep Freeze and six others were players in the JCS Exercise "Global 2005" at Volk Field, Wisconsin. The unit was heavily involved in the staffing and operation of the second "Aerial Port University" at the Savannah CRTC, and were major players in the deployment to and from the Gulfport CRTC during the 123 AW's "Summer Camp." Aerial Port members deployed to Ramstein Air Base, Germany for annual training and to Charleston Air Force Base, SC as participants in an all Air National Guard "Patriot Partner" Exercise in August. Unit members were twice sent to Alexandria, Louisiana in support of Hurricane Katrina relief efforts.

Stateside, the 123d Airlift Wing's primary training focus was on preparation for its Operational Readiness Inspection (ORI), slated for early April 2006. The U.S. Air Force uses the ORI concept to test a wing's readiness for combat operations, normally on a 4-year cycle. Preparation efforts included a base-wide deployment in July 05 to the Gulfport, Miss. Combat Readiness Training Center (CRTC) to accomplish the majority of annual training events, including weapons qualifications, chemical readiness and numerous ground training requirements. The Wing also hosted ORI-preparation events each drill weekend, ranging from tabletop exercises to mobility exercises.

The 123d Maintenance Group provided a test C-130H aircraft to a team of engineers from Air Force Systems Command at Wright-Patterson AFB for emissions testing to create C-130 emissions data for the first time. Over the Aug 04-Jul 05 time frame, a Time Compliance Technical Order (TCTO) Propeller Synchophaser Contract Field Team from Lear Siegler at Warner-Robins AFB completed modifications of the synchophaser propeller system on our 12 C-130H aircraft, including the aircraft that moved to the Idaho Air National Guard, and 10 additional C-130H aircraft from the Tennessee (Nashville) Air National Guard. The modifications, completed well in advance of a 2007 deadline, are designed to prevent rollbacks on the propeller synchophasers that have contributed to past U.S. Air Force C-130 accidents.

In February 2005, the 123d Maintenance Group opened up its main hangar to host the return of the Kentucky Army National Guard's 2123d Heavy Equipment Transportation Company from a year-long deployment to Iraq. Approximately 1,000 family members, community supporters, the 202d Army Guard Band and political leaders gathered to welcome home the troops.

In December 04, the 123d Medical Group established a mobile In-Place Patient Decon Team with the capability to move patients exposed to chemical/biological agents through decontamination before placing into a medical treatment facility. The team is available for use throughout Kentucky, as well as medical needs. Through the Health Technician Advisory Council (HTAC) for Federal Emergency Management Agency (FEMA) Region 4, unit representatives helped organize Region 4 (Southeast states) classes to implement automated programs to better process flying waivers and initial physicals. The 123d Medical Group deployed three individuals to Task Force Grizzly (Border Patrol in Southern California) medical support to troops and the U.S. Border Patrol 25 June – 9 July. The Group implemented an annual dental exam program and completed over 85 percent of the wing starting from scratch – successfully address the number one issue that makes personnel non-deployable. Twelve personnel from the Nursing corps completed Nursing Service Top-Star Trauma Training in St. Louis, Missouri, qualifying them for wartime casualty medical treatment tasking.

Eleven members of the 123rd Services Flight honed their combat skills by completing Services Combat Training at Dobbins ARB, Ga. Three key personnel supported the Maryland (Baltimore) Air National Guard in providing food service support during their ORI in Savannah, Ga. Two Services' personnel were invited to serve on the Disney Award evaluation team, where they evaluated several

ANG Services units nationwide. The Disney Award is awarded to the best Services unit in the Air National Guard.

Lieutenant Colonel Tom Curry, Chief Chaplain for the 123d Airlift Wing, served nearly 70 days at Al Dhafra Air Base, United Arab Emirates operating out of the Seven Sands Chapel. He received the “pentagonal coin of excellence” from chairman of the Joint Chiefs of Staff, Marine General Peter Pace.

The Kentucky Air National Guard made history during the summer of 2006 when 31 of its members deployed to Elmendorf Air Force Base, Alaska, to provide the expeditionary group command for a multinational training exercise called Cooperative Cope Thunder 06-03, also known as Red Flag Alaska. This marked the first time that a Guard unit had taken such a lead role. The event centered around a scenario in which multinational expeditionary forces based at Elmendorf and Eielson Air Force Bases, Alaska, enter combat to defend a neutral neighbor from a simulated aggressor. The exercise included personnel from Germany, Japan, the Republic of Korea, The Netherlands, Australia, Sweden, Bangladesh, Sri Lanka, Russia, Mexico, and Mongolia.

HURRICANE KATRINA/RITA RELIEF EFFORTS:

On 29 August 2005, Hurricane Katrina swept through Louisiana and Mississippi, leaving a wide swath of destruction. That same afternoon, two Kentucky Air National Guard aircrews scheduled to fly routine local training sorties were tasked to fly the first hurricane relief sorties into Navy New Orleans airfield and by 31 August the 123d Special Tactics Squadron was conducting search and rescue and helicopter evacuation operations in New Orleans with seven pararescue personnel, six FAA-certified combat/air traffic controllers and four Zodiac rescue boats. By the end of September, Kentucky Air Guard personnel had reinforced the unit’s reputation as a world-class organization with an outstanding record of support to Katrina victims.

Twenty-four members of the 123d STS took control of Air National Guard rescue operations from 31 Aug-8 Sep, managing additional STS personnel from the Alaska, California, New York and Oregon Air National Guard, establishing temporary control of the Navy New Orleans airport tower, and operating round-the-clock rescue and evacuation operations. They evacuated 10,635 people by helicopter, 1,206 by boat and 86 by motor vehicle. Additionally, on 23 September 15 members of the 123d STS deployed to Meridian, Miss. to await the landfall of the hurricane season’s second Category Five hurricane, Rita, in Texas. Rita made landfall on 24 Sep but did not pack the destructive force of Katrina, so the STS personnel were released to return home and prepare for the 123d STS’ first quarter 05 deployment to Afghanistan.

Thirty-one personnel from the 123d Security Forces Squadron under Capt. Mary Decker deployed to New Orleans initially, then on to Baton Rouge to provide security for the state of Louisiana from 1 to 24 Sep at multiple locations, including the Baton Rouge Convention Center and the Louisiana State University football stadium.

From 29 August through 30 September, Kentucky Air National Guard aircrews flew 91 Hurricane Katrina relief sorties for 166.3 flight hours, carrying 414 military and 414 civilian passengers and 321.2 tons of cargo. The 123d Operations Group kept aircraft and crews on alert for hurricane relief operations throughout the month of September. Lieutenant Colonel Ronald Whelan of the 123d Operations Group served as Air Liaison Officer to the Louisiana Air National Guard in Baton Rouge from 22-29 Sep.

The 123d Contingency Response Group (CRG, consisting 15 members of the 123d Aerial Port Squadron and nine members of the 123d Tanker Airlift Control Element [TALCE], under the command of Maj. Kevin Morris) handled airfield operations at the main Hurricane Katrina airfield

hub of Belle Chase, Louisiana from 1 to 24 Sep and in Alexandria, Louisiana from 26 Sep into October.

Seven members of the 123d Services Squadron deployed on 6 September to Gulfport, Miss. CRTTC to provide dining facility services to deployed servicemen and remained in place through 30 Sep.

The 123d Medical Group deployed detachments of nine personnel under Col. Richard Kimbler to Baton Rouge from 6 to 24 Sep, three personnel to Camp Shelby, Miss. from 5 Sep to 15 Oct and two personnel to Belle Chase from 20 Sep to 4 Oct. The Medical Group assigned 10 staff members to work with the Veterans Administration and local volunteers to train them to handle litters and other details for patients expected to arrive in Louisville through the National Disaster Medical System (NDMS). Seventy-five patients arrived at the base by C-130 airlift shortly after midnight the morning of 24 Sep, were processed in at the main maintenance hangar and transported to various local hospitals.

Wing Chaplain (Lieutenant Colonel) Thomas Curry led a two-person Religious Support Team to Natchez, Miss. from 6-18 Sep 05 to assist both soldiers and civilians.

Colonel Jon Bowersox, the State Air Surgeon with State Headquarters, completed his six-month tour, which began in September '05, as the Health Attaché with the Iraq Reconstruction Management Office in Baghdad, Iraq.

In September and October '05, the 123d Medical Group deployed twenty-three members to the hurricane-stricken Gulf Coast to provide badly needed medical services as part of Joint Task Force Katrina. These members assisted in establishing an Expeditionary Medical Services facility.

OPERATION JUMP START:

On July 29 2006, members of the Kentucky Air Guard led the way to support Operation Jump Start, a part of President Bush's initiative to secure the U.S. – Mexican border. In fiscal year (FY) '06, 115 members volunteered to support this effort; Kentucky was one of the top three responders to the call. Members were needed in three states to support the mission: Arizona, New Mexico, and Maryland. In early July, Colonel Howard P. Hunt III stood up for the National Guard Bureau to lead the Air Guard component into the mission. From the Crisis Action Team (CAT) located at Andrews Air Force Base, Maryland, he called on all states, but Kentucky airmen led the way for Task Forces Raven (aviation), Maverick (logistics), Diamondback (road maintenance and construction of border fencing), Sidewinder (administrative duties for U.S. Customs and Border Patrol), and Gila (border-observation patrols). His efforts resulted in meeting the short-notice task of having 1,500 Air Guardsmen in the Southwest arena by August 1. Colonel Michael Dornbush soon followed Colonel Hunt's volunteerism and went to Phoenix, Arizona to perform duties as the Air National Guard liaison officer for Arizona's Joint Task Force. His charge was to ensure that deploying troops were properly in-processed and equipped for the Arizona Area of Responsibility.

Members were deployed from seven to about 65 days. Some individuals have taken long term tours (365 days) on this mission, while others rotate for shorter periods. Most members are doing work specific to their career fields, such as building fences, providing medical care or coordinating military logistics.

Operation Jump Start is a mission that KYANG continues to support as the National Guard-led effort continues through the summer of 2008.

Deployment Summary Calendar Years 2001-2006

CY 2001 Deployments

UNIT	OPERATION	DATES	LOCATION / REMARKS
123 MXS	DEEP FREEZE	16 Oct 00 - 29 Jan 01	Antartica (8 pax)
123 AW	AEF 1	Dec 00 - Feb 01	Ramstein AB, Germany (401 pax, 35 tons cargo)
123 AW	AEF 1/2, ECS	Dec 00 - Feb 01	ECS Tasking (57 pax)
123 AW	ECS	13-29 Jan 01	Al Jabar (1 pax)
123 MDS	Medical Readiness Tng	10 - 18 Feb 01	Alpena, MI (4 pax)
123 AW	NGAKY Conference	16-18 Feb 01	Lexington, KY
123 CES	ECS	25 Feb - 10 Mar 01	Ali Al Salem (1 pax)
123 AW	Airmen of Year Banquet	3 Mar 01	Louisville, KY
123 AW	Bean Soup Feast	22 Mar 01	Louisville, KY
123 SFS	AFT	18 - 27 Mar 01	Patrick AFB, FL (32 pax)
165 WF	AEF 3/4, ECS	25 Mar-7 Apr 01	PSAB, Saudi Arabia (1 pax)
123 LS	ECS	1 - 30 Apr 01	Curacao (1 pax)
123 AW	THUNDER 01	21 Apr 01	Louisville, KY
123 CES	Firefighter Support	29 Apr-28 May01	Mildenhall AB, England (1 pax)
123 CES	AEF 5/6, ECS	4-23 May 01	Al Dhafra (2 pax)
123 OSF	Active Mgt Support	3 May – 5 Jun 01	Aviano AB, Italy - Postal Ops Spt (1 pax)
123 LS	AEF 3/4	6-19 May 01	Al Jaber, Kuwait (1 pax)
123 AW	Coronet Oak	12-26 May 01	Puerto Rico (B" pkg, 2 acft/57 pax, ? cargo)
123 MDS	OCONUS Deployment	17 May - 3 Jun 01	Yokota AB, Japan (40 pax)
165 WF	AEF 5/6, ECS	20 May - 2 Jun 01	PSAB (1 pax)
123 APS	AFT	26 May - 9 Jun 01	Norfolk NAS, VA (14 pax)
123 MXS	AEF	28 May-17 Jun 01	Sembach AB, GE - Backfill for 166AW - 1 pax
123 SFS	Urban Warfare School	30 May - 3 Jun 01	Tulsa, Oklahoma (40 pax)
123 SVF	Silver Flag	4 - 8 Jun 01	Dobbins AFB, GA (9 pax)
123 CES	AEF 6, ECS	3-19 Jun 01	Al Dhafra (1 pax)
123 AW	Operation River Bats	9 June 01	All Personnel
123 LS	Roving Sands	12 - 25 Jun 01	Kirtland AFB, NM (1 pax)
123 CF	Roving Sands	16 – 25 June 01	Kirtland AFB, NM (1 pax)
123 CF	Roving Sands	16 - 30 Jun 01	Nellis AFB, NV (1 pax)
123 APS	EORI	23 Jun - 7 Jul 01	Hickam AFB, HI (35 pax + cargo)
123 MXS	AEF 5	28 Jun -15 Jul 01	Sembach AB, GE - Backfill for 152AW (1 pax)
123 CES	ECS	29 Jun-30 Sep 01	Al Dhafra - ECS Backfill (1 pax)
123 AW	ECS	30 Jun - 1 Sep 01	Curacao - Chaplain Assist (1 pax)
123 AW	AFT	1 – 14 Jul 01	Elmendorf AFB, AK (8 pax) - Finance Support
123 AW	AEF 5, ECS	1-15 Jul 01	Ramstein AB, GE (1 pax)
123 ALCF	AEF 5, ECS	1 – 15 Jul 01	Ramstein AB, GE (1 pax)
165 WF	AEF 4, ECS	1-28 Jul 01	PSAB (1 pax)
123 CES	ECS	13 - 30 Jul 01	PSAB - ECS Backfill (1 pax)
123 AW	Special Ops Tng	14 - 21 Jul 01	Hurlburt Fld (10 pax)
123 WF	ECS	16 Jul - 2 Nov 01	Ft. Campbell (1 pax)
165 AS	Coronet Oak	20 Jul - 4 Aug 01	Puerto Rico (1 pax)
165 AS	AATTC	20 - 29 Jul 01	St. Joseph, MO (8 pax)
123 LG	SPP	22 - 27 Jul 01	Quito, Ecuador (5 pax)
165 WF	AEF 5	22 Jul - 5 Aug 01	Sembach AB, GE (1 pax)
123 CES	AEF 4, ECS	27 Jul-13 Aug 01	PSAB (1 pax)
123 AW	Coronet Oak	4 – 18 Aug 01	Puerto Rico ("B" pkg, 2 acft/57 pax, ? cargo)
123 MDS	Humanitarian Spt	5-19 Aug 01	Peru (1 pax)
165 WF	AEF 5	6 – 20 Aug 01	Sembach, GE (1pax)
123 LS	Red Flag	10 Aug - 9 Sep 01	Nellis AFB, NV (1 pax)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

123 CES	ECS	11 - 29 Aug 01	Moron, Spain (1 pax)
123 MSF	PERSCO Tng	14-17 Aug 01	Wendell Ford Tng Ctr (6 pax)
123 ALCF	Planning Conf	12- 16 Aug 01	Antigua (2 pax)
123 AW	Jr Officer BIVUOAC Tng	16 - 19 Aug 01	Stratton ANGB, NW (3 pax)
123 AW	NGAUS Conference	25-28 Aug 01	Indianapolis, IN
123 STS	Cooperative Key 01	29 Aug-3 Sep 01	Bulgaria (1 pax)
123 STS	Cooperative Key 01	29 Aug-23 Sep 01	Bulgaria (2 pax)
123 WF	ECS	1 - 30 Sep 01	Shaw AFB, SC (1 pax)
123 APS	AFT	1 - 15 Sep 01	Mildenhall AB, England (10 pax)
123 STS	Cooperative Key 01	3 - 23 Sep 01	Bulgaria (1 pax)
123 STS	Augment 321 STS	3 - 30 Sep 01	Morocco (2 pax)
123 STS	Cooperative Key 01	9 - 23 Sep 01	Bulgaria (7 pax and cargo)
123 OSF	AFT	13-16 Sep 01	Volk Fld, WI (5 pax)
123 AW	Mobility Exercise	15 - 16 Sep 01	Louisville, KY (Cargo)
123 CES	AEF	23 Sep - 7 Oct 01	Ali Al Salem (1 pax) - Filling shortfall for 103 CES
123 SPTGP	BIVUOAC	20 - 23 Sep 01	Baden, NC (100 pax - CES, SFS, MSF)
123 AW	Noble Eagle	27 Sep - 11 Nov 01	Tyndall AFB, FL (1 pax)
123 AW	AEF 7, ECS	29 Sep - 27 Oct 01	Incirlik, Turkey (1 pax)
123 CES	AMC Support	1 Oct - 2 Nov 01	Scott AFB, IL (1 pax) 123 MXS
123 OSF	Coronet Oak	6-20 Oct 01	Puerto Rico (2 pax) - Filling shortfall for 167 AW
123 CES	AMC Support	16 Oct - 15 Dec 01	Scott AFB, IL (1pax)
123 AW	Mobility Exercise	3 - 4 Nov 01	Louisville, KY (Cargo)
123 AW	ECS	4-18 Nov 01	Ali Al Salem (1 pax) - Public Affairs
123 CES	ANGRC Support	5 Nov 01 - 4 Feb 02	Andrews AFB, MD (1 Pax)
123 SPTG	ANGRC Support	5 Nov 01 - 4 Feb 02	Andrews AFB, MD (1 Pax)
123 MXS	Operation Deep Freeze	12 - 25 Nov 01	Antarctica (2 pax)
123 MXS	Operation Deep Freeze	19 Nov - 3 Dec 01	Antarctica (1 pax)
123 CF	ECS	26 Nov 01 - 28 Feb 02	Al Jabar (1 pax) Filling AD Shortfall
123 CES	ECS	29 Nov 01 - 28 Feb 02	Quito, Ecuador (1 pax) Firefighter Support

CY 2002 Deployments

UNIT	OPERATION	DATES	LOCATION / REMARKS
123 SFS/Ravens	Operation Enduring Freedom	30 Sep 01 -	3 pax
123 SFS	Operation Noble Eagle	1 Oct 01 -	13 pax
123 STS	Operation Enduring Freedom	5 Oct 01 -	
123 CES	Operation Enduring Freedom	4 Nov 01 - 15 Mar 02	2 pax
123 CES	ANGRC Support	5 Nov 01 - 12 May 02	Andrews AFB, MD (1 Pax)
123 SPTG	ANGRC Support	5 Nov 01 - 4 Feb 02	Andrews AFB, MD (1 Pax)
123 CF	ECS-OSW	26 Nov 01 - 25 Feb 02	Al Jaber (1 pax) Filling AD Shortfall
123 CES	ECS	29 Nov 01 - 28 Feb 02	Manta, Ecuador (1 pax) Firefighter Support
123 AW	Operation Noble Eagle	3 Dec 01 - 23 Feb 02	Kansas
123 ALCF	Operation Enduring Freedom	8 Dec 01 - 14 Feb 02	14 pax
165 WF	Operation Noble Eagle	3 Jan 02 -	Kentucky and Georgia (2 pax), Georgia returned 1 Oct 02, Ky returned 8 Nov
123 AW	Mobility Exercise	12 - 13 Jan 02	Louisville, KY (66 pax)
165 WF	Olympic Support	15 Jan - 28 Feb 02	Hill AFB, UT (1 pax)
123 LS	IGX 02-02	29 Jan - 3 Feb 02	Savannah CRTC, GA (JFAXR, JFA9N, JFA7S = 10 pax)
123 SVS	Silver Flag	10 - 15 Feb 02	Dobbins AFB, GA (9 pax)
123 AW	NGAKy Conference	15 - 17 Feb 02	Bowling Green, KY
123 APS	Operation Enduring Freedom	17 Feb - 3 Jun 02	1 pax
123 APS	Operation Enduring Freedom	17 Feb - 20 Jul 02	4 pax
123 SFS	Operation Enduring Freedom	20 Feb - 21 May 02	4 pax
123 MDS	Readiness Training	23-24 Feb 02	Wendell Ford Training Site (45 pax)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

123 LS	ECS-OSW	21 Feb - 2 Jun 02	Prince Sultan, SA (Motorpool, 3 pax)
123 CES	ECS-OSW	21 Feb - 24 May 02	Al Dhafra, UAE (1 pax)
123 CES	ECS-OSW	22 Feb - 2 Jun 02	Al Dhafra, UAE (firefighters, 7 pax)
123 SVS	ECS-OSW	24 Feb - 2 Jun 02	Prince Sultan, SA (10 pax)
123 LS	ECS-OSW	24 Feb - 7 Apr 02	Prince Sultan, SA (Motorpool, 1 pax)
123 CES	ECS-OJF	25 Feb - 26 May 02	Poggio Renatico, Italy (2 pax)
123 CES	Operation Enduring Freedom	26 Feb - 14 Jun 02	2 pax
123 OSF	Operational Readiness Exercise	27 Feb - 3 Mar 02	Savannah CRTC, GA (Intel, 9 pax)
123 CES	ECS-OSW	1 Mar - 8 Jun 02	Prince Sultan AB (2 pax)
123 CES	ECS-OSW	1 Mar - 7 Jun 02	Prince Sultan AB (1 pax)
123 AW	Mobility Exercise	2 - 3 Mar 02	Louisville, KY (70 pax)
123 LS	Operation Enduring Freedom	5 Mar - 30 Aug 02	3 pax
123 SFS	Operation Enduring Freedom	7 Mar - 16 Jun 02	4 pax
123 APS	Operation Enduring Freedom	9 Mar - 31 May 02	1 pax
123 WF	ECS-OSW	10 - 24 Mar 02	Prince Sultan, SA (3 pax)
123 CES	ECS-ONW	11 Mar - 1 Jun 02	Incirlik, Turkey (1 pax)
123 CES	Operation Enduring Freedom	11 Mar - 13 Jan 02	2 pax
123 ALCF	Operation Enduring Freedom	12 Mar - 28 Jun 02	13 pax
123 LS	ECS-OSW	23 Mar - 25 Jun 02	Prince Sultan, SA (Motorpool, 1 pax)
123 APS	ECS-OSW	24 Mar - 21 Apr 02	Prince Sultan, SA (2 pax)
123 APS	ECS-OSW	24 Mar - 21 Apr 02	Kuwait City, Kuwait SA (6 pax)
123 LS	Operation Enduring Freedom	26 Mar - 25 Jun 02	1 pax
123 SFS	Operation Enduring Freedom	26 Mar - 28 Jun 02	13 pax
123 STS	Operation Enduring Freedom	28 Mar - 21 Jun 02	1 pax
123 AW	ECAMP	8 - 12 Apr 02	Louisville, KY
123 CF	Operation Enduring Freedom	8 Apr - 8 Jun 02	1 pax
165 WF	Operation Enduring Freedom	15 Apr - 14 Jul 02	1 pax
123 AW	Thunder Over Louisville	20 Apr 02	Louisville, KY
123 CES	DFT	21 Apr - 4 May 02	Ft. Leonard Wood, MO (14 pax)
123 STS	Operation Enduring Freedom	30 Apr 02 - 26 Jul 02	1 pax
123 AW	ECS	3 - 18 May 02	Istres, France (1 pax)
123 LS	ECS-OJF	3 - 18 May 02	Sembach AB, GE (Supply, 3 pax)
123 OSF	IGX 02-03B	4 - 9 May 02	Gulfport CRTC (Intel = 6 pax)
123 STS	Operation Enduring Freedom	9 May 02 -	2 pax
123 APS	AFT	11 - 25 May 02	Elmendorf, AK (30 pax)
123 AW	Operational Readiness Exercise	18 - 19 May 02	Louisville, KY (Pax and Cargo)
123 LS	ECS-OJF	18 May - 2 Jun 02	Sembach AB, GE (Supply, 3 pax)
123 CES	Operation Enduring Freedom	29 May -	2 pax
123 AW	Operation Enduring Freedom	3 Jun - 10 Aug 02	1 pax
123 APS	Operation Enduring Freedom	7 Jun - 4 Sep 02	8 pax
123 ALCF	Operation Enduring Freedom	1 Jun - 23 Jun 02	1 pax
123 STS	Operation Enduring Freedom	11 Jun - 15 Aug 02	1 pax
123 STS	Operation Enduring Freedom	25 Jun - 30 Aug 02	1 pax
123 SFS	Operation Noble Eagle	23 Jun -	13 pax
123 APS	AFT	6 - 20 Jul 02	Rhein-Main AB, Germany (9 pax)
123 AW	ASEV	10-15 Jul 02	Louisville, KY
165 WF	Phase II ORI	11 - 15 Jul 02	Louisville, KY
123 CES	Coronet Oak	13 Jul - 20 Jul 02	Puerto Rico (1 pax)
123 CES	Coronet Oak	20 Jul - 10 Aug 02	Puerto Rico (1 pax)
123 STS	Operation Enduring Freedom	13 Jul -	1 pax
123 MPF	Regional Recruiting/Retention Conference		15 - 19 Jul 02 Louisville, KY
123 CES	Coronet Oak	19 Jul - 3 Aug 02	Puerto Rico (3 pax)
123 APS	Patriot Partner	20 Jul - 3 Aug 02	Charleston, SC, (34 pax)
123 CES	Coronet Oak	27 Jul - 10 Aug 02	Puerto Rico (2 pax)
123 AW	Millennium Challenge	27 Jul - 1 Aug 02	George AFB, CA (4 A/C, Crews, 19 Maintenance Support)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

123 ALCF	IGX 02-04	30 Jul- 8 Aug 02	Louisville, KY (Pax and Cargo)
123 AW	Operational Readiness Exercise	10 - 11 Aug 02	Louisville, KY (Pax and Cargo)
165 WF	Operation Enduring Freedom	14 Aug - 31 Dec 02	1 pax
359 FG	Reunion	23 Aug 02	Louisville, KY
165 WF	Support	7 Sep- 31 Oct 0 2	Laughlin AFB, TX, (1 pax)
123 STS	Operation Enduring Freedom	12 Sep -	1 pax
123 CES	Bivouac	12 - 15 Sep 02	Ft. Smith, AR
123 AW	Initial Response ORI	12 - 17 Sep 02	Louisville, KY
123 APS	AD Backfill	9 Oct-27 Nov	Rhein Main AB, Germany (2 pax)
123 LS	Rodeo	14-19 Oct 02	Eglin AFB, FL (12 pax)
123 MXS	Coronet Oak	19 Oct - 2 Nov 02	Puerto Rico (1 pax)
123 ALCF	Operation Enduring Freedom	21 -30 Oct 02	1 pax
123 ALCF	AFRC C2 Conference/Mini-MARC Demo		21 Oct - 28 Oct Hurlburt Fld, FL (3 pax, Mini MARC)
123 SFS	Raven Support	6 - 26 Nov 02	Andrews AFB, DC (1 pax)
123 CES	DFT	9 - 24 Nov 02	Hickham AFB, HI (70-80 pax)
123 MXS	Operation Enduring Freedom	9 Nov 02 -	1 pax
123 AW	AMSUS Conference	10 - 15 Nov 02	Louisville, KY
165 WF	OS-21 Testing	12 Nov-11 Dec	McChord AFB Assistance
123 AW	Mass Casualty Exercise	20 Nov 02	123 MDS/VA/Tricare Clinic
123 AW	IR ORI Conference	20 - 21 Nov 02	Louisville, KY
123 OSF	Operation Noble Eagle	26 Nov 02 -11 Mar 03	Tyndall AFB (1 pax)
123 MXS	AEF	1 Dec - 15 Jan 03	Incirlık AB, Turkey (1 pax)
123 AGS	Operation Enduring Freedom	2 -24 Dec 02	1 pax
123 LS	Operation Enduring Freedom	4 Dec -	2 pax

CY 2003 Deployments

UNIT	OPERATION	DATES	LOCATION / REMARKS
123 SFS	ONE	23 Jun -	13 pax
123 MXS	OEF	9 Nov 02 - 6 Feb 03	1 pax
123 OSF	ONE	26 Nov 02 -11 Mar 03	Tyndall AFB (1 pax)
123 MXS	AEF	1 Dec - 16 Jan 03	Incirlık AB, Turkey (1 pax)
123 LS	OEF	4 Dec -	2 pax
123 SFS	OEF	3 Jan -	SFS (11 pax)
123 STS	Operation Ice Bucket	5 - 8 Jan 03	Louisville, Ky - Dover C-5 Training Visit
123 APS	AMC/IG Equipment IR ORI	11-12 Jan 03	UFBLA (10K Forklift), UFBLB (10K AT Forklift), UFBLD (25K Loader), UFBLJ (10K Weighing Devices)
123 SFS	OEF	12 Jan - 25 Aug 03	Raven Support (1 pax)
123 AW	OEF	26 Jan - 30 May 03	Ramstein AB (1 pax) <i>Log Planner</i>
123 LS	ONE	29 Jan - 14 Feb 03	1 pax
123 OSF	ONE	1 Feb - 1 Jun 03	Tyndall AFB (1 pax)
123 AW	JA/ATT	3 - 8 Feb 03	2 acft/crew, 6 maint, 1 supply, and equip
123 STS	TDY	4 - 18 Feb 03	Mildenhall RAF, England (1 pax)
123 STS	TDY	4 - 18 Feb 03	Stuttgart AB, Germany (1 pax)
123 AW	NGAKY Conference	11 - 14 Feb 03	Louisville, KY
123 SPTG	Silver Flag	22 -Feb- 1 Mar 03	Tyndall AFB, FL (55 pax)
165 WF	ONE	22 -Feb- 30 Jun 03	2 pax
123 AW	OIF	10 Mar - 11 Aug 03	217 pax and 101 tons
123 STS	OEF/OIF	10 Mar - 9 Aug 03	20 pax and 35 tons
123 AW	OIF	18 Mar -	81 pax (Aug plus-up to 123 pax) and 27 tons
123 SVF	OIF	22 Mar -	18 pax and 6 tons (6 returned on 14 May, 11 returned 27 Jul , 1 returned 11 Aug)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

165 WF	OIF	20 Mar -30 Jun 03	1 pax
123 CES	OIF	25 Mar -	2 pax
123 LGS	Joint Forge	25 Mar -	1 pax - <i>Trans</i>
123 SFS	OIF	28 Mar - 5 Jun 03	13 pax
123 OSF	OIF	7 Apr -	2 pax
165 WF	OIF	1 Apr -	1 pax
123 APS	OIF	10 Apr -	23 pax
123 AW	Thunder	12 Apr 03	Louisville, KY
123 AW	AEF	27 April - 12 May 03	Ramstein AB (1pax) <i>IM</i>
123 LS	AEF	27 April - 7 Jul 03	Ramstein AB (1pax) <i>Trans</i>
123 STS	OEF/OIF	29 April - 9 Aug 03	6 pax
123 LS	AEF	4 May - 16 Jun 03	Ramstein AB (1 pax) <i>Trans</i>
123 CF	AFT	19 May - 4 Jun 03	Hickam AFB, HI (23 CF/12SFS/9MSF)
123 STS	OEF/OIF	20 May -	2 pax
123 AGS	AEF	25 May - 9 Jun 03	Ramstein AB (1 pax) <i>IM</i>
123 LS	AEF	25 May - 23 Jun 03	Ramstein AB (1 pax) <i>Trans</i>
123 LSF	AEF	26 May - 20 Jul 03	Ramstein AB (1 pax) <i>Log Planner</i>
123 LS	AEF	1 - 16 Jun 03	Ramstein AB (2 pax) <i>Trans</i>
123 APS	AFT	14-28 Jun 03	Norfolk, VA, 14 pax
123 LS	AEF	22 Jun - 7 Jul 03	Ramstein AB (1 pax) <i>Trans</i>
123 CES	OIF	5 Jul - 10 Nov 03	2 pax -
123 SFS	OIF	6 Jul - 13 Nov 03	11 pax - no cargo
123 LS	AEF	7 Jul-4 Aug 03	Iraq (1 pax) <i>Supply</i>
123 LS	AEF	7 Jul-3 Sep 03	Iraq (2 pax) <i>Supply</i>
123 AW	AEF	10 Jul - 18 Sep 03	Ramstein AB (1 pax) <i>Log Planner</i>
165 WF	AFT	12-26 Jul 03	Carswell AFB, TX (12 pax)
123 MDS	OIF	24 Jul - 8 Oct 03	1 pax
123 APS	AFT	26 Jul - 9 Aug 03	Ramstein AB, 24 pax
123 MSF	Joint Forge	26 Jul - 9 Aug 03	Ramstein AB (Support Kulis ANGB)(1 pax) <i>IM</i>
HQ KyANG	OIF	30 Jul - 7 Nov 03	2 pax
HQ KyANG	OIF	5 Aug - 10 Nov 03	2 pax
HQ KyANG	OIF	5 Aug - 2 Dec 03	1 pax
123 MXS	AEF	16 Aug - 15 Oct 03	CIRF, Ramstein AB (2 pax)
123 LS	AEF	5 Aug-5 Oct 03	Iraq (2 pax) <i>Supply</i>
123 LS	AEF	17 Aug - 14 Sep 03	Moron AB (1 pax) <i>Fuels</i>
123 SFS	ANGRC Support	21 Aug - Feb 04	JP-1 (1 pax)
123 LS	AEF	30 Aug - 14 Sep 03	Moron AB (1pax) <i>Fuels</i>
123 LS	AEF	30 Aug - 14 Oct 03	Moron AB (1pax) <i>Fuels</i>
123 LS	AEF	3 Sep - 4 Nov 03	Iraq (1 pax) <i>Supply</i>
165 WF	OIF	5 Sep 03 - 18 Jan 04	1 pax
123 MDS	Contingency Medical Readiness Trng	14 - 20 Sep 03	Alpena CRTIC (40 pax)
123 LS	AEF	17 Sep - 2 Nov 03	Moron AB (1pax) <i>Fuels</i>
165 AS	OIF	17 Sep - Oct 03	1 pax
123 AW	OIF	23 Sep - 3 Oct 03	(1 pax) <i>Chaplain Assist</i>
165 WF	AEF	21 Sep - 7 Oct 03	McChord AFB, WA (1 pax)
123 AW	AEF	28 Sep - 1 Nov 03	Ramstein AB (1 pax) <i>Log Planner</i>
123 LS	AEF	3 Oct - 2 Nov 03	Moron AB (3 pax) <i>Fuels</i>
123 LS	AEF	4 Oct - 4 Nov 03	Iraq (2 pax) <i>Supply</i>
123 SFS	Red Flag	12 Oct - 2 Nov 03	Nellis AFB, NV (7 pax)
123 LS	AEF	17 - 31 Oct 03	Moron Spain (1 pax) <i>Fuels</i>
165 WF	AEF	26 Oct - 25 Nov	Moron Spain (1 pax)
123 AW	OIF	29 Oct 03 -	SWA (27 initial, 32 follow no, 54 final) plus-up Nov 03 - 34 pax
123 LRS	AEF	6 Nov 03 - 7 Jan 04	Diego Garcia (1 pax) <i>Trans</i>
123 OG	OIF	10 Nov 03 -	SWA (1 pax)
123 CES	OIF	11 Nov 03 -	SWA (45 pax)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

HQ KyANG	OIF	11 Nov 03 -	SWA (1 pax)
123 CES	OIF	24 Nov 03 -	SWA (3 pax)
HQ KyANG	OEF	24 Nov 03 -	SWA (1 pax)
123 AW	OIF	7 Dec 03 -	SWA (1 pax)
123 AMXS	OEF	8 Dec 03 -	SWA (1 pax)
165 WF	OIF	10 Dec 03 - 9 Mar 04	Ft Lewis, WA (1 pax)
123 AW	AEF	26 Dec 03 - 31 Jan 04	Ramstein AB (1 pax) <i>Log Planner</i>

CY 2004 Deployments

UNIT	OPERATION	DATES	LOCATION / REMARKS
165 WF	OIF	1 Apr 03 -	1 pax
123 APS	OIF	10 Apr 03 - 10 Feb 04	23 pax (4 ea fwd deployed)
123 MDS	OIF	24 Jul 03 - 4 Feb 04	1 pax
123 SFS	ANGRC Support	21 Aug 03 - 29 Feb 04	JP-1 (1 pax)
123 AW	OIF	29 Oct 03 - 20 Feb 04	SWA (27 initial, 32 follow no, 54 final) plus-up Nov 03 - 34 pax
123 LRS	AEF	6 Nov 03 - 21 Mar 04	Diego Garcia (1 pax) Trans
123 OG	OIF	10 Nov 03 - 7 Apr 04	SWA (1 pax)
123 CES	OIF	11 Nov 03 - 11 Mar 04	SWA (45 pax)
HQ KYANG	OIF	11 Nov 03 - 6 Mar 04	SWA (1 pax)
123 CES	OIF	24 Nov 03 - 31 Mar 04	SWA (3 pax)
HQ KyANG	OEF	24 Nov 03 - 4 Apr 04	SWA (1 pax)
123 AW	OIF	7 Dec 03 - 5 Jan 04	SWA (1 pax)
123 APS	OIF	7 Dec 03 - 26 Feb 04	SWA (4-1 pax fwd deployed)
123 AMXS	OEF	8 Dec 03 - 20 Feb 04	SWA (1 pax)
165 WF	OIF	10 Dec 03 - 8 Mar 04	Ft Lewis, WA (1 pax)
123 AW	AEF	26 Dec 03 - 8 Feb 04	Ramstein AB, GE (1 pax) <i>Log Planner</i>
123 AW	Operation Deep Freeze	11 Jan- 20 Feb 04	Antarctica, (1 pax Safety)
165 OG	OEF	1 Feb 04 - 17 Apr 04	USAFE, (1 pax)
123 AW	NGAKY Conference	20-22 Feb 04	Ft. Mitchell, KY
123 APS	Silent Guide 04	29 Feb - 23 Mar 04	USEUCOM (2 pax)
165 AS	Bosslift	10-12 Mar 04	Charleston, SC
123 MDS	OIF	09 Mar 04 - 21 Jun 04	SWA (1 pax)
123 AW	IGX Site Survey	15-16 Mar 04	CRTC Savannah, GA
165 WF	OIF	17 Mar 04 - 22 Jun 04	SWA (1 pax)
123 MXS	OJF	23 Mar - 22 Apr 04	Ramstein AB, GE (1 pax- Fuels)
123 SVF	DFT	31 Mar - 16 Apr 04	Aviano, Italy
123 AW	Silver Flag	11-16 Apr 04	Tyndall AFB, FL (1 pax-Finance)
165 WF	Joint Guardian	11 Apr-20 Jul 04	USAFE, (1 pax)
123 AW	OJF	15 Apr - 6 Jun 04	Ramstein AB, Germany (2 acft, 70 pax)
123 AW	Thunder	17 Apr 04	Louisville, KY
123 MXG	Ecuador Air Force(FAE) Visit	18 - 23 Apr 04	Louisville, Ky (5 Mx, 1 Escort)
123 MDS	HSI	22-25 Apr 04	Health Services Inspection, Louisville, Ky
123 APS	Patriot Partner	24 Apr - 8 May 04	Hickham AFB, HI (30 pax)
123 AW	IGX 04-03B	1-6 May 04	ANG CRTC - 123 AW UTC 9AARA: 10 pax + cargo/ 9AAGS: 4 pax + cargo
HQ KyANG	OIF	14 May - 5 Jun 04	SWA (1 pax)
123 CES	OIF	26 May - 27 Aug 04	SWA (1 pax)
123 MXS	ECS (CIRF)	28 May - 28 Jun 04	Ramstein AB (1 pax) Propulsion
123 LRS	AD Support	1 - 11 Jun 04	Nellis AFB (2 pax)
123 STS	Training	5 - 18 Jun 04	Avon Park, FL (19 pax & equipment)
165 OG	OEF	15 Jun - 31 Jul 04	USAFE, (1 pax)
123 APS	DFT	17 Jun - 3 Jul 04	Aviano AB, IT (6 Pax)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

123 APS	DFT	19 Jun - 3 Jul 04	McGuire AFB, NJ (15 Pax)
123 LRS	AEF	22 Jun - 27 Jul	Ramstein AB (1 pax) Log Planner
123 MXS	ECS (CIRF)	22 Jun - 22 Jul	Ramstein AB (1 pax) Electro Enviro
123 AW	OJF	25 Jun - 25 Jul 04	Ramstein AB, Germany (2 acft, 72 pax)
123 MXS	ECS (CIRF)	25 Jun - 27 Jul 04	Ramstein AB (2 pax) Propulsion
HQ KYANG	ONE	10 Jul -	
123 AW	National MOWW Convention	20 - 25 Jul 04	Louisville, Ky
123 CES	AFT	24 Jul - 7 Aug 04	San Luis Obispo ARNG Post, Cal (33 pax)
Various	IGX 04-04A	27 Jul - 31 Jul 04	ANG CRTC - Med Sq (FFDAB 3 pax, FLGB 17 pax), Supply (JFBCC 1 pax)
123 CES	IGX 04-04B	2 - 8 Aug 04	ANG CRTC - 123 CES UTC 4F9DC (2 pax), APS (UFBAD Equip)
123 SFS	Raven Mission	17 - 21 Aug 04	South America (2 pax)
123 AW	Coronet Oak	28 Aug - 11 Sep 04	Puerto Rico (2 acft, 52 pax) "B" pkg.
123 CES	AEF/ECS	29 Aug 04 - 28/30 Dec 04 and 9 Jan 05	Istres, France (3 pax)
HQ KyANG	AEF/ECS	31 Aug 04 - 17 Jan 05	SWA (1 pax) Comm Staff Officer
123 AW	AEF-1/2 (Cycle V)	1 Sep - 31 Dec 04	123rd Airlift Wing AEF "Bucket"
123 APS	AEF/ECS	1 Sep 04-	Naples, Italy (1 pax)
123 MSG	AEF/ECS	3 Sep - 2 Oct 04	SWA (1 pax) First Sergeant
123 APS	Active Duty Support	3 Sep 04 - 30 Sep 04	Charleston AFB, SC (1 pax)
123 MDS	Humanitarian	4 - 20 Sep 04	Dominican Republic (2 pax)
123 LRS	OIF	8 Sep - 24 Nov 04	SWA (1 pax)
123 APS	AEF/ECS	10 Sep 04	Moron AB (1 pax)
123 AW	Coronet Oak	11 - 25 Sep 04	Puerto Rico (2 acft, 52 pax) "B" pkg
123 MSF	AEF/ECS	16 Sep 04 - 16 Jan 05	Rhein Main AB (1 pax)
123 APS	AEF/ECS	20 Sep 04 -	Moron AB (1 pax)
HQ KyANG	OEF	20 Sep 04 - 2 Oct 04	SWA (1 pax) CCM
123 SVS	Flood Relief	21 Sep - 1 Oct 04	Wheeling, WV (4 pax)
123 AW	Ky Special Olympics	25 Sep 04	Kentucky ANG Base
123 AW	Coronet Oak	25 Sep - 9 Oct 04	Puerto Rico (2 acft, 52 pax) "B" pkg
123 CES	Bivouac	7 - 10 Oct 04	Ft. Smith, AR (100 pax)
123 STS	Operation Deep Freeze	13 Oct - 1 Nov 04	Antarctica (1 pax)
123 AW	AEF/ECS	17 - 31 Oct 04	SWA (1 pax) Chaplain Asst.
123 LRS	AEF/ECS	19 Oct -	USAFE (1 pax)
123 ALCF	OIF	19 Oct -	USAFE (1 pax)
123 AW	Coronet Oak	23 Oct - 6 Nov 04	Puerto Rico (2 acft, 52 pax) "B" pkg
123 CES	ECS	23 Oct - 6 Nov 04	Coronet Oak Spt (3 pax) Firefighters
123 CF	IGX 05-01A	25 - 31 Oct 04	ANG CRTC - 123 Comm Flt UTC (2) KTD3 (4 pax ea - total 8 pax); JAG (XFFJ3 2 pax)
123 MDG	OIF	27 Oct -	SWA (1 pax)
123 LRS	OJF	27 Oct - 2 Dec 04	Sembach AB, Germany (2 pax)
123 LRS	OIF	28 Oct 04 - 4 Dec 04	SWA (1 pax)
Various	IGX 05-01B	2 - 6 Nov 04	ANG CRTC - Cmd Post (9ACP2 3 pax), OSSF (PFMAH Equip), MSS Flt (RFBF1 2 pax, RFBEO Equip), LRS (XFFK2 2 pax, XFFKT Equip, UFTSK 5 pax, 1 pax ea: UFTSL, UFTSN, UFTSQ, UFTSU, UFTSW 2 pax, UFTTB 1 pax, UFTTC 2 pax, UFTSP 2 pax,
123 APS	ODF	12 Nov - 17 Dec 04	Antarctica (1 pax)
123 CES	AEF/ECS	15 Nov 04 - 6 Jan 05	Curacao (6 pax) Firefighters (1 return 15 Dec)
123 APS	ODF	15 Nov - 23 Dec 04	Antarctica (1 pax)
123 APS	AEF/ECS	17 Nov 04-	Moron AB (2 pax) (1 returned 18 Dec 04)
123 AW	SPP	17 - 18 Nov 04	Kazakhstan Visit to Louisville

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

123 APS	AEF/ECS	20 Nov 04-	Moron AB (1 pax)
123 AW	Coronet Oak	20 Nov - 4 Dec 04	Puerto Rico (2 acft, 52 pax) "B" pkg
123 CES	AEF/ECS	20 Nov - 4 Dec 04	Coronet Oak Spt (3 pax) Firefighters
123 MXS	ONE	27 Nov 04 - 31 Jan 05	Madison, WI (1 pax) AGE
165 AS	OIF	30 Nov 04 -	Scott AFB, IL (1 pax) TACC
123 LRS	OIF	1 Dec -	SWA (2 pax)
123 LRS	USAFWS	2 - 15 Dec 04	Nellis AFB, NV (1 pax) POL
123 MXG	SPP	3 - 11 Dec 04	Kazakhstan (1 pax)
123 AW	Coronet Oak	11 - 24 Dec 04	Puerto Rico (2 acft, 52 pax) "A" pkg
123 CES	AEF/ECS	11 - 24 Dec 04	Coronet Oak Spt (2 pax) Firefighters
123 APS	ODF	12 Dec 04 - 19 Jan 05	Antarctica (1 pax)
123 OSF	OEF	13 Dec 04 -	SWA (1 pax) Weather
123 LRS	AEF/ECS	18 Dec 04 - 1 Feb 05	Ramstein AB (1 pax) Log Planner
123 APS	ODF	19 Dec 04 - 19 Jan 05	Antarctica (1 pax)
123 MDG	OIF	26 Dec -	SWA (1 pax)
123 AW	OIF	28 Dec -	SWA (1 pax)
123 OSF	AEF	8 Jan -	SWA (5 pax) Weather
123 AW	Coronet Oak	15 - 29 Jan 05	Puerto Rico (2 acft, 52 pax) "B" pkg

CY2005 Deployments

UNIT	OPERATION	DATES	LOCATION / REMARKS
165 WF	OIF	1 Apr 03 - 21 Feb 06	1 pax
123 CES	AEF/ECS	29 Aug 04 - 28/30Dec 04 and 9 Jan 05	Istres, France (3 pax)
HQ KyANG	AEF/ECS	31 Aug 04 - 17 Jan 05	SWA (1 pax) <i>Comm Staff Officer</i>
123 APS	AEF/ECS	1 Sep 04 - 15 Jan 05	Naples, Italy (1 pax)
123 APS	AEF/ECS	10 Sep 04 - 18 Jan 05	Moron AB (1 pax)
123 MSF	AEF/ECS	16 Sep 04 - 16 Jan 05	Rhein Main AB (1 pax)
123 APS	AEF/ECS	20 Sep 04 - 18 Jan 05	Moron AB (1 pax)
123 OSF	ANG CAT	23 Sep - 17 Oct 05	Andrews AFB (1 pax) <i>Weather Spt</i>
123 CES	AEF/ECS	15 Nov 04 - 6 Jan 05	Curacao (6 pax) <i>Firefighters (1 return 15 Dec)</i>
123 APS	AEF/ECS	17 Nov 04 - 18 Jan 05	Moron AB (2 pax) (1 returned 18 Dec 04)
123 MXS	ONE	27 Nov 04 - 31 Jan 05	Madison, WI (1 pax) AGE
165 AS	OIF	30 Nov 04 -	Scott AFB, IL (1 pax) TACC
123 APS	ODF	12 Dec 04 - 22 Jan 05	Antarctica (1 pax)
123 OSF	OEF	13 Dec 04 - 31 Mar 05	OJF (1 pax) <i>Weather</i>
123 LRS	AEF/ECS	15 Dec 04 - 1 Feb 05	Ramstein AB (1 pax) <i>Log Planner</i>
123 APS	AEF/ECS	18 Dec 04 - 18 Jan 05	Moron AB (1 pax)
123 MDG	OIF	26 Dec -27 Feb 05	SWA (1 pax)
123 AW	OIF	28 Dec - 30 Apr	SWA (1 pax) Chaplain Asst
123 CES	AEF	5 Jan 05 - 15 Feb 05	Istres, France (1 pax)
123 AW	OEF	8 Jan - 11 Apr 05	OJF (2 pax) <i>Weather UTC</i>
123 OSF	OEF	8 Jan - 8 Jul 05	OJF (1 pax) <i>Weather UTC</i>
123 OSF	OEF	8 Jan 05 -	(1 pax) <i>Weather UTC</i>
123 OSF	OEF	8 Jan - 1 May 05	OJF (1 pax) <i>Weather UTC</i>
123 AW	Coronet Oak	15 - 29 Jan 05	Puerto Rico (2 acft, 52 pax) "B" pkg
123 CES	ECS	15 - 29 Jan 05	Coronet Oak Spt (3 pax) <i>Firefighters</i>
123 AW	ODF	17 Jan - 26 Feb 05	Antarctica (1 pax) <i>Safety</i>
165 AS	AEF	13 Mar - 4 May	Joint Forge Support (1 pax)
123 CF	ORE	20 - 25 Mar 05	Gulfport CRTC - 123 Comm Fit UTC (2) 6KAAE (1 pax ea - total 2 pax)
123 MDS	OIF	23 Mar - 25 May 05	SWA (1 pax)
123 CES	AEF	30 Mar -17 Jul 05	SWA (1 pax) Red Horse Spt
123 SVF	ORI Support	20 - 30 Apr 05	Savannah CRTC (3 pax)
123 CES	OEF	21 Apr 05 - 28 Jun 05	Diego Garcia (2 pax)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

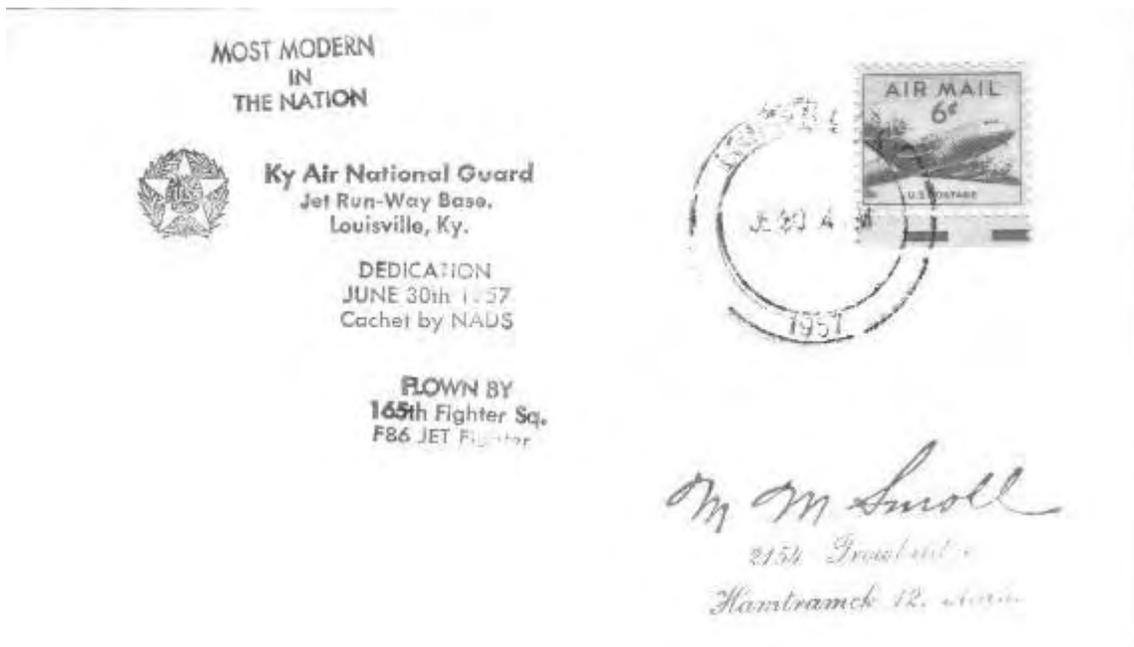
123 MXS	AEF	1 May - 11 Sep 05	SWA (1 pax)
123 CF	IGX 05-03B	2 - 8 May 05	Gulfport CRTC - 123 Comm Flt UTC (2) 6KAAE (1 pax ea - total 2 pax)
165 AS	OJF	14 May - 4 Jun 05	Ramstein AB, GE (1 pax)
123 APS	AFT	14 - 28 May 05	Ramstein AB, GE (23 pax)
123 CES	DFT	5 - 19 Jun 05	Mildenhall AB, UK (50 pax)
123 AMXS	Joint Forge Support	5 - 26 Jun 05	Ramstein AB, GE (1 pax)
123 MXS	Regional Rep. Ctr	5 Jun - 23 Sep 05	Ramstein AB, GE (1 pax)
123 SFS	Silver Flag	9 - 19 Jun 05	Martinsburg, WVA (35 pax)
123 MDG	OIF	15 Jun 05-31 Jul 05	SWA (1 pax)
123 SVF	Services Combat Tng	18 - 24 Jun 05	Dobbins ARB (11 pax)
123 STS	Global Patriot	9 - 21 Jul 05	Volk Fld (32 pax + cargo)
123 AW	Ancillary Training	24 - 29 Jul 05	Gulfport CRTC (450 pax)
123 AW	Ancillary Training	29 Jul - 3 Aug 05	Gulfport CRTC (450 pax)
123 OSF	AEF Support	1 Aug 05 - 1 Jan 06	Shaw AFB - Weather Support
123 APS	Patriot Partner	6 - 20 Aug 05	Charleston AFB, SC (20 pax)
123 STS	Hurricane Relief	31 Aug - 6 Sep 05	New Orleans NAS (13 pax + cargo)
123 STS	Hurricane Relief	1 Sep - 6 Sep 05	New Orleans NAS (9 pax + cargo)
123 SFS	Hurricane Relief	2 Sep - 22 Sep 05	Baton Rouge, LA (31 pax + cargo)
123 APS	Hurricane Relief	3 Sep - 17 Sep 05	Alexandria, LA (15 pax + cargo)
123 ALCF	Hurricane Relief	3 Sep - -17 Sep 05	Alexandria, LA (9 pax + cargo)
123 MDG	Hurricane Relief	6 Sep - 20 Sep 05	New Orleans NAS, LA (9 pax + cargo)
123 SVF	Hurricane Relief	7 Sep - 7 Oct 05	Gulfport CRTC, MS (7 pax + cargo) 2 pax returned
123 AW	Hurricane Relief	7 Sep - 18 Sep 05	Camp Shelby, MS (2 pax + cargo) <i>Chaplain</i>
123 MDG	Hurricane Relief	10 Sep - 30 Sep 05	Camp Shelby, MS (3 pax)
123 CES	OIF	8 Sep 05 - 20 Jan 06	SWA (1 pax)
123 CES	OIF	8 Sep 05 - 20 Jan 06	SWA (1 pax)
123 MDG	OIF	14 Sep 05 - 21 Jan 06	SWA (1 pax)
123 MDG	Hurricane Relief	20 Sep - 4 Oct 05	New Orleans NAS, LA (2 pax + cargo)
123 MDG	OIF	21 Sep 05 - 20 Apr 06	SWA (1 pax)
165 AS	OEF	22 Sep - 28 Sep 05	Baton Rouge, LA (1 pax)
123 STS	Hurricane Rita	23 Sep - 26 Sep 05	Meridian NAS, MS (14 pax + cargo) 4 pax + cargo ret early 27 Sep
HQ KyANG	OGHA Assisstance	24 Sep -	Various SWA (1 pax)
123 MDG	OIF	25 Sep - 6 Jan 06	SWA (1 pax)
165 AS	OEF	25 Sep - 31 Dec 05	SWA (1 pax) Support 153 AW
123 APS	Hurricane Rita	26 Sep - 7 Oct 05	Alexandria, LA (15 pax + cargo)
123 ALCF	Hurricane Rita	26 Sep - 7 Oct 05	Alexandria, LA (7 pax + cargo)
123 AW	Coronet Oak	1 - 15 Oct 05	Puerto Rico (2 acft, 55 pax) "A" pkg
123 STS	OIF	1 Oct 05 - 14 Jan 06	SWA (2 pax)
123 CES	BIVOUOC	13-16 Oct 05	Baden, NC (100 pax)
123 MDG	Hurricane Relief	15 Oct - 30 Oct 05	Gulfport, MS (3 pax)
123 MDG	Hurricane Relief	15 Oct - 30 Oct 05	New Orleans NAS, LA (6 pax)
123 MXS	Hurricane Relief	15 Oct - 15 Dec 05	Gulfport, MS (1 pax)
123 MDG	OEF	17 Oct - 6 Jan 06	SWA (1 pax)
123 STS	OIF	22 Oct -	SWA (10 pax + cargo)
123 STS	OIF	22 Oct 05 - 8 Jan 06	SWA (5 pax)
123 APS	Deployed AFT	22 Oct- 5 Nov	Hickam AFB, HI (13 pax)
123 AW	AEF	25 Oct 05 - 7 Jan 06	SWA (1 pax) Chaplain
123 AW	ORE	2 - 9 Nov 05	Savannah CRTC (450 pax)
123 AW	Coronet Oak	19 Nov - 3 Dec 05	Puerto Rico (2 acft, 55 pax) "B" pkg
123 AW	Coronet Oak	3 - 17 Dec 05	Puerto Rico (2 acft, 55 pax) "B" pkg
123 MXS	MXS Spt	5 Dec 05 - 4 Feb 06	Willow Grove, PA (1 pax) Backfill for 111th FW
123 STS	OIF	26 Dec -	SWA (5 pax)
123 AW	Coronet Oak	17 - 31 Dec 05	Puerto Rico (2 acft, 55 pax) "B" pkg

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

123 AW	Coronet Oak	31 Dec 05 - 14 Jan 06	Puerto Rico (2 acft, 55 pax) "B" pkg
CY 2006 Deployments			
UNIT	OPERATION	DATES	LOCATION / REMARKS
123 CES	OIF	8 Sep 05 - 20 Jan 06	SWA (1 pax)
123 CES	OIF	8 Sep 05 - 20 Jan 06	SWA (1 pax)
123 MDG	OIF	14 Sep 05 - 21 Jan 06	SWA (1 pax)
123 MDG	OIF	21 Sep 05 - 20 Apr 06	SWA (1 pax)
HQ KyANG	OGHA Assistance	24 Sep -	Various SWA (1 pax)
123 MDG	OIF	25 Sep - 6 Jan 06	SWA (1 pax)
123 STS	OIF	1 Oct 05 - 14 Jan 06	SWA (2 pax)
123 STS	OIF	22 Oct -	SWA (10 pax + cargo)
123 STS	OIF	22 Oct 05 - 8 Jan 06	SWA (5 pax)
123 MXS	MXS Spt	5 Dec 05 - 4 Feb 06	Willow Grove, PA (1 pax) Backfill for 111th FW
123 STS	OIF	26 Dec -	SWA (5 pax)
123 AW	Coronet Oak	31 Dec 05 - 14 Jan 06	Puerto Rico (2 acft, 55 pax) "B" pkg
165 AS	TACC	26 Jan - 24 Feb 06	Support Scott AFB TACC (1 pax)
123 LRS	ODF	7 - 28 Feb 06	Antartica (1 pax)
123 MXS	Survival Equ. Assist	6 Mar - 6 May 06	Kulis ANGB, AK (1 pax)
123 AW	ORI	2- 9 Apr 06	Savannah CRTS (391 Pax, 128.9 ST)
165 AS	Coronet Oak	15 Apr - 29 Jun 06	Puerto Rico (1 pax) <i>Pilot</i>
123 MXS	AEF 1-2	8-27 May 06	Ramstein AB, GE - Spt Shortfalls for 133 AW (2 pax)
123 AW	Joint Support Operation (JSO)	3 May - 31 Sep 06	Counter Drug Support (15 pax) Multi- Unit
123 APS	AEF 1-2	8 May - 8 Sep 06	Al Udeid AB, QA (1 pax)
123 CES	AEF 1-2	9 May - 9 Sep 06	Curacao, NA (9 pax) <i>Firefighters</i>
123 APS	AEF 1-2	12 May - 11 Jun 06	Moron AB, Spain (1 pax)
123 LRS	AEF 1-2	12 May - 12 Sep 06	Diego Garcia (1 pax) <i>Trans</i>
123 LRS	AEF 1-2	13 May - 14 Jun 06	Al Udeid AB, QA (1 pax) <i>POL</i>
123 LRS	AEF 1-2	14 May - 13 Jul 06	Al Udeid AB, QA (1 pax) <i>TMO</i>
123 CF	AEF 1-2	15 May - 30 Jul 06	Kandahar, AFG (1 pax)
123 CF	AEF 1-2	15 May - 13 Jul 06	Al Dhafra, UAE (2 pax)
123 APS	AEF 1-2	15 May - 15 Sep 06	Al Udeid AB, QA (4 pax)
123 SFS	Drug Interdiction	17 May - 30 Sep 06	London, KY (8 pax)
165 AS	AMC Assist	19 May - 23 Jul 06	Ramstein AB (1 pax) <i>Load Master</i>
123 APS	AEF 1-2	19 May - 19 Sep 06	Al Udeid AB, QA (10 pax)
123 LRS	AEF 1-2	19 May - 13 Jul 06	Balad AB, IQ (1 pax) <i>TMO</i>
123 APS	AEF 1-2	20 May - 20 Sep 06	Al Udeid AB, QA (1 pax)
123 LRS	AEF 1-2	28 May - 10 Jul 06	Ramstein AB, GE (1 pax) <i>TMO</i>
123 APS	AEF 1-2	31 May - 4 Jul 06	Spangdahlem AB, GE (1 pax) <i>APS/JI</i>
165 AS	MPA Tour	2 Jun - 30 Sep 06	Langley AFB, VA (1 Pax) Loadmaster
165 AS	AMC Support	2 Jun 06 -2 Aug 06	Ramstein AB,GE (2 pax) Load/Engineer
123 CF	AEF 1-2	7 Jun - 7 Jul 06	Al Dhafra, UAE (2 pax) <i>Comm</i>
123 CF	AEF 1-2	7 Jun - 10 Aug 06	Kandahar, Afganistan (1 pax) <i>Comm</i>
123 LRS	AEF 1-2	9 Jun - 7 Oct 06	Patch Barracks Germany (1 pax) <i>Supply</i>
123 LRS	AEF 1-2	12 Jun - 12 Jul 06	Ramstein AB, GE (1 pax) <i>Log Planner</i>
123 ALCF	AEF 1-2	15 Jun - 15 Sep 06	Spangdahlem AB, GE (1 pax) <i>Loadmaster</i>
123 LRS	OIF	18 Jun - 31 Jul 06	SWA (1 Pax)
123 LRS	AEF 1-2	13 Jun - 20 Jul 06	Diego Garcia (2 pax) <i>Fuels</i>
165 AS	AEF 1-2	28 Jun - 28 Jul 06	Kuwait City, Kuwait (1 pax) <i>Nav</i>
123 MXS	AEF 1-2	5 - 19 Jul 06	Ramstein AB, GE (1 pax) <i>Hydraulics</i>
123 SFS	Expert Training	10 - 27 Jul 06	Mojave Desert (13 pax)
123 SFS	Expert Training	10 - 27 Jul 06	Mojave Desert (2 pax)
HQ KyANG	Red Flag Alaska	15 Jul - 7 Aug 06	Elmendorf AFB, AK (45 pax & cargo)
123 MXS	AEF 1-2	19 Jul - 2 Aug 06	Ramstein AB, GE (1pax) <i>Hydraulics</i>
123 AW	Operation Jump Start	22 Jul - 12 Aug 06	Phoenix , AZ (Col Dornbush's Team)

A Brief History of the Kentucky Air National Guard — Fortune Favors the Brave

123 SFS	Red Flag	31 Jul - 1 Sep 06	Nellis AFB, NV (4 pax)
123 OSF	AEF 1-2	31 Jul -17 Aug 06	Ramstein AB. GE (2 pax) <i>Intel</i>
123 MDG	OJS	1 - 30 Aug 06	Deming, NM, (3 pax)
123 APS	AEF 1-2	7 Aug - 6 Sep 06	Moron AB, Spain (2 pax)
123 LRS	AEF 1-2	7 Aug - 6 Sep 06	Moron AB, Spain (2 pax) <i>Fuels</i>
123 SFS	OIF	9 Aug 06 - 18 Feb 07	SWA (2 pax)
HQ KyANG	OIF	10 Aug 06 -	SWA (1 Pax)
123 LRS	AEF 1-2	17 Aug - 18 Sep 06	Balad AB, IQ (2 pax) <i>TMO</i>
123 OSF	AEF 1-2	14 Aug - 3 Sep 06	Ramstein AB, GE (1 pax) <i>Intel</i>
123 SFS	OIF	19 Aug 06 - 18 Feb 07	SWA (13 pax)
165 AS	OIF	27 Aug - 5 Nov 06	SWA (2pax)
123 MDG	FEMA Exercise	5-10 Sep 06	Savannah CRTIC, GA (44 pax)
123 LRS	AEF 3-4	6 Sep -12 Jan 07	Al Udeid AB, Qatar (1 pax) <i>Supply</i>
123 AW	AEF	7 Sep - 7 Nov 06	Tyndall AFB, FL (1 pax) <i>JAG</i>
123 LRS	OIF	8 Sep 06 - 6 Mar 07	SWA (4 pax) <i>Trans</i>
123 MXS	OIF	15 Sep - 15 Jan 07	SWA (1 pax)
123 MDG	AFT	17 - 27 Sep 06	Savannah CRTIC, GA (10 pax)
123 STS	OIF	23 Aug - 3 Nov 06	SWA (1pax)



Aircraft of the Kentucky Air National Guard

1946 - P-51 Mustang

Primary Function: Pursuit (Long range fighter)

Contractor: North American

Crew: One

Unit Cost: \$54,000

Powerplant Packard built Rolls-Royce "Merlin" V-1650 of 1,695 hp

Dimensions Length: 32 ft 3 in Wingspan: 37 ft 0 in Height: 13 ft 8 in

Performance Speed: 437 mph Ceiling: 41,900 ft

Range: 1,000 miles

Armament Six .50-cal. machine guns and ten 5 in. rockets, or 2,000 lbs. of bombs

The P-51 was the first U.S. fighter aircraft to fly over Europe after the fall of France. The Mustang destroyed 4,950 enemy aircraft in the air during World War II, more than any other fighter in Europe. ^{xci}



1952 - F-84 Thunderjet

Flown only in England by the KyANG

Primary Function: Fighter

Contractor: Republic

Crew: One

Unit Cost: \$212,000

Powerplant One Allison J35 jet engine rated at 4,900 lb. of thrust

Dimensions Length: 38 ft, 6 in Wingspan: 36 ft, 5 in Height: 12 ft, 7 in

Performance Speed: 620 mph Ceiling: 43,240 ft Range: 1,485 miles

Armament Six .50-cal machine guns and eight 5 in rockets, or 2,000 lb of bombs or napalm tanks

The F-84 was the USAF's first post-war fighter.

The F-84 was the USAF's jet fighter that could carry a tactical atomic weapon. ^{xcii}



1956 - F-86 Sabre

Primary Function: Fighter

Contractor: North American

Crew: One

Unit Cost: \$178,000

Powerplant One General Electric J-47 turbojet of 5,200 lbs thrust

Dimensions Length: 37 ft. 6 in. Wingspan: 37 ft. 1 in. Height: 14 ft. 8 in.

Performance: Speed: 685 mph Ceiling: 49,000 ft

Range: 1,200 miles

Armament Six .50-cal. machine guns and eight 5 in. rockets or 2,000 lbs. of bombs



The F-86 was the USAF's first swept-wing jet aircraft. ^{xciii}

1958 - RB-57 Canberra

Primary Function: Bomber

Contractor: Martin

Crew: 2 (pilot, electronic warfare officer)

Unit Cost: \$1,264,000

Powerplant Two Wright J65-W-5s or two Buick J65-BW-5s of 7,220 lbs. thrust each

Dimensions Length: 65 ft. 6 in. Wingspan: 64 ft

Height: 15 ft. 6 in.

Performance Speed: 570 mph Ceiling: 49,000 ft Range: 2,000 miles

Armament Four 20mm cannons, eight .50 caliber machine guns, up to 5,000 lb of external bombs, and four weapons pylons for bombs or rockets

Service Life First Flight: July 20, 1953 End of Service: 1959 Number Built: [403 total]

The Canberra broke a long-standing tradition for the US of not buying foreign aircraft. The B-57 is based off of the British Electric Canberra. ^{xciv}



1965 - RF-101 Voodoo

Primary Function: Escort/All-weather interceptor/Fighter-Bomber/Reconn.

Contractor: McDonnell

Crew: One

Unit Cost: N/A

Powerplant Two Pratt & Whitney J57-P-55 turbojet engines rated at 17,000Lb (7,666Kg) each

Dimensions Length: 67 feet 5 inches Wingspan: 39 feet 8 inches Height: 18 feet

Performance Speed: Max. 1,009 mph Ceiling: 38,900 ft

Range: N/A

Armament Four 20 mm cannons, low-altitude bombing systems, 1,620-pound bomb or 3,721-pound nuclear bomb

The F-101 aided in the Cuban missile crisis and Vietnam War. ^{xcv}



1976 - RF-4C Phantom

Primary Function: All-weather fighter-bomber

Contractor: McDonnell Douglas

Crew: F-4G -- Two (pilot and electronic warfare officer)

Unit Cost: \$18.4 million

Powerplant Two J79 General Electric engines rated at 17,900 lb of thrust

Dimensions Length: 62 feet, 11 inches (19.1 meters) Wingspan: 38 feet, 11 inches (11.8 meters) Height: 16 feet, 5 inches (5 meters)

Performance Speed: 1,498 mph at 40,000 ft Ceiling: 60,000 feet (18,182 meters) Range: 1,300 miles (1,130 nautical miles)

Armament Four AIM-7 Sparrow and four AIM-9M Sidewinder missiles, AGM-65 Maverick missiles, AGM-88 HARM missile capability, and one fuselage centerline bomb rack and four pylon bomb racks capable of carrying 12,500 pounds (5,625 kilograms) of general purpose bombs.

The Phantom was the first multi-service aircraft, flying concomitantly with the U.S. Navy, Air Force and Marine Corps.

The Phantom was the first and only aircraft to be flown concomitantly by both the Blue Angels and the Thunderbirds.

The F-4C first flew for the Air Force in May 1963 and the Air National Guard began flying the F-4C in January 1972. The Air Force Reserve received its first Phantom II in June 1978. The F-4D model, with major changes that increase accuracy in weapons delivery, was delivered to the Air Force in March 1966, to the Air National Guard in 1977, and to the Air Force Reserve in 1980.

The first F-4E was delivered to the Air Force in October 1967. The Air National Guard received its first F-4E in 1985, the Air Force Reserve in 1987. This model, with an additional fuselage fuel tank, leading-edge slats for increased maneuverability, and an improved engine, also has an internally mounted 20mm multi-barrel gun with improved fire-control system.^{xvii}



1989 - C-130 B Hercules

1992 - C-130 H Hercules

Primary Function: Tactical and intratheater airlift

Contractor: Lockheed

Crew: Five (two pilots, a navigator, flight engineer and loadmaster)

Unit Cost: C-130J, \$48.5 million (FY98 constant dollars)

Powerplant Four Allison T56-A-15 turboprops; 4,300 horsepower, each engine

Dimensions Length: 97 feet, 9 inches (29.3 meters) Wingspan: 132 feet, 7 inches (39.7 meters) Height: 38 feet, 3 inches (11.4 meters)

Performance Speed: 374 mph (Mach 0.57) at 20,000 feet (6,060 meters) Ceiling: 33,000 feet (10,000 meters) with 100,000 pounds (45,000 kilograms) payload Range: N/A

Armament N/A

The C-130 Hercules is the West's most widely used and versatile military transport.



Using its aft loading ramp and door the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six wheeled armored vehicles to standard palletized cargo and military personnel. In an aerial delivery role, it can air drop loads up to 42,000 pounds or use its high-floatation landing gear to land and deliver cargo on rough, dirt strips.

The flexible design of the Hercules enables it to be configured for many different missions, allowing for one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable allowing the aircraft to revert back to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor loaded material, air drop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130E's that were ordered used the same Allison T56-A-7 engine, but added two 1,290 gallon external fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130H's with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

The latest C-130 to be produced, the C-130J entered the inventory in February 1999. With the noticeable difference of a six bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models, and has allowed the introduction of the C-130J-30, a stretch version with a 15-foot fuselage extension. Air Force has selected the C-130J-30 to replace retiring C-130E's. Approximately 168 C-130J/J-30s are planned for the inventory. To date, the Air Force has purchased 29 C-130J aircraft from Lockheed Martin Aeronautics Company.^{xvii}

In Memoriam – Kentucky Air National Guard



Capt. Thomas F. Mantel, Jr

January 7, 1948



1st Lt. George Conder

July 14, 1951



Capt. Richard L. Ross

October 1, 1950



Capt. John W Shewmaker

*(MIA)**

October 23, 1951

1st Lt. Lawrence B. Kelly

December 31, 1953



Capt. Merlin R. Kehrer

March 30, 1951



Lt. Col. Lee J. Merkel

January 31, 1956



*1st Lt. Eugene L. Ruiz**

July 2, 1951

1st Lt. Owen W Turner

January 28, 1957



2nd Lt. Richard L. Hudson
October 30, 1957



Maj. Richard A. Strang
February 6, 1992



Capt. Robert W Sawyer
August 5, 1968



Capt. Warren G. Klingamen
February 6, 1992



Capt. Roger M. Sanders
September 14, 1971



Lt. Vincent D. Yancar
February 6, 1992



T Sgt. David A. Atkinson
July 12, 1991



M Sgt. William G. Hawkins
February 6, 1992



M Sgt. John M Medley
February 6, 1992



T Sgt. Martin A. Tracy
August 7, 2002



T Sgt. Christopher A. Matero
August 7, 2002







Grade Lane base construction





Senior Leaders of the Kentucky Air National Guard

Air Commanders

Col John B. Conaway * 1972-77
Col Carl D. Black 1977-83
Brig Gen John L. Smith 1983-90
Col John V. Greene 1991-92
Brig Gen Stewart R. Byrne 1992-95
Col Michael L. Harden 1995-99
Col Clifton W. Leslie 1999-01
Col Michael L. Harden 2001-2004
Col. Mark R. Kraus 2004- Present

* Col Conaway was promoted to the rank of brigadier general effective 1 April 1977, with his transfer to the National Guard Bureau as deputy director for air. He ultimately retired as a lieutenant general after serving as chief of the bureau from 1990 to 1993.

Adjutant General

Maj. Gen. Richard L. Frymire 1971-1977

Deputy Adjutants General

Brig. Gen. (Col) Taylor L. Davidson 1978*
* The federally recognized ranks are shown in parentheses.

Deputy Adjutant General (Air)

Brig Gen Howard P. Hunt III – 2006 – Present*

* New full-time positions created within the Department of Military Affairs adding an additional Deputy Adjutant General and designating one as Army and one as Air. Previously it was a single position titled only Deputy Adjutant General.

Assistant Adjutants General for Air

Maj Gen (Col) Thomas F. Marshall * 1956-1959
Brig Gen William Dunn Ott 1959-1967
Col Verne M. Yahne 1968-1970
Brig Gen Jack H. Owen 1970-1972
Col (Lt Col) James C. Pickett, Jr. * 1972-1974
Col William J. Semonin 1974-75
Brig Gen L. A. Quebbeman 1975-78
Brig Gen (Col) Taylor L. Davidson 1978
Brig Gen Fred W. Cross 1978-80
Brig Gen John M. Karibo 1981-84
Brig Gen Fred F. Bradley 1984-91
Brig Gen John L. Smith 1991-92
Brig Gen (Col) John E. Kuhn * 1992-93
Brig Gen Verna D. Fairchild 1993-99

Brig Gen Richard W. Ash 1999-2003
Brig Gen Hank Morrow 2003–2004
Brig Gen Robert J. Yaple 2005–2006
Brig Gen Howard P. Hunt III 2006 – Present
* The federally recognized ranks are shown in parentheses.

Wing Commanders

Brig Gen Philip P. Ardery (group commander) * 1947-50
Brig Gen Philip P. Ardery 1950-52
Lt Col Lee J. Merkel 1952
Brig Gen Philip P. Ardery 1952-60
Brig Gen William Dun Ott (acting) 1960-61
Brig Gen William H. Webster 1961-66
Brig Gen Jack H. Owen 1966-70
Col Verne M. Yahne 1970-72
Col William J. Semonin 1972-73
Brig Gen L. A. Quebbeman 1974
Brig Gen Fred F. Bradley 1974-81
Brig Gen Carl D. Black 1981-83
Brig Gen John L. Smith 1983-90
Col Joseph L. Kottak 1990
Brig Gen John L. Smith 1990-91
Col John V. Greene 1991-92
Brig Gen Stewart R. Byrne 1992-95
Col Michael L. Harden 1995-99
Col Clifton W. Leslie 1999-01
Col Michael L. Harden 2001-2004
Col Mark R. Kraus 2004 - Present

* The highest echelon in the Kentucky Air Guard from 1947 to 1950 was the 123rd Fighter Group. Thus, Ardery actually was group commander during these years. He assumed the post of wing commander, 123rd Fighter Wing, when that unit was created for mobilization to Fort Knox, Ky. on 26 Oct. 1950.

Detachment Commanders

Lt Col Lee J. Merkel 1947-56
Col Verne M. Yahne 1956-72

Senior Enlisted Advisors & Command Chief Master Sergeants

State

CMSgt Walter Carter - Senior Enlisted Advisor - 1978-1979
CMSgt Roy Adams - Senior Enlisted Advisor - 1987-1992
CMSgt Martin Anderson - Senior Enlisted Advisor - 1992-1997
CMSgt David Pope - Command Chief - 1997-2000
CMSgt James K. Fogle - Command Chief - 2000-2003
CMSgt John M. Grant - Command Chief - 2003-Present

Wing

CMSgt Al Gering - Command Chief - 1996-1997

CMSgt David Orange - Command Chief - 1997-2001

CMSgt Michael G. Mitro - Command Chief - 2001- 2005

CMSgt Thomas G. Downs, Jr. - Command Chief - 2006 – Present



Special Distinctions

Kentucky Air National Guard Honorees in the Kentucky Aviation Hall of Fame courtesy Aviation Museum of Kentucky



Chartered by the Commonwealth Legislature as Kentucky's official Aviation Hall of Fame, the Kentucky Aviation Hall of Fame was established to recognize and enshrine those Kentuckians (and those with close ties to Kentucky) who have made significant contributions to the fields of aviation and aerospace.

2002 Aviation Achievement Award

The Kentucky Air National Guard received the 2002 Aviation Achievement Award for their service to Kentucky and the nation in war and in peace since 1946.

The Guard was presented by former Chief of the U.S. National Guard, Lt. Gen. John B. Conaway. The award was accepted by Brig. Gen. Richard W. Ash, Assistant Adjutant General, Kentucky Air National Guard.

Maj Gen Philip Ardery (Inducted – 1996)



Maj. Gen. Philip Ardery USAFR, Retired, was a decorated World War II bomber pilot who served two combat tours in the European theater, including participation in the famed Ploesti raid. After the war, he was commander of the Kentucky Air National Guard for many years. Formerly of Paris, Ky, Gen. Ardery is now a Louisville resident.

Hon. Henry Meigs, II (Inducted – 1998)



The Honorable Henry Meigs, II was a P-38 pilot in World War II, with 13 air victories while flying out of Guadalcanal. A flight from his unit downed the aircraft of famed Japanese Admiral Yamamoto in 1943. Mr. Meigs is a retired Circuit Judge for Franklin County.

Lt Gen John Conaway (Inducted – 2005)



Henderson – John Conaway's career of service to his nation started with ROTC training, led to the West Virginia Guard, and then transferred to the Kentucky Air National Guard. Called to active duty in 1968, he served in Alaska, Panama, Japan and Korea. In June 1969, he returned to the Guard as operations officer. He was appointed vice commander of the 123rd Tactical Reconnaissance Wing, with units in Kentucky, Arkansas, Nevada and Idaho. He was recalled to active duty as deputy director of the Air National Guard in April 1977 and in April 1981 became director. In February 1990, Conaway was appointed Chief of the National Guard Bureau, Washington, D.C. He was responsible for the day-to-day operations of the National Guard Bureau, including supervision of the Army and Air directorates, as well as the joint staff. He retired in 1993. John Conaway is a decorated command pilot with more than 6,500 flying hours

On October 22, 2006 a ceremony was held at the Air National Guard base naming the Kentucky Air National Guard Headquarters Building in honor of Lt. Gen. John B. Conaway. Conaway joined the Kentucky Air National Guard in 1963 and was Chief of the National Guard Bureau from 1990 to 1993.



Maj Gen Richard L. Frymire (Inducted – 2006)



Gen. Richard Frymire is the only Kentucky Air National Guardsman to serve as Adjutant General of Kentucky. An aviator with over 4,000 hours in jet fighter/reconnaissance aircraft, Frymire served as the principal military advisor to Governors Ford and Carroll. As Commander of the Kentucky Army and Air National Guard, he oversaw 7,500 members and their training, equipping and preparing units for peacetime and wartime missions. He also oversaw the state Division of Emergency Management.

An Irvington native, Frymire enjoyed a 31-year military career. After graduating from Centre College in '52, he entered the Naval Aviation cadet program. He was designated a Naval Aviator with commission as second lieutenant, U.S. Marine Corps in March 1954. Upon completing his Marine Corps tour in '56, he returned to KY and joined the KY Air National Guard. He also entered the UK-Law School, graduating in '59 and moving his family to Madisonville.

From '56 to '68, he was a pilot, instructor pilot, flight leader, and operations officer. In the 1968 Pueblo crisis, Frymire was mobilized for active duty. During this period he flew RF-101 missions in Korea and Alaska. Frymire also served as Majority Leader of the KY State Senate. His political career began in '62 and included eight years in the General Assembly, four each in the House of Representatives and Senate

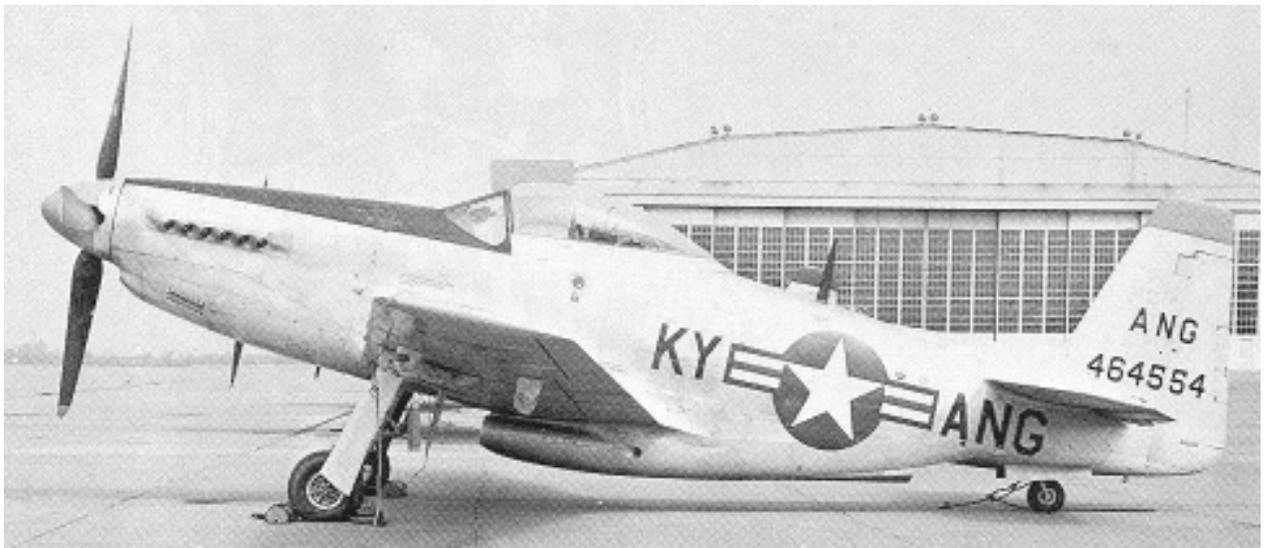
In '71, Governor Ford appointed him as Adjutant General of KY. Under his leadership, the KYANG emerged as the best Air National Guard unit in the nation. The foundation Frymire laid led to the KYANG winning the Air Force Outstanding Unit Award (today the KYANG is the most decorated ANG unit in the nation) and the '81 Spatz Trophy signifying the "Best ANG Flying Unit in the Nation."

As Director of the Division of Disaster and Emergency Services, Frymire overhauled the Civil Defense division of the KY Military Department by changing its focus from surviving nuclear bombs, to providing first response aid to tornado and flood victims and administering the FEMA recovery programs.

Additionally, Frymire served as Chairman, Tactical Air Command Reserve Forces Policy Committee. He was one of two Air National Guard general officer representatives on the Air Reserve Forces General Officer Management Committee.

His decorations include the Distinguished Service Medal with one oak leaf cluster, Legion of Merit, and the Air Force Commendation Medal. General Frymire was also awarded a Distinguished Service Medal from both KY and Oklahoma. Additionally, the National Guard Association of the United States awarded him its Distinguished Service Medal in 1977.

On Oct. 21, 2006 a ceremony was held naming the State Emergency Operations Center (EOC) after Maj. Gen. Richard Frymire. Frymire served as Adjutant General for Kentucky from 1971 to 1977.



-
- ⁱ Army Historical Series, Getting the Message Through, A Branch History of the U. S. Army Signal Corps by Rebecca Robbins Raines, Center of Military History, United States Army, Washington DC 1996. P 119
- ⁱⁱ Getting the Message Through P 119
- ⁱⁱⁱ http://www.centennialofflight.gov/essay/Wright_Bros/WR_OV.htm
- ^{iv} National Aeronautic Association web site
- ^v <http://www.armyavnmuseum.org/history/past.html>
- ^{vi} Sergeants magazine June 1989 p 10 by George E. Hicks and July 1989 p. 10 same publication same author.
- ^{vii} Getting the Message Through P 128
- ^{viii} Sergeants magazine June 1989 p 10 by George E. Hicks and July 1989 p. 10 same publication same author.
- ^{ix} Sergeants magazine June 1989 p 10 by George E. Hicks and July 1989 p. 10 same publication same author.
- ^x Sergeants magazine June 1989 p 10 by George E. Hicks and July 1989 p. 10 same publication same author.
- ^{xi} Getting the Message Through p 131
- ^{xii} <http://www.globalsecurity.org/military/facility/selfridge.htm>
- ^{xiii} <http://www.af.mil/history/overview.asp>
- ^{xiv} Getting the Message Through p. 131
- ^{xv} <http://glennhcurtiss.com/id26.htm>
- ^{xvi} Getting the Signal Through P.147
- ^{xvii} Report of the Operations of the First Aero Squadron, Signal Corps, With the Mexican Punitive Expedition, For Period March 15 to August 15, 1916. By Capt Benjamin D. Foulois, Signal Corps, U.S. Army. August 28, 1916.
- ^{xviii} Getting the Message Through p149
- ^{xix} Department of Defense Press Release “Ceremony Commemorates First Military Flight” dated March 8, 2006 http://www.defenselink.mil/news/Mar2006/20060308_4427.html
- ^{xx} General Order No. 1 dated January 20, 1917, General Order Book, 1917.
- ^{xxi} The Courier Journal 5 Feb 1917 P 14, Col. 8
- ^{xxii} The Courier Journal 12 Feb 1917 P 9
- ^{xxiii} Courier Journal 26 March 1917 p 10 col. 5.
- ^{xxiv} The Courier Journal 5 Feb 1917 P 14, Col. 8
- ^{xxv} <http://www.globalsecurity.org/military/facility/saufley-field.htm>
- ^{xxvi} <http://www.ang.af.mil/History/Features/EarlyAmericanAviators.asp>
- ^{xxvii} The Modern National Guard published by Fiarcount LLC Tampa Fl – Origins of the Air National Guard article by Michael D. Doubler p 62 2003
- ^{xxviii} <http://www.ang.af.mil/history/PhotoHistory/Era/Havens.asp>
- ^{xxix} Courtesy NGB History website
- ^{xxx} <http://www.moguard.com/units/MONG.units.131fw.htm>
- ^{xxxi} Matthew D. Rector Cultural Resource Manager, Fort Knox in an e-mail summarizing August 12, 1927 Elizabethtown News story.
- ^{xxxii} <http://www.cr.nps.gov/nr/travel/aviation/bow.htm>
- ^{xxxiii} <http://www.charleslindbergh.com/history/gugtour.asp>
- ^{xxxiv} <http://www.ket.org/trips/aviation/sellers.htm>
- ^{xxxv} <http://www.ket.org/trips/aviation/vanmeter.htm>
- ^{xxxvi} The History of Godman Army Airfield, Fort Knox Kentucky 1918-1968. HQ US Army Armor Center Aviation Group Provisional 50th Anniversary of Fort Knox and Godman Field.
- ^{xxxvii} The History of Godman Army Airfield, Fort Knox Kentucky 1918-1968. HQ US Army Armor Center Aviation Group Provisional 50th Anniversary of Fort Knox and Godman Field.
- ^{xxxviii} <http://www.globalsecurity.org/military/facility/godman.htm>
- ^{xxxix} The Falls City Engineers - A History of the Corps of Engineers Louisville District Military Mission p. 213 www.usace.army.mil/usace-docs/misc/un22/c-13.pdf
- ^{xl} Brief History of Godman Field, Kentucky 1918-1954 prepared by USAF Historical Division May 1960. Courtesy KHS.
- ^{xli} Kentucky Historical Highway Marker Number: 1731 Godman Field
- ^{xlii} <http://www.cr.nps.gov/nr/travel/aviation/bow.htm>
- ^{xliii} Correspondence from Charles W. Arrington dated August 3, 2005.
- ^{xliv} Correspondence from Charles W. Arrington dated August 3, 2005.
- ^{xlv} Kentucky Historical Highway Marker Number: 1676 Bowman Field

- ^{xlvi} E-mail dated 6 Apr 2006 from William Butler AFHRA / RSO
- ^{xlvii} E-mail dated 6 Apr 2006 from William Butler AFHRA / RSO
- ^{xlviii} http://www.armyreserve.army.mil/USARC/DIV-IT/0100DIV-IT/0100_DIV-IT_History.htm
- ^{xlix} [http://www.aeroclublou.org/ History of the Aero Club of Louisville by Sherry Hutcherson](http://www.aeroclublou.org/History%20of%20the%20Aero%20Club%20of%20Louisville%20by%20Sherry%20Hutcherson)
- ¹ <http://www.flylouisville.com/bfa/>
- ^{li} The History of Godman Army Airfield, Fort Knox Kentucky 1918-1968. HQ US Army Armor Center Aviation Group Provisional 50th Anniversary of Fort Knox and Godman Field.
- ^{lii} http://www.langley.af.mil/wm_source/1_fw_source/staff_agency/HO/1933.doc
- ^{liii} Undated clipping located with the papers of COL George M. Chescheir at the Kentucky Historical Society likely published in the “United States Army and Navy Journal and Gazette of the Regular and Volunteer Forces” sometime between August 1916 and May 1917
- ^{liv} Courier Journal February 11, 1920.
- ^{lv} Kentucky Encyclopedia “Camp Zachary Taylor” Page 159 Col A. by James J. Holmberg.
- ^{lvi} Army and Navy Changes of the Day The Washington Post Jan, 14, 1917 ProQest Historical Newspapers Courtesy KDLA
- ^{lvii} Army Orders The Washington Post March 20, 1917 ProQest Historical Newspapers courtesy KDLA
- ^{lviii} Paul Guthrie “Keeling Gaines Pulliam, Jr. – Perpetrator of a Hoax or a Hero?”
<http://www.westernfront.co.uk/thegreatwar/articles/individuals/keelinggainespulliam.htm>
- ^{lix} Obituary Los Angeles Times November 16, 1974 ProQest Historical Newspapers Courtesy KDLA
- ^{lx} Lexington newspaper clipping undated - headline “Many of Lexington Signal Company Officers And Men Attained Distinction”.
- ^{lxi} The Courier Journal 23 March 1917 Page 2 Col 2
- ^{lxii} http://www.uky.edu/armyrotc/history_growth.html
- ^{lxiii} http://www.uky.edu/armyrotc/history_ww2.html
- ^{lxiv} http://www.wwiaviation.com/aces/ace_Creech.shtml
- ^{lxv} http://www.airfields-freeman.com/KY/Airfields_KY_E.html
- ^{lxvi} <http://www.bluegrassairport.com/New%20Releases/beginnings.html>
- ^{lxvii} Courier Journal July 3, 1934
- ^{lxviii} Publication - Candidates for 2005 enshrinement in the Kentucky Aviation Hall of Fame undated
- ^{lxix} <http://www.armyavnmuseum.org/history/past.html>
- ^{lxx} Publication - Candidates for 2005 enshrinement in the Kentucky Aviation Hall of Fame undated
- ^{lxxi} <http://www.globalsecurity.org/military/systems/aircraft/utility.htm>
- ^{lxxii} Kentucky National Guard History World War II – Berlin Crisis 1937 – 1962 edited by COL (R) Joe Craft.
- ^{lxxiii} <http://www.armyavnmuseum.org/history/past.html>
- ^{lxxiv} The United States Air National Guard by Rene J. Francillon; Word Air Power Journal, Aerospace Publishing London, Airtime Publishing USA 1993 Page 38
- ^{lxxv} The United States Air National Guard by Rene J. Francillon; Word Air Power Journal, Aerospace Publishing London, Airtime Publishing USA 1993 Page 38
- ^{lxxvi} Kentucky Air National Guard – The men and aircraft of the KY ANG Part One by Tom Ivie, Air Classics magazine Number 3, March 1987 Page 26
- ^{lxxvii} The United States Air National Guard by Rene J. Francillon; Word Air Power Journal, Aerospace Publishing London, Airtime Publishing USA 1993 Table 6 Page 210
- ^{lxxviii} Mustangs to Phantoms 1947-1977 - The Story of the first 30 years of the Kentucky Air National Guard Page 36
- ^{lxxix} Kentucky National Guard History World War II – Berlin Crisis 1937 – 1962 edited by COL (R) Joe Craft.
- ^{lxxx} Mustangs to Phantoms P 38
- ^{lxxxi} <http://www.flylouisville.com/about/history.asp>
- ^{lxxxii} Kentucky Air National Guard – The men and aircraft of the KY ANG Part One by Tom Ivie, Air Classics magazine Number 3, March 1987 Page 26
- ^{lxxxiii} Mustangs to Phantoms 1947-1977 - The Story of the first 30 years of the Kentucky Air National Guard
- ^{lxxxiv} Quadrennial Report of the Adjutant General 9 December 1947 to 30 June 1951
- ^{lxxxv} Kentucky Air National Guard – The men and aircraft of the KY ANG Part One by Tom Ivie, Air Classics magazine Number 3, March 1987 Page 26
- ^{lxxxvi} The United States Air National Guard by Rene J. Francillon; Word Air Power Journal, Aerospace Publishing London, Airtime Publishing USA 1993 Table 6 Page 42 col. A
- ^{lxxxvii} Kentucky Department of Military Affairs General Order 5 dated 17 February 1959

^{lxxxviii} Mustangs to Phantoms 1947-1977 - The Story of the first 30 years of the Kentucky Air National Guard Page 136

^{lxxxix} The United States Air National Guard by Rene J. Francillon; Word Air Power Journal, Aerospace Publishing
London, Airtime Publishing USA 1993 Table 6 Page 96 photo caption

^{xc} http://www.ngb.army.mil/resources/photo_gallery/index.html?lib=heritage/index.htm

^{xc} http://www.globalaircraft.org/planes/p-51_mustang.pl

^{xcii} http://www.globalaircraft.org/planes/f-84_thunderjet.pl

^{xciii} http://www.globalaircraft.org/planes/f-86_sabre.pl

^{xciv} http://www.globalaircraft.org/planes/b-57_canberra.pl

^{xcv} http://www.globalaircraft.org/planes/f-101_voodoo.pl

^{xcvi} http://www.globalaircraft.org/planes/f-4_phantom_ii.pl

^{xcvii} http://www.globalaircraft.org/planes/c-130_hercules.pl



Kentucky
UNBRIDLED SPIRIT™