

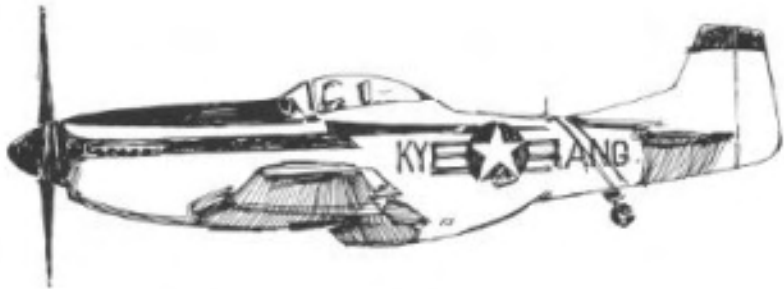


KYANG

1947-77 Mustangs to
Phantoms

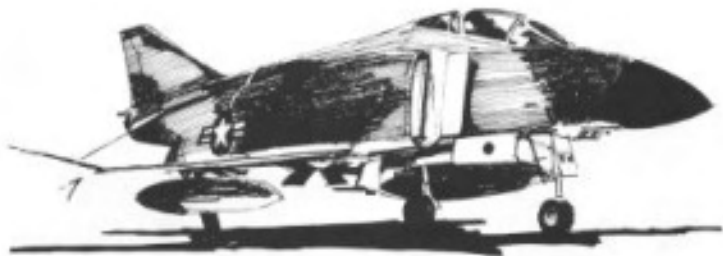






KYANG

1947-77 Mustangs to
Phantoms





The story
of the first 30 years
of the
Kentucky Air National Guard

1947-77 Mustangs to Phantoms



Anniversary Staff

Brig Gen Lawrence A. Quebbeman
Assistant Adjutant General for Air

Col William P. Gast
Chief of Staff—Coordinator

Lt Col Donald L. Armstrong—Col James S. Long
Editors

Contributing Editors

Col Winfred L. Appleby
Col Eugene F. Kinnaird Jr.
Col Billy J. Yeiser
Col Robert K. Hendricks

Lt Col Samuel L. Cooper
Lt Col Thomas D. Scott
Maj James A. Dougherty
Maj Thomas G. Mooney
Maj Richard H. Jett

Capt Edward W. Tonini, Advertising Director

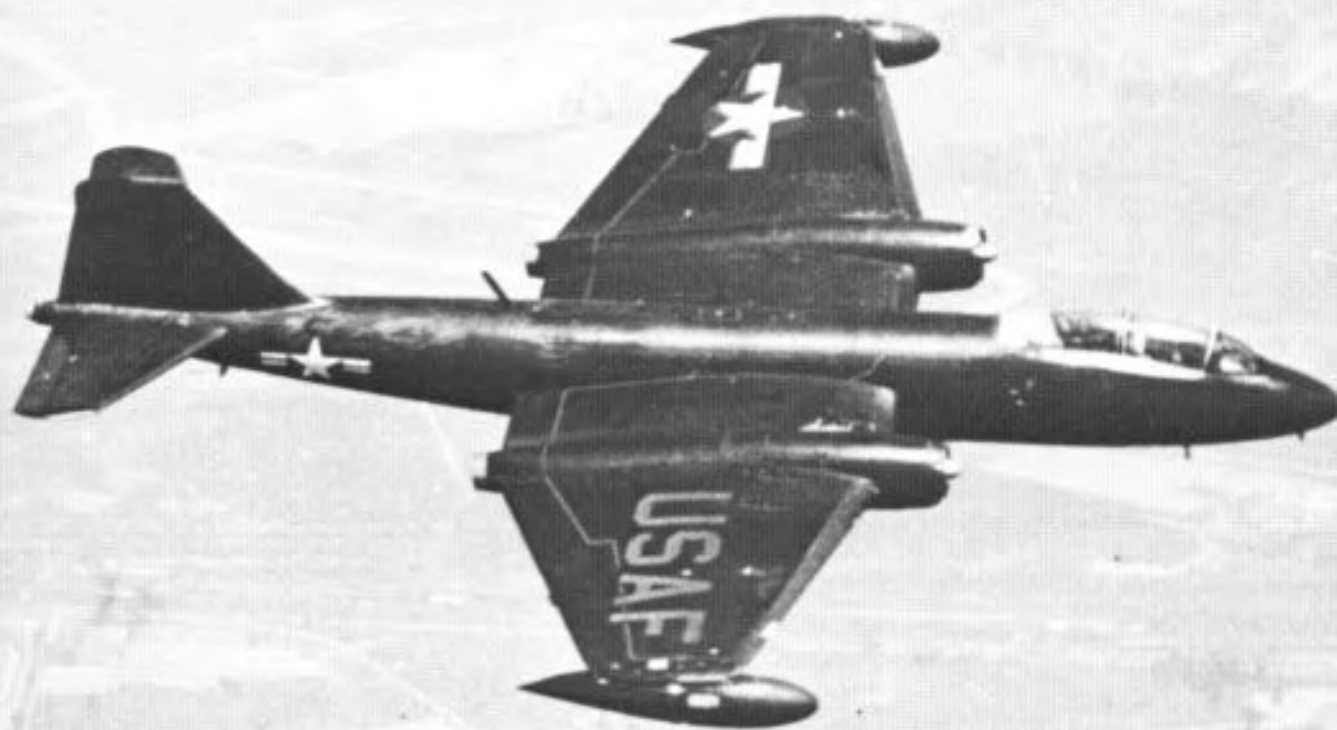
Editorial Assistants

CMSgt Walter Carter
SMSgt Eddie "Scottie" Baker
SMSgt Howard Curtis
MSgt Louis Caufield
MSgt Paul Coyle, Artist
MSgt Walter D. Tinsley

MSgt James E. Turpin
TSgt Billy T. Childers
SSgt Gary Ezell
SSgt Carol A. Glass
SSgt Billy C. Robison
Sgt Marilyn S. Uptegraft

Contents

Dedication	4
Foreword	5
In Memoriam	12
Organizations	14
Commanders	20
Field Training Sites	24
Early History	34
The Mustang Years: 1947-56	40
The Sabre Jet Years: 1956-57	104
The Canberra Years: 1958-65	120
The Voodoo Years: 1965-76	152
The Phantom Years: 1976-77	232
1977: The 30th Anniversary Reunion	248
Present and Former Members	257
Chronology of the KyANG: 1942-77	281
Index to Advertisers & Patrons	304



PHOTOGRAPH: One of the monumental transitions of the Kentucky Air National Guard was the change in mission from air defense to reconnaissance. The aircraft change went from the F-86 Sabrejet to the RB-57 Canberra. Piloting the Canberras were Verne Yahne, Bob Hendricks and Jim McClure. In the Sabre is John McClure.



Dedication

It is with deep appreciation that this volume, 1947-77: Mustangs to Phantoms, is dedicated to the men and women of the Kentucky Air National Guard. Their unrelenting efforts have made the difference between an ordinary unit and a great one. To them belong not only the colors and the heraldry of the Kentucky Air National Guard, but the laurels of a grateful city, state and nation.

—The Editors, 1977



Foreword

TO THE MEMBERS OF THE KENTUCKY AIR NATIONAL GUARD:

Those of us who have put a large pie-slice of our lives into the Kentucky Air National Guard are bound to be proud of it as a fine military organization, and particularly to take note of it on this 30th anniversary of its founding.

I feel that to have been in it at the very beginning was a special privilege. I take pride in the fact that when the first call to extended active duty came after World War II, we were one of five wings in the nation considered combat-ready.

Flying the airplanes was always a very special joy; the greater joy always was the companionship of wonderful people. We are all a part of those with whom we associate and I know we all agree that associations formed in the Kentucky Air National Guard contribute a lasting and important part of our lives.



Philip P. Ardery

PHILIP P. ARDERY, Maj Gen (Ret.)
Former Wing Commander



Governor of Kentucky

OFFICE OF THE GOVERNOR
FRANKFORT, KENTUCKY 40601

JULIAN M. CARROLL
GOVERNOR



To:

The Members of the Kentucky Air National Guard

I wish you my warmest congratulations on your 30th Anniversary. Your accomplishments and achievements, individually and collectively, have contributed to the readiness of the Air National Guard of the United States in its role in the nation's defense posture. These accomplishments are exemplary of the fine qualities and traditions of the Commonwealth of Kentucky.

May the Kentucky Air Guardsmen of the future continue the fine and dedicated record of the past and present Air Guardsmen in helping to keep these United States militarily strong.

Sincerely,

A handwritten signature in black ink that reads "Julian M. Carroll". The signature is fluid and cursive, with a large initial "J" and "C".

Julian M. Carroll

Former Governors of Kentucky

Simeon Willis	1943-47
Earle C. Clements	1947-50
Lawrence W. Wetherby	1950-55
Albert B. Chandler	1955-59
Bert T. Combs	1959-63
Edward T. Breathitt Jr.	1963-67
Louie B. Nunn	1967-71
Wendell Ford	1971-74
Julian M. Carroll	1974-present

Adjutant General of Kentucky



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF MILITARY AFFAIRS
OFFICE OF THE ADJUTANT GENERAL
FRANKFORT 40601



22 April 1977

TO: Kentucky Air National Guardsmen

Every member of the Kentucky Air National Guard, past and present, living or deceased, is in some way a part of this book. The pages that follow reflect highlights of thirty years of outstanding service in peace, war, and emergency.

Since 1947, the Kentucky Air National Guard has trained and has been mission ready as a part of our Nation's total defense posture. The Kentucky Air National Guard was ready during the Korean Crisis during the 1950's. It was ready during the Pueblo Crisis of 1968 when called to active duty for 18 months. It stands ready to serve this Nation today.

Our readiness level of the Kentucky Air National Guard, confirmed by Air Force inspections and active service, continues to provide the State and Nation with highly trained professionals.

You have every reason to be proud of the individual achievements, the readiness condition of our units, and the willingness of our Air National Guardsmen to serve. I am confident that so long as we have people, such as yourselves, who offer their talents in service to the Nation, that it will long endure.

Sincerely,

RICHARD L. FRYMIRE
Major General, Ky NG
The Adjutant General



Former Adjutant Generals of Kentucky

Brig Gen Gustavus H. May	1944-47
Maj Gen Roscoe L. Murray	1947-51
Maj Gen Jesse L. Lindsay	1951-55
Maj Gen J.J.B. Williams	1955-59
Maj Gen Arthur Y. Lloyd	1959-67
Maj Gen Allan K. Carroll	1967-68
Maj Gen Larry C. Dawson	1968-71
Maj Gen Richard L. Frymire	1971-present

Assistant Adjutant General for Air



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF MILITARY AFFAIRS
OFFICE OF THE ADJUTANT GENERAL
FRANKFORT 40601



TO: THE MEMBERS OF THE KENTUCKY AIR NATIONAL GUARD

This August will mark 30 years of rich, rewarding and productive history for the Kentucky Air National Guard. We have accomplished a great deal and have been to many places in this period. Korea, South America, Viet Nam, Alaska, Bermuda, Puerto Rico, Canada, England and Japan have seen Kentucky Air Guardsmen at work, and probably will long remember them. As you turn through the pages of this book you'll see photographs of old friends and relive old times. You'll certainly recall mobilizations, summer camps, joint services special exercises, and "drills." You'll certainly remember the frustrations, the hard work, the good times and good camaraderie uniquely characteristic of our unit.

On any anniversary it is easy to get lost in the past; nostalgia seems to put a rosy glow on the hardships. But let's not forget that today's work, problems, goals and accomplishments will constitute the "good old days" for our 50th anniversary.

As we remember fondly the past we cannot afford to shirk the future: let us rededicate ourselves to continuing the high quality of mission accomplishment for which we are now prominently known. On our 50th anniversary I am positive we will be able to point with pride to our accomplishments of today.

L. A. Quebbeman
L. A. QUEBBEMAN
Brigadier General, KyANG
Assistant Adjutant General

Assistant Adjutant Generals for Air

Maj Gen (Col) Thomas F. Marshall	1956-59*
Brig Gen William Dunn Ott	1959-67
Col Verne M. Yahne	1968-69
Brig Gen Jack H. Owen	1970-72
Col (Lt Col) James C. Pickett Jr.	1972-74*
Col William J. Semonin	1974-75
Brig Gen L. A. Quebbeman	1975-present

* Col Marshall, who died in 1970, served as deputy adjutant general in the state rank of major general, but with federal status as a colonel. He was again under state appointment awaiting federal action on his appointment as assistant adjutant general for air when he died. Lt Col Pickett served without federal status as assistant adjutant general for air with state rank of colonel.

Commander, 123rd Tactical Reconnaissance Wing

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 123RD TACTICAL RECONNAISSANCE WING (ANG-TAC)
STANFORD FIELD (ANG), LOUISVILLE, KENTUCKY 40233



OFFICE OF THE COMMANDER

TO: THE MEMBERS OF THE KENTUCKY AIR NATIONAL GUARD



This year we can look at our history and congratulate ourselves. Our honors, our recognition, our achievements have been earned. No one gave them away. We deserved every award we've received.

We are recognized as one of the best Air National Guard units in the country. That distinction applies not only to the Flyers but to everyone in the 123d Tac Recon Wing who makes the mission possible--the maintenance crews, the civil engineers, the security police, the medics, the personnel troops, the administrative people. Everyone is part of the Wing. Everyone shares the "...attaboy."

I'm proud to be your Commander. You are the type of unit that makes the job rewarding. As we go to our 31st year, it will only get better.

Sincerely,

FRED F. BRADLEY
Brigadier General, KyANG
Commander

Wing Commanders

Brig Gen Philip P. Ardery	1947-60
Brig Gen William Dunn Ott	1960 (acting)
Brig Gen William H. Webster	1961-65
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-present

Lt Col Lee J. Merkel
1947-56



Base Detachment Commanders

Col Verne M. Yahne
1956-72





Col John B. Conaway*
1972-77

*Colonel Conaway was promoted to brigadier general effective April 1, 1977, with his transfer to the National Guard Bureau as deputy director for air.

Air Commanders



Col Carl D. Black
1977-present





High Flight

By John Gillespie Magee Jr.

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence, Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

In Memoriam

Capt Thomas F. Mantell Jr.	Jan. 7, 1948
Capt Richard L. Ross	Oct. 1, 1950
Capt Merlin R. Kehrter*	March 30, 1951
1st Lt Eugene L. Ruiz*	July 2, 1951
1st Lt George Conder	July 14, 1951
Capt John William Shewmaker (MIA)*	Oct. 23, 1951
1st Lt Lawrence B. Kelly	Dec. 31, 1953
Lt Col Lee J. Merkel	Jan. 31, 1956
1st Lt Owen W. Turner	Jan. 28, 1957
2d Lt Richard E. Hudson	Oct. 30, 1957
Capt Robert W. Sawyer	Aug. 5, 1968
Capt Roger M. Sanders	Sept. 14, 1971

*Serving with other units during Korean War





Organizations of the Kentucky Air National Guard



Headquarters Kentucky Air National Guard

Brig. Gen. Lawrence A. Quebbeman
Assistant Adjutant General for Air

ABOVE--(First row) Howard Curtis, Marilyn Uptegraft, Carol Glass, James Turpin, Scotty Barker, Billy C. Robison. (Second row) Eugene F. Kinnaird Jr., Winfred L. Appleby, Samuel L. Cooper, Donald L. Armstrong, Thomas G. Moody, James S. Long. (Third row) Lawrence A. Quebbeman, Richard H. Jett, William P. Gast, Walter D. Tinsley, Billy J. Yeiser

BELOW--(First row) Barbara Krekol, Patricia Dennis, Bill Byrum, Bill Rice, Doug Goins, Ken Wheeler. (Middle row) Gary Cline, Albert Higgins, Russell Dennis, Paul Coyle, Steve Ciukaj, George Newman. (Back row) Fred F. Bradley, John L. Smith, Niel Woodcock, Al Gering, Jeffrey D. Rankin, Richard Robison, Roland D. VonGruenigen.

Headquarters 123d Tactical Recon Wing

Brig. Gen. Fred F. Bradley
Commander





123d Combat Support Gp.

Lt. Col. James M. Archer, Commander

LEFT—(First row) John M. Hubbard, George Hill, Donald L. Durbin, Glenn Duhs, J. C. Burckel, Edwin H. Hornung, Eugene M. Eisenmenger. (Second row) Walter A. Baker, D. R. Scott, Raymond A. Kottak, Robert T. Gordon, Irven V. Pope, Karl Bennett, George A. Duncan. (Third row) James M. Archer, John C. Ogden, William D. Harralson, Stephen J. Riley, Robert O. Williams, James A. Dougherty, Robert A. Lawrence. (Back row) William H. Hays Jr. and Neil Woodcock.



Other Units of Combat Support Group

LEFT—(First row) Larry C. Ricketts, William Robinson, Jerry E. Pope, Glenn D. Adair, Steven L. Otto, Earl M. Cundiff, Michael J. Munting. (Second row) Charles E. Beams, Edward Spalding, Carl Schuster, Hugh Carberry, Roy Swartwood, Ken Dungan, Raymond T. Price. (Third row) K. Y. Will, Bill Band, Norman Zalesky, Eugene Collins, Lamont Wilson, Jay P. Lowe, Johnny Jones. (Back row) Jim Kessler, John D. Layman, James B. Hughes, William Moore, Robert Brockman, Carroll Barrett.



ABOVE—(First row) Patrick Gannon, Joseph Paulowski, Michael J. Buchholt, James Thomas, Dan Jones, James Metcalf, Gary C. Hunt. (Second row) Eddie H. Lawson, Blaine E. Crandell, Ronald W. Sheehan, Philip Dinkins, Michael Cook, Robert Bowling Jr., William H. Harkins. (Third row) Elijah Teague Jr., Russ deMatos, Michael D. Marcum, Alan C. Bunting, Larry W. Clark, Terry Houchin, M. R. Kraus. (Fourth row) John K. Foos, Charley Ennis, Bertla Pearl, Allene C. Burt, Robert M. Burnett, William H. Morgenthal, Michael F. Zehnder. (Back row) Franklin E. Story, Howard E. McIntosh, David Jenkins.



ABOVE—(First row) Richard W. Rightor, Sharon Taylor, Roger Woods, Charles Hill, Stanley Barras, John M. Bell. (Second row) Alice Jean Charbonneau, Don Briney, Michael Bridwell, Thomas Scott, Richard Finck, David Keys, Ross Brown. (Third row) Billy Moss, James Musgrove, Lonnie Scott, H. Gilpin, Ruth Mathis, R. Reazor, Charles L. Cummings. (Fourth row) M. Smith, Billy Meyers, Larry Brannin, D. Beard, R. A. Stringer, Larry Lee, Lawrence Roland. (Fifth row) John Penland, Ken Wallace, Clifford Alves, Randell Richardson, Ken Miller, E. Palm, Beverly J. Leavell. (Back row) Ed Logsdon.



165th Tactical Recon Squadron

Lt. Col. Austin P. Snyder, Commander

ABOVE—Austin P. Snyder, commander. (First row) Jerry Becker, James Amburgy Jr., Gene Beeber, Larry Stephenson, H. D. Hall, M. W. Block, Mike Franklin. (Second row) Claude C. Davis, J. M. Medley, R. C. Riddle, R. A. Moneypenny, T. J. Cleary, R. W. Mercer, Billy Ketterer. (Third row) L. A. Kelty, Joseph E. Akridge, W. C. Pharris, Al Phillips, Gary Woolums, Thurston Sullivan, W. T. Smith. (Fourth row) F.W. Green, Robert Denton, J. R. Swanner, Gary HockerSmith, Donald Johnson, David Pollard, Allen Lake. (Back row) Sam Conder.



RIGHT—(First row) David O. Lynch, Alan Larrabee, Paul Rhodes, Bruce Loveless, John R. Pearl, Paul W. Arnett. (Second row) Michael Harden, Gary Taylor, James Bowlds, Roy Goldblatt, James Peele, Gary Spanyer. (Third row) Donald M. Ware, J. A. Banasiak, R. L. Brown, John S. Chanda, Warren T. Mills, Edgar Schulz. (Fourth row) Bill Leslie, Lee Kirkwood, Richard Coker, Jay V. Paxton, Donald L. Krstich, Maurice L. Wood. (Fifth row) D. R. Moore, W. T. Thornton, R. T. Stewart, Paul Riepenhoff, Jim Turner, Robert Kuhnle, Joe Kottak. (Sixth row) Edsel Geary, Bob Eppler, Richard Weaver, James Shay, Ronald C. McDermitt, John V. Greene. (Seventh row) Richard S. Isaacs, Dennis W. Shipley, Terry C. Clodfelter, Bruce Schantz, Earl R. Harrison, Norris C. Delph.

Mixed Officer Flights



LEFT—(First row) Harry R. Mitchell, Henry S. Youd, S. L. Welsh, Dorsey Gruver, George Hancock, William Spencer. (Second row) Stanley Worsham, Glenn Duhs, Joe Haddad, John Hubbard, Thomas Marks, Charles Van Namen. (Third row) Ed Hornung, Teresa Korte, Stewart Byrne, Susan Pearl, Don Ryan, J. C. Burckel. (Fourth row) Bob Lawrence, Irven Pope, Dan Scott, Jackie Reid, Gary Burge, George Duncan. (Fifth row) Dwight Pounds, Ron Hall, Howard Hunt, Walter Baker, Robert Williams, John Silverman. (Sixth row) John Oswald, Arnold Voglesong, Steve Riley, Eugene Eisenmenger, Billy J. Arnold, Ronald Bland. (Seventh row) Jack Crowner, John Ogden, Joe Amon, Bill Seiber, George Hill, Robert Yaden.



ABOVE—(First row) Charles Lurker, Reba Humphrey, Carol Crawley, Billy Milburn, Bernie Shaughnessy, Paul Marks, Tom Rogers. (Second row) Joe Marcum, Robert King, Johnetta Johnson, Philip Brumback, Maurice Ward, Paul Canfield, M. L. Wilson. (Third row) Arvel Ray Harding, Gary Bettag, Robert Allen, Lewis Stanley, Richard Scanlon, William Ford, Norman Emily.

RIGHT—(First row) Wendell Downs, Robert Burke, George Amin, James Webb, Gary Stormes, Richard Sheffler, Roy Adams. (Second row) Jerry Royalty, Ronald Thompson, Esley Hiser, Leo Bowman, James Ray, David Fink, Steven Wegman. (Third row) David Goatley, Marconi Smith, David Schmitz, Leroy Korfhage, Kenneth Conner, Bobby Strank, Rod Logsdon. (Fourth row) Ronald George, George Miller, Donnie Warner, Walter Souder, Kenneth Hammond, George Nailley, James Roth. (Fifth row) Douglas Dalton, James Rogge, Donald Kleehamer, Randolph Hort, Stanley Puhl, Ronald LeGrand, Michael Korfhage. (Back row) John Arms, Roger Hamilton.



RIGHT—(First row) Alan Shirley, Melvin Richardson, Dwight Coffman, Beecher Clemens, Ron Thompson, David Willis. (Second row) Donald Watt, Bruce Hammond, Edward Webb, James Crane, Daniel Jones, Richard Kitchen. (Third row) Edwin Qualls, Jerry Perkins, Donald Hopper, Jack Dym, John Collins, Jerry Dickey. (Fourth row) John Henry, Fred G. Follows, Melvin Davis, Tim Jasper, James Charbonneau, James Moore. (Fifth row) Larry Phillips, Roger Jordan, Steven Baar, Jim Amburgey, John Reavey, Melvin Bowles. (Sixth row) Daniel Richeson, Paul Bell, James Miller, Jared Live, David Heustis, Michael Lenberger. (Back row) David Rubel, Douglas Maddox, William Marcum, Willie Goutley, Ken Franklin.

123d CAM Squadron

Lt. Col. Norris C. Delph, Commander



LEFT—(First row) Alfred Eades, C. L. Benedict, Richard Higgins, Howard E. McIntosh, Don Pack, Chester Royse, William Pierce, Floyd Tuttle. (Second row) A. J. Weisenberger, John Catlett, James Brown, Darrell Minton, Rodney Terry, R. Y. Thomas, James Snodgrass, J. L. Shaughnessy. (Third row) Steven Vance, Richard Ellingsworth, Dan Noland, Marion Hamilton, Boyd Thomas, Jimmie White, M. L. Schmidt, Edward F. Umbreit. (Fourth row) Donald Fox, Paul Brooks, Denzil Craig, James Everett, Gary Rutledge, Don Richeson, Barry Steenbergen, Paul Stone. (Fifth Row) D. L. Soffregen, William Erbele, James Mack, Wendel Littlefield, Howard Jones, Frank Hall, John Hourigan, Frank Bronger. (Sixth row) J. L. Wallace, William Sale, Thomas James, Sam Farquhar, Dennis Miceli, Dennis Barber, Dennis McGowan, Emory Burnett. (Back row) Richard Evans, Robert Bronger, Mark Hall (falcon), Charlie Johnson, Mike Harp, Kenneth Lewis, Edward Stowers, Donald Westerman.





CAM Squadron

Sensor Flight

ABOVE—(First row) C. W. Milam, R. L. Brawner, W. H. Willis, M. H. Mery, T. C. Lamb. (Second row) L. N. Belcher, L. R. Sprague, J. R. Cockerel, C. W. Ireland, W. T. Johnson. (Third row) J. W. Hill, S. B. Wesley, V. C. Crouch, L. E. Thomas, G. D. Jones. (Fourth row) J. Onski, J. L. Kirby, G. A. Clayton, D. B. Redmon, C. W. Jenkins. (Fifth row) H. J. Blair, P. F. Reinhard, B. L. Price, G. G. Gowen, W. H. Ragland. (Sixth row) I. B. Davis, G. R. Lambert, R. L. Murray, D. B. Kennedy, T. E. Cochran. (Seventh row) J. Blanton, D. L. Cook, L. J. Cowles, J. R. Kirk, F. A. Lunsford. (Eighth row) R. L. Becker, D. C. Wilson, R. G. Sinclair, R. C. Schoeffler.

123d Tactical Hospital

Lt. Col. John M. Karibo (M.D.), Commander



ABOVE—(First row) James Summers, Ronald Sciarra, Rodney Burch, Bonnie Tebault, Jane Hite, Renate Shaak. (Second row) Robert Cosby, James Andry, Thomas Blair, Knox Lewis, Timothy Brown, Jimmy Cash. (Third row) Steve Victor, Edward Head, Guy Ray, James Oney, Robert Abell, Ed Woertz. (Back row) Jack Finck, Shirley Rudolph.



123d Communications Flight

Maj. Henry S. Youd, Commander

ABOVE—(First row) Clifton Chapman, Paul Davidson, James Jacks, Donald D. Armstrong, Shelby Croutcher, Taska Cox. (Second row) Jerry Lawson, R. E. Baumgartel, Herbert Shown, Wallace Elbe, Norman Gentry, Samuel Duncan. (Third row) Mark Strelow, Henry Penner, Barry Dow, Donald Smith, Stephen Duncan, Marvin Childress. (Fourth row) William Moore Jr., Patsy Powell, Henry S. Youd.



123d Civil Engineer Flight

Lt. Col. James M. Kline, Commander

LEFT—(First row) Donald O'Toole, Robert Burns, Gurvis Buis, Louis Luckett, Timothy Gilbert, James W. Pontrich, Dwight Roop. (Second row) John Stevens, Dallas Pranty, Larry Daugherty, William Martin, Thomas Hunt, Dennis Wethington, Mike Boyd. (Third row) Orville Patterson, William Lanier, John Wise, Pat Fields, Richard Eaton, Arthur Woolery, Larry Simpson. (Fourth row) Patrick Werner, Letcher Asher, Jerry Green, James Elias, Terry Meredith, Denver Roop, James Braun. (Fifth row) William Jones Charles Riplinger Jr., Conrad Brosius, Anthony Hettlinger, Michael Wright, John Henle, Gary Knight. (Sixth row) Darrel Gaddie, Jackie Dwelley, Russel Slinger, Paul Renn, James Turner, Thomas Coates. (Back row) Joseph Amon, Thomas Marks, Richard Ash, Billy J. Arnold, James Lambert, James M. Kline.



Weapons Security Flight

1st Lt. Garrett Johnson, Commander

LEFT—(First row) Larry Smothers, Mazy Hutchins, Truly Fair, Mike Marks, Donald Wilburn, Neal Puckett, Norman Fischer. (Second row) Donald Locke, Patricia Abell, Tim Norris, Larry Clason, Glenn Davis, Terry Uebel. (Back row) William Keeling, Earl Osborne, James Ray, Jay Wilkinson, Allen Harris.



Mobility Support Flight

Maj. William H. Hays Jr., Commander

LEFT—(First row) Michael Webb, Edward Rachford, Robert Johnson, Dennis Triplett, Diana Doyle, Peter Bennett, Joseph Dink. (Second row) Salvadore Gullo, Garry Brock, Douglas Westfall, Paul Prys, Margaret Hood, James C. Hood, John Walker. (Third row) Donald Swift, Byrd Saylor III, Bobby Jackson, Herbert Winstel, Esle Black, Robert Chesnut, Phillip McCormick. (Back row) Dennis Morrison, Thomas McDonald, William Mitchell, Billy J. Burton.



123d Weather Flight

Major Donald Engleman, Commander

Front row: Forrest Nelson, Russell Durham, Robert Voll. Second row: Elizabeth Pohl, Janice Hill, Randall Richardson. Third row: Jerry Mitchell, James Sammons, Michael Lawson.

Commanders of the Kentucky Air National Guard

The 123d Fighter Wing was created from personnel of the activated units of the 123d Fighter Group Oct. 26, 1950, and activated in place at Godman Field, Ft. Knox, Ky.

123d Fighter Wing

1950-52 Col Philip P. Ardery

The 123d Fighter Wing was deactivated from federal service July 9, 1952, and returned to Kentucky. It was, at that point, redesignated the 123d Fighter-Interceptor Wing located at Louisville, Ky. The personnel of what had been the 123d Fighter Wing remained at Manston RAF Station, England, and became the 406th Fighter Wing with Col Ardery still in command. Lt Col Lee J. Merkel, back at Standiford, was temporarily placed in charge of the wing until Col Ardery returned from England and was appointed again as wing commander Oct. 27, 1952.

123d Fighter-Interceptor Wing

1952 Lt Col Lee J. Merkel
1952-53 Col Philip P. Ardery

123d Fighter-Bomber Wing

1953-55 Col Philip P. Ardery

123d Fighter-Interceptor Wing

1955-58 Brig Gen Philip P. Ardery

123d Tactical Reconnaissance Wing

1958-60 Brig Gen Philip P. Ardery
1960-61 Brig Gen Wm. Dunn Ott
(acting)
1961-66 Brig Gen William H.
Webster
1966-70 Brig Gen Jack H. Owen
1970-72 Col Verne M. Yahne
1972-73 Col William J. Semonin
1973-74 Col L.A. Quebbeman
1974-present Brig Gen Fred F. Bradley

The 123d Tactical Reconnaissance Wing was on active federal service Jan. 26, 1968-June 9, 1969.

123d Fighter Group

1947-50 Lt Col Philip P. Ardery

The 123d Fighter Group was federally recognized originally on Feb. 16, 1947. It was recalled to active duty Oct. 10, 1950-July 9,

1952. While in federal status the 123d Fighter Wing was created Oct. 26, 1950, from personnel of the 123d Fighter Group and the group headquarters became subordinate to the wing, with Col Ardery becoming the wing commander.

123d Fighter-Interceptor Group

1952-53 Capt Jean W. DeConstant
1953 Maj Jack H. Owen

123d Fighter-Bomber Group

1953-54 Lt Col Roy Osborne
1954-55 Lt Col Lee J. Merkel

123d Fighter-Interceptor Group

1955-56 Lt Col Lee J. Merkel
1956-58 Lt Col Verne M. Yahne

123d Tactical Reconnaissance Group

1958-60 Col Verne M. Yahne
(The unit was inactivated for 1960-61.)
1962-66 Col. E. F. Kinnaird Jr.
1966-68 Lt Col Lawrence A.
Quebbeman
(The unit was inactivated for 1968-69.)
1969-73 Lt Col James H. McClure
1973-74 Col Carl D. Black

The 123d Group was called to active federal service with the wing on Jan. 26, 1968. It was inactivated in July until the release of all KyANG units June 9, 1969, but supplanted by the augmented 165th Tactical Reconnaissance Sq during the 1968-69 period.

165th Fighter Sq (Single Engine)

1946-47 Maj Robert Moore
1947 Lt Col Philip P. Ardery
1947-49 Maj Lee J. Merkel
1949-50 Maj Albert E. Clements

The 165th Fighter Sq was on active federal service Oct. 10, 1950-July 9, 1952.

165th Fighter-Interceptor Sq

1952 1st Lt Billie Williams
1953 Capt Charles Wilson
Capt Jean DeConstant

165th Fighter-Bomber Sq

1953 Capt Jean DeConstant
1953-55 Maj Cecil K. Walker

165th Fighter-Interceptor Sq

1955-56 Maj Cecil K. Walker
1956-57 Capt L. A. Quebbeman
1957-58 Maj Cecil K. Walker

165th Tactical Reconnaissance Sq

1958 Maj Cecil K. Walker
1958-63 Lt Col Robert K.
Hendricks
1963-64 Maj James H. McClure
1964-65 Lt Col James C. Pickert Jr.
1966 Lt Col L. A. Quebbeman
1966-68 Maj William J. Semonin

The 165th Tactical Reconnaissance Sq was recalled to federal service 1968-69.

1968-69 Lt Col L. A. Quebbeman
1969 Lt Col William J. Semonin
1969-70 Lt Col James F. Arnold
1970-72 Lt Col Richard L. Frymire
1972-73 Lt Col James F. Arnold
1973-74 Lt Col Billy J. Yelser
1974-75 Lt Col James S. Long
1975-77 Lt Col John L. Smith
1977 Lt Col Austin P. Snyder
1977 Maj Joseph L. Kottak

Utility Flight, 165th Fighter Sq (SE)

1947 Maj Robert Moore
1947-48 Capt Richard L. Tyler
1948-50 Capt Stanley P. McGhee

The unit was called to active federal service on Oct. 10, 1950, but was inactivated during that time.

165th Weather Station (Type A)

1947-49 1st Lt Frank Deland
1949-50 1st Lt Edward P. Johnson

The unit was called to active federal service Oct. 10, 1950.

165th Tactical Weather Forecasting Flight

1953-55 Capt Edward P. Johnson

165th Weather Flight (Tac Fcst)

1955-58 Capt Edward P. Johnson

165th Weather Flight (Fcst & Obsn)

1958-64 Lt Col Edward P. Johnson

165th Weather Flight (Mobile)

1964-66 Lt Col Edward P. Johnson

1966-68 Maj Robert R. Mansfield

The 165th Weather Flight was called to active federal service Jan. 26, 1968, and later deactivated until release of all KyANG units.

1975-present Maj Donald E. Engleman

123d Medical Group

1951-53 Maj Jerome A. Cope
1953-54 Maj Harold E. Kleinert

123d Tactical Hospital

1954-55 Maj Harold E. Kleinert
1955-64 Lt Col Harold B. Graves
1964-66 Lt Col Harold E. Kleinert
1966-68 Lt Col Donald L. Harmon
1969-71 Lt Col Samuel L. Cooper
1971-present Lt Col John M. Karibo

Headquarters Detachment, 223d Air Service Group

1947-50 Col William Dunn Ott

Det. A, 223d Air Service Group

1946-47 1st Lt Ernest Horning
1947 1st Lt Carl Lochner
1947-48 Maj Lloyd G. Calhoun
1948-50 Maj Richard L. Tyler

Headquarters and Det. A, 223d Air Service Group were recalled to active federal service Oct. 10, 1950, but inactivated during the recall period.

8165th Air Base Sq

1952 Capt James H. Quinichet

This unit was created during the Korean recall period 1950-52 to enlist replacements for KyANG.

123d Air Base Group

1952-53 Maj Samuel P. Martin
1953 Col Wm. Dunn Ott
(The unit was inactivated for 1953-57)
1957 Lt Col William H. Sem

123d Air Police Sq

1952-53 1st Lt Maynard G. Weppner
(Unit was inactivated for 1953-57)
1957 Capt Floyd J. Sherman

123d Food Service Sq

1952 1st Lt Madison Douglas
1952-53 Capt Frank R. Troutman
1953 2d Lt Floyd J. Sherman
(Unit was inactivated for 1953-57)
1957 1st Lt James R. Blackwell
1st Lt Harry O'Neal

123d Installations Sq

1952 1st Lt George Williams
1952-53 1st Lt Herber Lee
(Unit was inactivated for 1953-57)
1957 Capt L. A. Quebbeman

8165th Replacement Training Sq

1955-56 Maj Robert J. Griswold
1956-57 Capt Clifford E. Sachleben
1957 Capt William T. Dotson

AFTER LECTURING THE TROOPS LONG AND LOUD ABOUT
TAKING GREAT CARE IN DRIVING IN THE JAPANESE TRAFFIC -
GUESS WHO WRECKED A STAFF CAR -
YEP, THE GROUP COMMANDER!



123d Armament & Electronics Maint Sq

1960-61 Maj Charles B. Robertson
 1961-62 Lt Col Edward Schmidt

123d Materiel Sq

1962-65 Lt Col David L. Proffitt

123d Combat Support Sq

1962-64 Lt Col Charles B. Robertson
 1964-66 Lt Col William H. Robertson
 1966-67 Lt Col Cecil K. Walker
 1967 Maj Maynard G. Weppner
 1967-73 Lt Col Charles C. Sauer
 1973-74 Lt Col Fred W. Cross

The Combat Support Sq was called to active federal service in 1968, then deactivated awaiting release of all KyANG units from federal service.

123d Combat Support Group

1975-present Lt Col James M. Archer

123d Maintenance and Supply Group

1952 Lt Col William Bryant
 1952-53 Maj Edmund S. Morris
 1953-54 Maj Rolfo O. Fox
 1954-57 Lt Col William H. Senn
 1957 Lt Col Samuel P. Martin
 1957-60 Lt Col William H. Senn

123d Maintenance Sq

1952-53 1st Lt William H. Beck
 1953 Maj Verne M. Yahne
 1953-55 Maj Jack H. Owen

123d Field Maintenance (FM) Sq

1955-60 Lt Col William H. Robertson

123d Consolidated Aircraft Maintenance (CAM) Sq

1965-66 Maj Harold R. Scott
 1966 Lt Col William H. Beck
 1966-68 Maj Harold R. Scott
 (Unit was deactivated 1968-69)
 1969 Lt Col Harold R. Scott
 1969-75 Lt Col William P. Gast
 1975-76 Lt Col Winfred L. Appleby
 1976-present Lt Col Norris C. Delph

The 123d CAM Sq was called to federal service in 1968 and deactivated until release of all KyANG units in 1969.

The 123d FMSq was activated during the 1968-69 period of federal service after the 123d Tac Recon Wing was relocated at Richards-Gebaur AFB, Mo.

123d Field Maintenance (FM) Sq

1968-69 Lt Col Gustave Welch (NANG)

123d Supply Sq

1952 Capt Joseph L. Van Fleet
 1952-53 Capt Willis Hodges
 1953-54 Capt Joseph B. Edwards
 1954-59 Capt Rolfo O. Fox
 1959-61 Lt Col Joel L. Stokes
 1961-62 Lt Col Charles B. Robertson

(Unit was inactivated for 1962-65)

1965-67 Lt Col Charles B. Robertson
 1967-68 Maj Maynard G. Weppner
 1969 Lt Col Harry C. Greshel
 1969-73 Lt Col Fred W. Cross

The 123d Supply Sq was called to federal service in 1968 and later deactivated until release of all KyANG units in 1969.

123d Civil Engineering Flight

1969-76 Lt Col William D. Seiber
 1976-present Lt Col James M. Kline

123d Weapons Systems Security Flight

1973 Capt Raymond A. Kottak
 1976-present 1st Lt Garrett R. Johnson

123d Mobility Support Flight

1973-74 Maj James M. Archer
 1974-present Maj William H. Hays Jr.

123d Motor Vehicle Sq

1952 Maj Edmund S. Morris
 1952-55 Maj Joel L. Stokes
 1955-56 Maj Charles B. Robertson

123d Transportation Sq

1956-60 Maj Charles B. Robertson
 1960-61 Maj Robert H. Ransdall
 1961-62 Maj Maynard G. Weppner

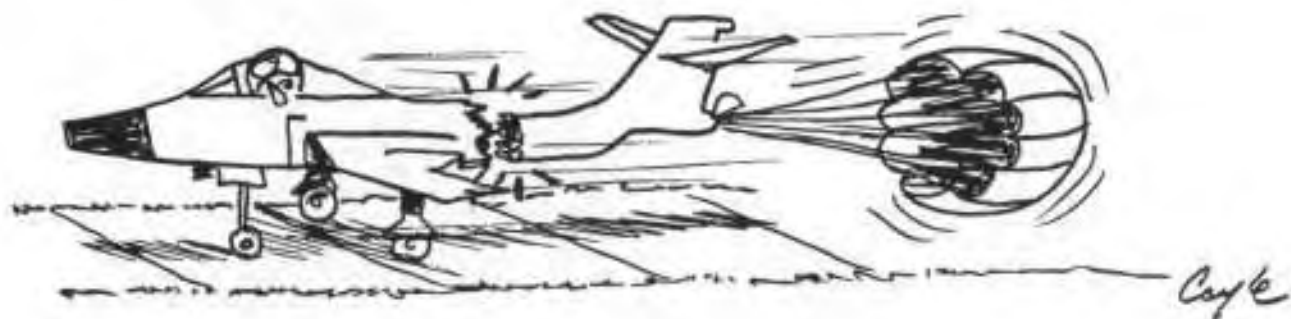
123d Communications Sq

1952-53 Capt Milton Johanboeke
 1953 Capt Edward E. Schmidt
 (Unit was inactivated for 1953-57)
 1957 Capt Thaddeus C. McHugh

123d Communications Flight (Support)

1965-67 Maj Thaddeus C. McHugh
 1967-73 Lt Col Norris C. Delph
 1973-74 Lt Col Winfred L. Appleby
 1974-76 Lt Col Norris C. Delph
 1976-present Maj Henry S. Youd

The 123d Communications Flight was called to active federal service in 1968, then was deactivated until release of all KyANG units in 1969.







The Annual Field Training Sites

Atterbury Air Force Base

Columbus, Ind.

1948



TOP—Atterbury AFB, Ind., was the first AFT site for KyANG. MIDDLE—The supply section in 1948 had Capt. Rollo Fox and Ray Swan (standing) and Harry McAllister, P. Plappert, Lyverse and Fairchild. BELOW—Chaplain's Corner at Atterbury was set for anything: Scherzer, Dutton, Alliri, Calhoun, Lockner, Harris and Leezer.





New Castle County Airport

Wilmington, Del.

1949



TOP—In 1949 the unit journeyed to Wilmington, Del. MIDDLE—Removing an SCR-522 radio from the cockpit of an F-51 were Fred Quaack, Charles Scram, Dick Senn and Sam Duncan. BELOW—The communications section of the 223d Air Service Group included (top) Ed Schmidt, Robert Burns, Pete Djesenroth, unidentified, Graves, Hugh Horan, Willy Marks, Major Carnes and Max Hart. (Bottom) Dick Senn, Stan Worsham, Richard Elmore, Murray Rupe, Sam Duncan and unidentified.



Lockbourne Air Force Base

Columbus, Ohio

1950



TOP—The entire wing got together at Lockbourne in 1950. The Kentucky squadron, the 165th Fighter, won the Spautz Trophy for its showing against other units of the 55th Fighter Wing. RIGHT—Col Phil Ardery checked the route with Maj Al Clements, 165th commander, and MSgt Deroy W. Cubine.



ABOVE—Photo Lab inspection at Lockbourne was conducted by Lt Col Gustavus H. May, of Ashland, who had earlier been state adjutant general but in 1950 was in the Air Guard. With May were Lt Don Fouts of Dayton, Ohio, and Lt Robert Stiles of Louisville, all members of the 223d Air Service Group. RIGHT—The supply section (top to bottom) was Fairchild, Nitikas, Hall/McAllister, Stokes, Kircher/Jerry Plappert, Patterson/Higgins, Ray Plappert.



MacNamara Air Force Base

Grayling, Mich.

1953



TOP—MacNamara Field at Grayling didn't look quite as snowy in the summer of 1953. MIDDLE—It was after the Korean War period when the KyANG had been activated, but Lt Bill Gast proved he was still combat ready as he brought 4663 in for a wash job (note suds still on aircraft). RIGHT—Col Ardery entertained visitors at summer camp including Maj Gen Jesse Lindsay and his staff and Col Cy Kitchens, the air advisor (right). No doubt they were impressed by Ohio, but it marked the last summer until 1960 that Kentuckians would venture north of the Mason-Dixon line for field training. Note the plush quarters and modern flight line in background.

Travis Field

Savannah, Ga.

1954, '55, '56, '57,
'66, '67, '70, '71,
'72, '74, '77



TOP—Travis Field, Savannah, Ga., was far and away the most popular site ever used by the KyANG for field training. The units returned to Savannah 11 times between 1954-77. MIDDLE—Summer camp, as always, had its moments for clowning after the work had been done. Here, faking as usual, were sleepers Clay Alexander and Ralph Bronger (on top) and Willie Goatley, Charlie Johnson and Tom Rogers (on floor). BOTTOM LEFT—Even a governor has time for hoseplay during summer camp, this time Louie B. Nunn of Glasgow found time to play with the son of Jane and Walter Baker, also of Glasgow. RIGHT PAGE—Meanwhile (in another year) Walter was hard at it debriefing Capt William Seiber after a photo reconnaissance aboard his RF-101.



Gulfport Municipal

Gulfport, Miss.

1958, '59, '61, '63



TOP—Gulfport received Kentuckians in 1958, '59, '61 and '63, but was spared in 1968 (by Pueblo call-up) and 1975 (by the RF-4C conversion). CENTER—Kentucky had just received the Canberra in 1958 and some logistician calculated that it took 34 maintenance and support personnel to keep one RB-57 flying. The aircraft were still painted black as they had been when received. LOWER RIGHT—John Richeson and Grady Butler refueled the RB-57 while pilot John "Rut" McClure waited on the ladder.





Phelps-Collins Air National Guard Base

Alpena, Mich.

1960, '62



TOP PHOTO—Known as “Alpena” by Air Guardsmen who can remember 1960 and 1962, it was a “cool” experience. LEFT CENTER—Screaming engines of the C-119 and the sheer size of “Connies” and Globomasters shared the apron with Kentucky Canberrus. UPPER RIGHT—Photo interpreters of many years, this bunch has read many a negative; Jim Evens, Jay Paxton, Stan Worsham and Jim Dougherty. LOWER RIGHT—Passing in review was considered part of the middle Saturday morning at summer camp, this one at Alpena in 1960.

Otis Air Force Base

Falmouth, Mass.

1964



TOP—Otis Air Force Base moved the Kentucky Air Guard closer to the modern era as Air Guard airlift from New York and Pennsylvania moved men and equipment from Louisville to the East Coast of America. MIDDLE—For those who stayed on base to eat that year, the mess hall presented a brilliant scene with the cooks in whites and the glassware and serving pieces gleaming from the "china clipper." RIGHT BELOW—It was Massachusetts and nothing short of a clambake would do, except for one 2d Lt Robert Brinzel, who showed up in uniform and held mail call while Smith, Babb, Hornung and Price enjoyed a cool one.





Volk Field

Mauston, Wisc.

1975



TOP—Volk Field took the Kentuckians north into the “resort” country of Wisconsin to the strange terrain of the castle rock and the glacial lake. MIDDLE—The distance and the meagre equipment for recon photography provided a test of men and new equipment, the WS-430B mobile processing units. With much help from the Georgia Air Guard Globemasters, the labs were operating within six hours of landing. ABOVE—Visitors included President Pro Tem Bill Sullivan of the Kentucky Senate, who cut the special cake with General Frymire. The occasion was a luncheon in their honor for the delegation of visitors from the Bluegrass State. LEFT—Carl Krull of the Courier-Journal tried the M-16 on the rifle range.



359th—World War II Brought A Presidential Unit Citation

There are two places to begin the story of the Kentucky Air National Guard. One is with the passage of the Dicks Acts of 1903 and 1908 which gave federal support to financing the state National Guard organizations. The other, of course, was the creation of the 359th Fighter Group and its 368th Fighter Squadron as units of the U.S. Army Air Corps.

Prior to passage of the Dicks Acts, state militias were entirely supported by the individual states. The "father" of the National Guard as it is known today was Maj Gen Charles Dick, a U.S. senator from Ohio. With this statutory basis, it became possible for an Air Force unit to be deactivated, allotted to a particular state, and given federal support.

The demand for fighters to escort bombers over enemy territory saved strategic bombing, and it was just such a mission that brought fame to the 359th Fighter Group. The group was created at Westover Field, Mass., Dec. 20, 1942, and activated Jan. 15, 1943. However, the unit was not manned until March 1943. It moved from Westover to Grenier Field, N.H., in April and to Republic Field at Farmingdale, N.Y. in May 1943. From August until early October they were again at Westover Field and from there they processed through Camp Kilmer, N.J., for shipment through the New York Port of Embarkation for movement to England aboard

the U.S.S. *Argentina*.

They arrived in the British Isles on Oct 17, 1943, where they became part of the Eighth Air Force. The 359th Fighter Group with its three squadrons—the 368th, 369th and 370th—entered combat in mid-December. Some of the pilots had already flown combat missions with another fighter group.

In the beginning the unit was equipped with the Republic P-47, the Thunderbolt. It was a durable "Juggernaut," twice as heavy as any single-engine fighter ever before built and an outstanding performer in the air. At first the units engaged primarily in escort activities to cover bombers that attacked airfields in France.

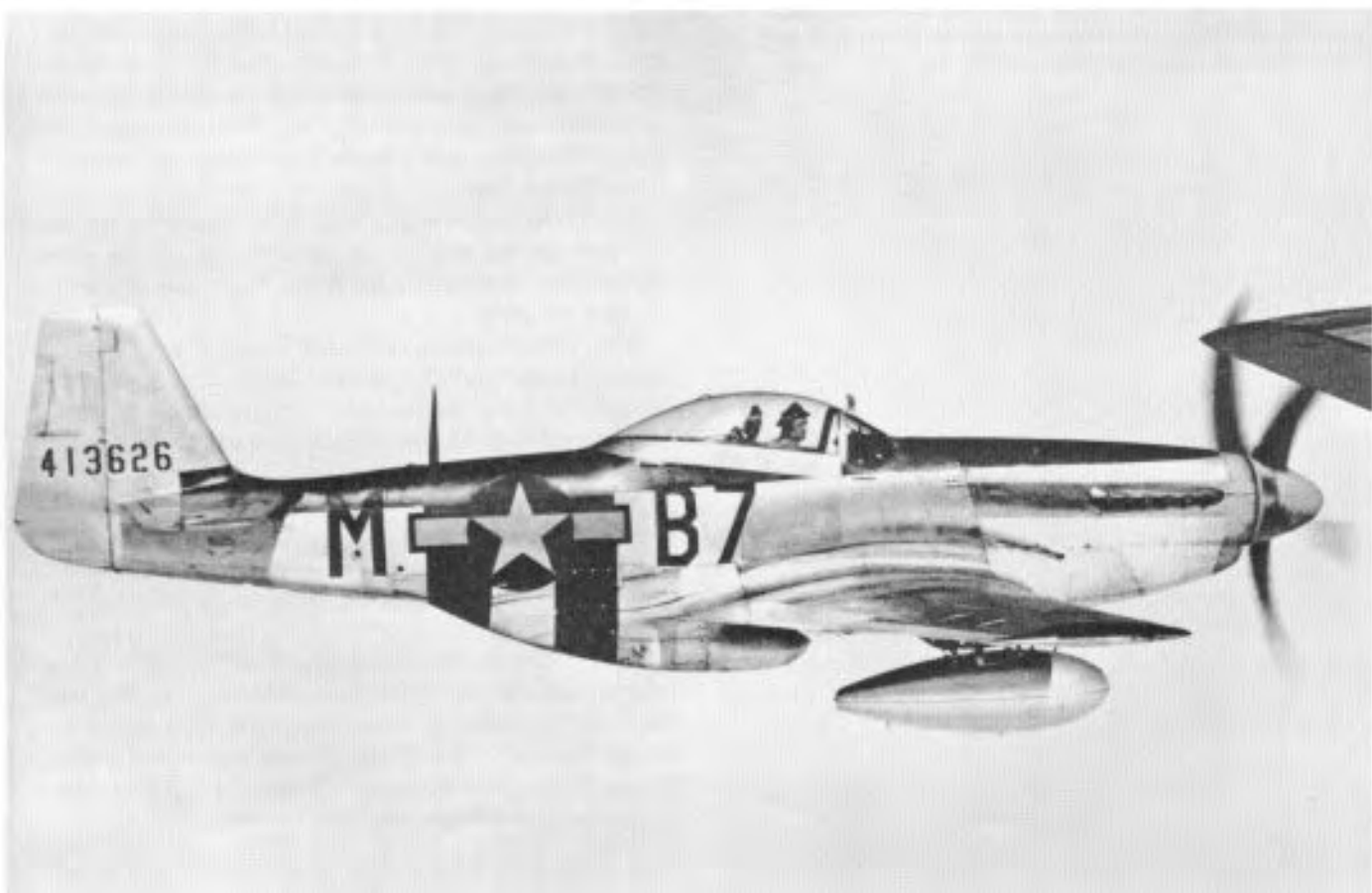
In April 1944 the units converted to the P-51 Mustang, manufactured by North American Aviation. Built in record time for the mounting battle of Europe, the Mustang had a greater cruising range than any other fighter used in World War II. It was this cruising range, further extended by belly tanks, that saved the daylight bombing raids over Germany by the B-17s and B-24s. When U.S. bombers appeared over the Rhineland with Mustang escorts, the Nazis had to realize that they were now exposed to continuous Allied air attack.

By May 1944 the squadrons of the 359th Group were expanding their area of operations to provide bomber escort

P-47 THUNDERBOLT: (Left) The Republic P-47 Thunderbolt was often referred to as the "Juggernaut," or just the "Jug." Twice as heavy (13,360 lbs. gross) as any single-engine fighter up to its time, the P-47 had the reputation as the roughest, toughest fighter of World War II. The "Jug" had a top speed of 429 mph, range of 550 miles, ceiling of 42,000 feet powered by a 2,000-horsepower Pratt & Whitney engine.

They Began With 'Jugs' Then Switched To 'Mustangs'

P-51 MUSTANG: (Below) The North American P-51 Mustang looked at a distance like many other conventional fighters of its time: the P-40, the Messerschmitt 109, British Spitfire, or Russian Yak. It was first used by the Royal Air Force in 1940 and was introduced in action by our Air Corps in December 1943. It replaced the P-47 as the aircraft of the 359th Fighter Group in April 1944.



Original 369th Fighter Squadron Emblem



DESCRIPTION: Over and through a yellow disc, the head of a white unicorn proper, shaded gray (outline and shadow); holding a red thunderbolt between the teeth, with the points of the thunderbolt extending through the rim of the disc on both sides. The insignia will face forward toward the front of the aircraft. **SIGNIFICANCE:** The unicorn, symbolic of dauntless courage, portrays the squadron's speed and evasiveness, and the position of the head indicates its aggressiveness. Its one horn indicates that the squadron (flew) single-engine planes. The thunderbolt is synonymous with the P-47 aircraft previously used by the squadron. (Approved July 6, 1943.)

that struck rail centers in Germany and oil targets in Poland. They supported the D-Day invasion of Normandy in June, patrolling the English Channel, escorting bombardment missions to the French coast and dive-bombing and strafing bridges, locomotives, and rail lines near the battle area.

From July 1944 until February 1945, the units were chiefly engaged in escorting bombers to oil refineries, marshalling yards, and other targets in such cities as Ludwigshafen, Stuttgart, Frankfurt, Berlin, Merseburg, and Brux. They all received a Presidential Unit Citation for operations over Germany on Sept. 11, 1944, when the group protected a formation of heavy bombers against large numbers of enemy fighters.

In addition to its escort duties, the group supported campaigns in France during July and August, 1944. They bombed enemy positions to support the airborne invasion of Holland in September and took part in the Battle of the Bulge in December 1944 and January 1945. They flew missions to support the assault across the Rhine River in March. They escorted medium bombers attacking various communications targets from February through April 1945.

First assigned to the VIII Fighter Command, the group was switched to the 1st Bombardment Division Sept. 15, 1944, and assigned to the 67th Fighter Wing. They were moved back into the 3rd Air Division of the VIII Fighter Command Aug. 12, 1945. For their combat record the 359th Fighter Group and its three squadrons were entitled to battle credits for the Air Offensive of Europe, Normandy Campaign, Northern France Campaign, the Ardennes Campaign, Central Europe Campaign, and Rhineland Campaign.

The 359th Fighter Group and its squadrons departed from South Hampton, England on Nov. 4 aboard the Queen Mary and arrived at the New York Port of Embarkation Nov. 9, 1945. The next day at Camp Kilmer, N.J. the units were inactivated and transferred to control of the War Department. Concurrent with the inactivation the 368th, 369th and 370th Fighter Squadrons were relieved from assignment to the 359th Fighter Group.

The 359th Fighter Group and the 368th Fighter Squadron were redesignated as the 123d Fighter Group and the 165th Fighter Squadron and allotted to the National Guard, effective May 24, 1946.

Why, after the distinguished war record of the 359th Fighter Group, was it redesignated as the 123d Fighter Group? The action was taken by the Kentucky Department of Military Affairs because the unit designation, "123d," went back to 1929 when Kentucky was first assigned the 123d Cavalry Regiment as a unit of the Army National Guard. That unit traces its lineage back through the 2nd Cavalry Regiment of Kentucky during the Civil War and, back of that, to the older horse cavalry in the militia of Daniel Boone's time.

Having been allotted the colors and battle credits of their predecessors, the 123d (later to become the 123d Wing) and the 165th Squadron are entitled to display these battle honors from World War II, and the men and women assigned to these units of the Kentucky Air National Guard to wear the ribbon of the Presidential Unit Citation.

Henry Meigs Took Action At Frankfort



G. H. MAY
Adjutant General
of Kentucky



HENRY MEIGS III
First Air Officer
at Frankfort



PHILIP P. ARDERY
Selected as Commander
for 123d Fighter Group

Following the close of World War II, 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 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.

Another letter from Miltonberger to Gov. Willis listed the Air National Guard Units being allocated to Kentucky. These



The Units Needed an Airfield Location

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 11th 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. 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.

Giving dynamic leadership to the Kentucky Air National Guard from its inception was Philip Ardery. A practicing attorney and a much-decorated bomber pilot from World War II, he gave not only the time but his prominence and knowledge of human motivation to building the strength and pride of the units. An interesting note on personnel is that Gustavus H. May, adjutant general from 1944-48, also became a member of the Air National Guard, serving on state headquarters staff from 1948-53 when he retired with the rank of colonel.

Ardery, who had made an unsuccessful race for the Democratic nomination for U.S. senator in the summer of 1946, was named state air officer in the Office of the Adjutant General on Dec. 9, 1946. He was named commander of the 123d Fighter Group on the eve of federal recognition in February 1947.

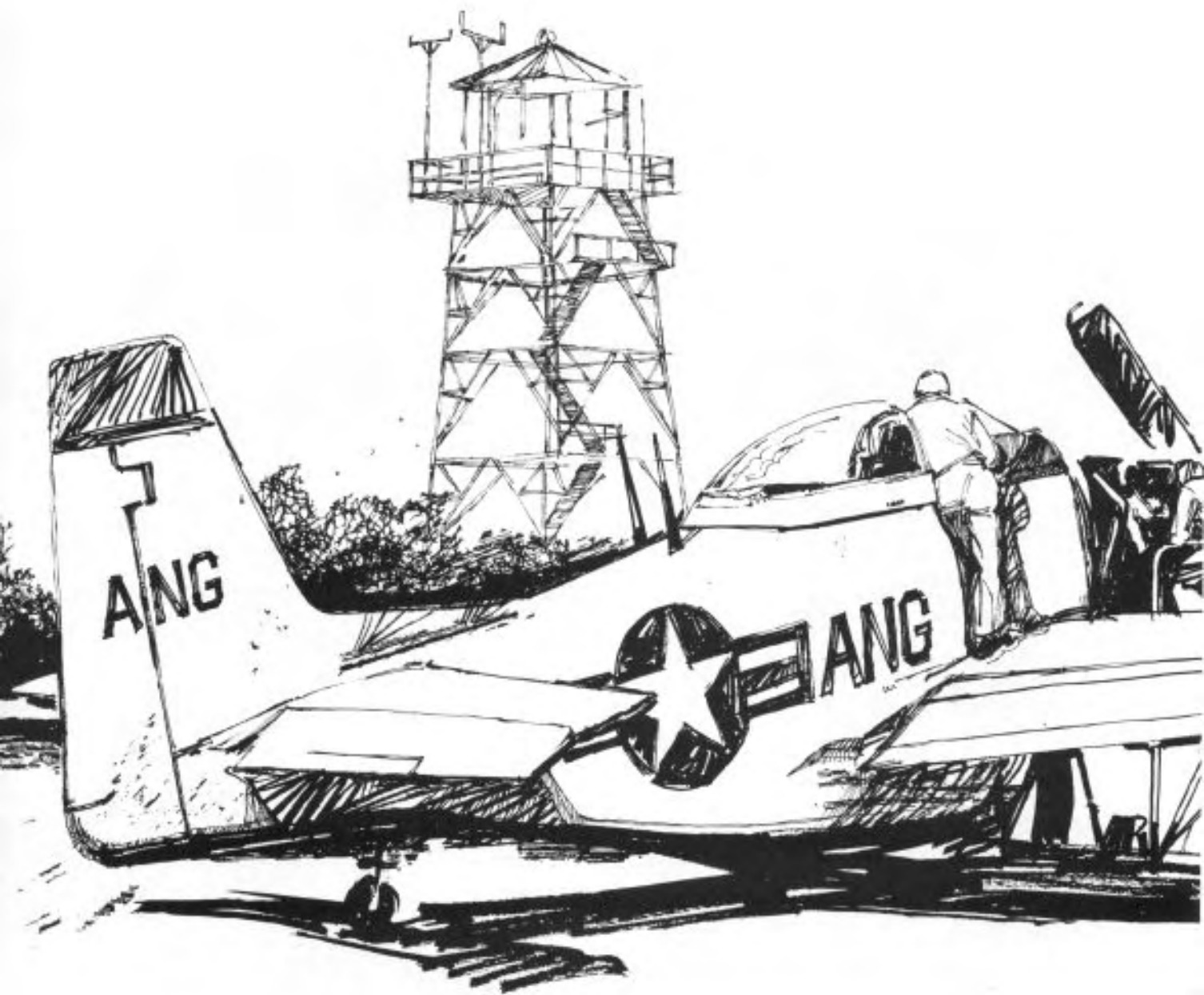


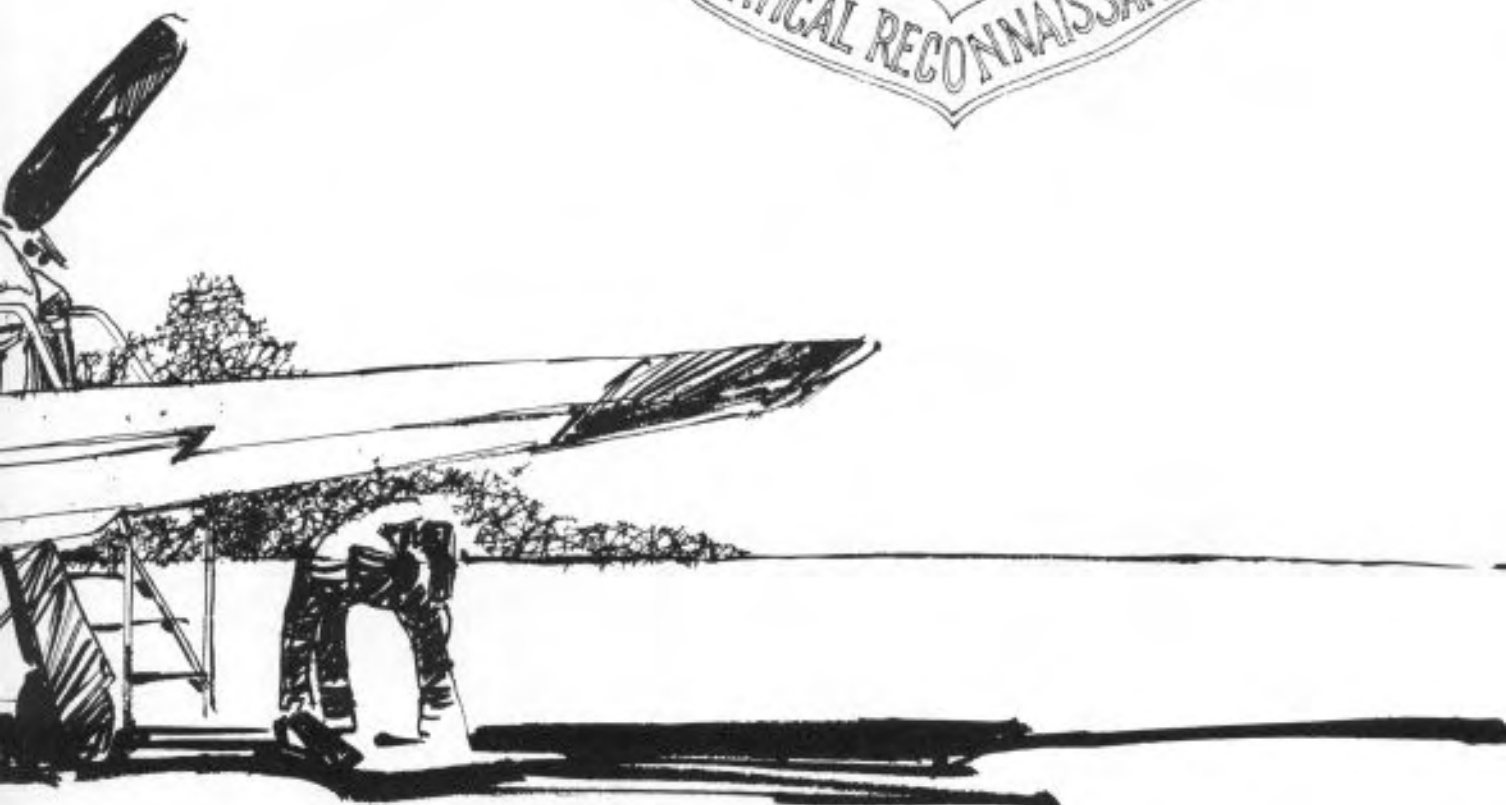


AT LEFT: The search for a location for the Kentucky Air National Guard began at Frankfort in the Department of Military Affairs. Standiford Field had been in existence before World War II when it became useful in the production of warplanes. Officials in Frankfort, thinking of the growing Louisville area as a good place to recruit, sought location of the KyANG at Standiford Field. Gov. Simeon Willis directed Lt Col Henry Meigs of the Department of Military Affairs and Al Near of the Louisville-Jefferson County Air Board to go to Washington to confer with National Guard Bureau officials about Standiford Field as a site for Air Guard units in Kentucky.

ABOVE: It was necessary not only to acquire a landing field, but also space where the units could be housed at Standiford Field. The wooden hangars and other office space of the Vultee Corp., where company had modified B-24s during the World War II, were available. Adjacent parking ramps and taxiways made the Vultee hangar site an ideal location, at least in the beginning. Later, during the Korean years, the building temporarily housed an Air Reserve unit displaced from Godman Field when the 123d Fighter Group moved there in October 1950. After the Korean War the KyANG built new facilities across the strip on Grade Lane where they moved in 1958.

They Had Their Problems Getting Organized





1947-56 **The Mustang Years**

The F-51 Mustang

Fighter-Bomber, Fighter-Interceptor



FIRST TACTICAL AIRCRAFT: The F-51 Mustang was the first tactical aircraft assigned to the KyANG. Twenty-five "shining new" Mustangs arrived at Standiford Field on about May 1, 1947. They were transferred to the Air Guard from the Air Force Reserve. They were taken from units in Michigan, Minnesota, and Illinois "for economy reasons" because the Reserve could not afford to fly them just for training purposes.





THE MUSTANG: Thought by most aviation experts to be the most effective American fighter aircraft of World War II, the North American P-51 "Mustang" became the F-51 of the Korean War era. Originally designed for the Royal Air Force in 1940, it was then called the NA-73. With a deadline of 120 days for delivery, North American Aviation achieved the impossible, producing the first model in 117 days. The P-51B flew its first bomber escort mission from England in 1943, and by the war's end, all except one of the 8th Air Force's fighter escort groups were flying the Mustang. Post World War II Mustangs served with Strategic Air Command until 1949 and both the Air National Guard and Air Force Reserve units flew this as unit equipment. When the conflict broke out in Korea in June 1950 the Mustang was the first Air Force fighter aircraft to enter battle. Just prior to the recall of the 123d Fighter Group to active duty in 1950, pilots of the Kentucky Air Guard flew 10 Mustangs to the West Coast where the planes were shipped aboard the aircraft carrier Boxer to Korea.

SPECIFICATIONS: Wing span, 37'; length 32'3"; height, 12'2"; weight—empty 6,550 lb., gross 8,800 lb.; speed 387 mph; ceiling 31,000 ft.; range 350 miles; power plant, Allison V-1710-39 inline engine with 1,150 horsepower.

1947-56 Were Formative Years for Air Guardsmen



WING EMBLEM: The insignia of the 123d Tactical Reconnaissance Wing was approved Dec. 20, 1951, by the Heraldic Branch of Headquarters, USAF, as originally submitted when the unit was a Fighter-Bomber Wing. When the emblem is used by supporting groups or the Tactical Hospital on their flags their designation may be lettered on the scroll under the shield. "Per chevron, azure and or; in base a star argent over a hurt, between a bar voided per roundle azure; three rays issuing from the hurt to three winged plates argent, over three billets or, in chief; over all a chevron, per chevron, of the last and gules; the shield edged in chief or."

The 123d Wing Emblem Kentucky Air National Guard

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 assists 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.



1947-56

The Mustang Years

BY EUGENE F. KINNAIRD JR.,
ROBERT K. HENDRICKS,
AND SAMUEL L. COOPER

The story of the Kentucky Air National Guard now began in earnest as Lt Col Philip Ardery and his 123d Fighter Group gained federal recognition. As noted earlier, this status was extended to the Kentucky units Feb. 16, 1947. Unfortunately, there was a shortage of funds for federal support and recognition for the 123d Fighter Group was withdrawn temporarily. A special order from the Kentucky Department of Military Affairs on June 30 reassigned Ardery as commander of the 165th Fighter Squadron and inactivated the Fighter Group headquarters.

During May 1947 their attention were diverted to better news as 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. Thus began the nine-year span, 1947-56, when the story of the Kentucky Air National Guard could be captioned "The Mustang Years." 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.

With some experience in politics and a great deal of instinct about human nature, Ardery used the Mustangs to good advantage for strengthening the units. Plans were soon 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.

An interesting sidelight of the early history of the KyANG is reflected by the roster of enlisted members included on Special Order No. 1, dated Feb. 17, 1947. Of the individuals listed, several are still connected with the Air National Guard at this writing. Col Douglas McGill is completing his final statutory tour of duty in the Pentagon; CMSgt Morris Ward is still a member of the 123d CAM Squadron, SMSgt Samuel Duncan is a member of the 123d Communications Flight, and both are still Air National Guard technicians; SMSgt James Jackson and MSgt Paul Bronger have retired as air technicians but are still members of the 123d CAM Squadron.

By Sept. 20, 1947, the NGB was again ready with adequate financing and federal recognition was restored to the 123d Fighter Group headquarters unit and Ardery resumed

command of the group. Here is how the KyANG looked at that time:

- Headquarters, 123d Fighter Group
- Headquarters Detachment, 223d Air Service Group
- Detachment A, 223d Air Service Group
- 165th Fighter Squadron (S.E.)
- 165th Utility Flight
- 165th Weather Station

In addition to these Kentucky units, four out-of-state units came under the organizational structure of the 123d Fighter Group:

- Detachment B, 223d Air Service Group (W.Va. ANG)
- Detachment C, 223d Air Service Group (Ohio ANG)
- 167th Fighter Squadron (W.Va. ANG)
- 167th Utility Flight (W.Va. ANG)

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.

The Year 1948— Camp at Columbus, Ind.

The major emphasis throughout 1948 was on recruiting enough men to get the units better organized and functioning properly. One of the first things to happen, however, was the tragic death of Capt Thomas Mantell. It is also one of the interesting stories, unique as it was odd. Mantell was killed in January near Franklin, Ky., in an F-51 crash. He had been on a routine training mission when he reported seeing an uniden-

tified flying object (UFO). Despite efforts by his wingman to call him back, he chased whatever he thought he saw farther and farther up. It is assumed that he lost consciousness for lack of oxygen, because he did not attempt to use his parachute prior to impact. It was the first flying casualty suffered by the KyANG and claimed the life of a veteran and highly-decorated pilot with World War II combat experience. It was later learned the UFO was probably a "Sky-Hook" balloon released by the Navy that day.

In July the 11th Air Force Headquarters was inactivated and supervision of the training of the KyANG was assumed by 1st Air Force. The units held their first field training (almost always referred to as "summer camp") at Atterbury AFB, Ind., a World War II induction center for the Army. The dates for the field training were Aug. 24 through Sept. 4, and the units of the group from West Virginia participated in the encampment. By all indications, the summer training was a success, especially because the 167th Fighter Squadron and Utility Flight and the West Virginia detachment of the 223d Air Service Group could attend.

As the 123d Fighter Group with its squadrons from Kentucky and West Virginia completed the first "summer camp," a special "Governor's Day" was staged. The luncheon was held at Columbus, Ind., with Gov. Earle C. Clements (Ky.), Ralph F. Gates (Ind.), and Clarence W. Meadows (W. Va.) as guests. Air Guardsmen encamped at Atterbury Field numbering about 600, the adjutants general of the states including Maj Gen Roscoe L. Murray of Kentucky, and invited guests including the commander of 1st Air Force, Maj Gen Robert M. Webster, the head of NGB, Maj Gen Kenneth F. Cramer, and Brig Gen E. H. Zistel, commander of the parent 55th Fighter Wing.

In 1948 there was no medical unit of the KyANG as such. However, the first two doctors were federally recognized for appointment to the unit. Maj Byron Garner, a flight surgeon, was assigned to Headquarters, 123d Fighter Group, and Maj Bradford Bissell to the Headquarters Detachment, 223d Air Service Group. Maj Bissell was injured fatally in 1949 and was later replaced by Capt Jerome Cope who became the first commander of the 123d Medical Group. Actually, Dr. James Skaggs seems to have been the first medical person to be a member of the KyANG, a dentist from the year 1947. Skaggs was replaced by Capt Samuel Cooper in 1950; Dr. Cooper, then a dentist but now a physician, is still serving the KyANG as a medical officer with State Headquarters, now a lieutenant colonel.

In the early days the Air National Guard base at the Vulture Hangar was operated mainly under the direction of the senior air adviser, Col Herbert A. Bott. Accordingly, a request was forwarded by the Kentucky Adjutant General to the National Guard Bureau in Washington, D.C., for a base detachment

commander. Maj Lee J. Merkel was named the first detachment commander, effective Oct. 11, 1948. It is interesting to note some of the salaries paid to the full-time "caretakers." Lt Col Henry Meigs had reported earlier that two jobs for mechanics paid \$2,520 and \$2,190, while the post of aircraft maintenance officer offered \$4,900 and a supply officer job paid \$3,395 per year.

The Year 1949— Off to Wilmington

The year 1949 started off auspiciously with a request to the 165th Fighter Squadron to participate in the inauguration of President Harry S. Truman. The two-day mission was staged out of Philadelphia SW Airport and 16 officers and four non-commissioned officers from Kentucky made the trip. The Kentucky Mustangs participated in the celebration, Maj Gen George Finch, chief of the Air Force Division of the National Guard Bureau, wrote Feb. 1 complimenting the work of the 165th detachment in a letter to the Kentucky adjutant general.

A reorganization by the Air Force resulted in 1st Air Force being moved from Air Defense Command to the Continental Air Command (ConAC). As the result, the 123d Fighter Group was reassigned from the 1st to the 9th Air Force in February of that year. By this time also the reputation of the Kentucky Air National Guard was becoming more widely known, through a great extent of newspaper publicity.

The days of having to almost literally "Shanghai" recruits to come to drill meetings were becoming a thing of the past. The pilot vacancies had been, for the most part, filled with World War II veterans. Many of them had combat experience in the Mustang, and in filling the slots in the unit many of them voluntarily accepted demotions. It would be only the next year that many of these same Air Guardsmen would be recalled to serve another tour of extended active duty holding ranks lower than those in which they had previously served.

The units were able to attend field training at New Castle County Airport, Wilmington, Del., in the summer of 1949, from July 8-24. Later some of the members of the unit recalled that the facilities were those of a former prisoner of war camp from World War II. The guard towers of the prison camp were still there. Another member of the unit recalled the men were warned to beware of ticks alleged to carry "yellow fever," although there were apparently no such casualties reported.

A news dispatch from New Castle said the Kentucky Air Guardsmen at New Castle County Airport were "winging through mock sky battles near here, 'defending' the East

1947-56:

The Mustang Years

Coast against hypothetical bomber attack." Some 370 members of the Louisville-based units trained with West Virginia and Ohio Air Guard pilots. They were involved in an aerial defense problem which assumed an aggressor nation had made successful amphibious landings in Iceland and Newfoundland.

About 40 Mustangs from Kentucky and West Virginia squadrons were sent to intercept "enemy aircraft" over Reading, Penn. Gunnery film was used to record hits on the enemy, who were in reality Air Guard aircraft from other units in the area. The Kentuckians also were put through gunnery practice with live ammunition about two miles off the Delaware coast. They fired at tow targets with the .50 cal. machineguns of the Mustang fighters.

Praise for the Kentucky Air Guardsmen was received in August from Maj Gen William D. Old, commander of the 9th Air Force. In a letter to Adjutant General Roscoe L. Murray, Old praised the Kentucky unit for flying more than 5,500 hours without accident. Every pilot who had been assigned more than 90 days had become a rated instrument pilot, he noted.

"It is indeed a pleasure to commend your organization for a record that is unsurpassed by other federally recognized units of the Air National Guard," Old said. Ninth Air Force was headquartered at Langley AFB, Va., at that time.

The Year 1950— Recall to Active Duty

The 1950s were ushered in with the Kentucky Air Guard continuing to fly the Mustangs as tactical aircraft. The T-6 Texans, the B-26 Invaders and the C-47 "Gooney Bird" were the support aircraft being used. Annual field training was held Aug. 6-20 at Lockbourne AFB, Columbus, Ohio, with the entire 55th Fighter Wing together. This brought units from Kentucky, West Virginia and Ohio to the same place for the first time. The 55th was commanded by Brig Gen E. H. Zistel of Cleveland. The Korean conflict, which had erupted almost without warning, provided a more serious background for these activities. News media representatives were given an aerial tour of a mock intercept near Lancaster, Ohio, and the air-to-air gunnery range over Lake Huron.

The 165th Fighter Squadron, commanded by Maj Albert W. Clements Jr. of Louisville, was selected for award of the Spaatz Trophy during competition held among squadrons of the 55th Fighter Wing. Consideration was given to flying safety, flying proficiency, personnel programs and maintenance and supply standards. Presenting the trophy Aug. 14 to Clements was Maj Gen Earl S. Hoag, deputy chief of the Air Force Reserve.

On Sept. 25 an advance detachment of the 123d Fighter Group of the KyANG was called together in anticipation of more extensive recall orders. Just prior to activation 10 F-51s were flown to the West Coast where they were placed aboard the aircraft carrier, "U.S.S. Boxer." Public notice of the recall came Sept. 9.

The big move came on Oct. 10 when the entire 123d Fighter Group, less Detachment C of the 223d Air Service Group, was recalled to federal service, at the direction of the President, Harry S. Truman. They were ordered up for a period of 21 months unless sooner relieved. Col Ardery announced that the 123d was one of four Air Guard units called to active duty as fighter-bomber groups. Air Force officials also noted that the Kentucky units would be consolidated with the West Virginia Air Guardsmen at Godman Field, Ft. Knox, between Oct. 11-21. Even though there was advance notice of the activation, it must have been hectic for all concerned—orders placing the Kentucky Air Guardsmen on active duty as individuals were published Nov. 29.

"We are proud to be among the first Air National Guard units to be called," Ardery said. The announcement from the Air Force said that nationally 5,000-7,500 men were affected by the recall, together with about 250 aircraft, taken on active duty at the same time as the KyANG. Also included in the 123d Fighter Group were the tactical squadrons from Kentucky (the 165th), Charleston, W.Va. (the 167th), and additionally, the 154th Fighter Squadron from Charlotte, N.C., part of the North Carolina Air Guard.

Other units of the group were the 223d Air Service Group (except Detachment C of Ohio), the Utility Flights, and the 165th Weather Station. Their equipment included 25 F-51Ds, four B-26s, two C-47s, and six T-6s. On Oct. 13 the units of Kentucky were ordered to move with existing strength to Godman Field at the earliest practicable date.

On Oct. 19, amid much fanfare and publicity, the mobilized units were mustered at Standiford Field at 7 a.m. to make the short journey to Ft. Knox. They did not start leaving until 10:05 a.m. when support personnel started loading into trucks or their own automobiles. Some planned to commute daily to Godman Field. The Courier-Journal reported that the men were an odd-looking mixture in their uniforms, some in the new Air Force blues, others in woolen Army uniforms, some in cotton khakis, and still more in fatigues.

The pilots, of course, left Standiford Field in their F-51s. Before turning toward Godman Field they flew over the center of Louisville and "buzzed" the field at Standiford. Pilots from the Utility Flight took the C-47s to their new destination. One of the newspaper photographs depicted four members of one family, the Cash brothers, who were all leaving for Ft. Knox. An aspect of the story which was not noticed in 1950 was the fact that they had another brother, an un-



"DO YOU ALL WANT TO ALL THIS STUFF, SAY I DO!"



ENLISTMENT AND REENLISTMENTS WERE RATHER UNUSUAL IN THE 50s.

The Year 1951— Replacement Training

To start off the year, the weather at Ft. Knox brought activity to a standstill as the temperature dropped to minus -19 degrees. Many members of the units on leave were stranded by the temperature and snow, particularly those in West Virginia.

An accident Jan. 28 severely injured the pilot and co-pilot of one of the C-47s assigned to the unit. While there were no fatalities, considering the amount of damage to the Skytrain, the fact that none of the 31 passengers was seriously hurt was a near miracle.

Pilots often say tragedies come in "three's." On March 30 Capt. Merlin R. Kehrer perished in the crash of his F-51 near Leesburg, Va., while he was returning to Louisville from Bolling AFB, D.C. At Eglin AFB, Fla., where the unit was involved in extensive air-to-air gunnery exercises, a West Virginia pilot was fatally injured in a taxiing mishap. Three days later a C-47 carrying nine officers and 12 airmen from West Virginia to the funeral of the F-51 pilot where they would have been an honor guard, crashed on an instrument approach at Charleston, W.Va. Most of them were killed on impact and the remaining two died within nine days following. A plaque with the names of these Air Guardsmen of West Virginia was permanently placed in the ANG facility at Kanawha Airport at Charleston.

The units continued their firepower demonstrations at Ft. Knox and participated in Exercise Southern Pines in North Carolina. At Godman Field they participated in Operation Snowflake and Operation Longhorn as well.

Problems with the engines of the F-51s continued to occur, and a massive engine reconditioning program was initiated. Ninth Air Force provided much assistance for this process which greatly reduced maintenance headaches, although engine failures did not entirely disappear. April 15 saw an engine failure in a Mustang enroute to Pope Field, N.C., for Southern Pines. The pilot bailed out and was not hurt. Again, on May 27 a major accident occurred at Godman when the pilot attempted a cross-wind landing. On July 15, during a massive flight demonstration, two F-51s collided in mid-air. The mishap took the lives of Capt. George Conder of Louisville and 1st Lt. Clarence G. Combs of Parkersburg, W.Va.

During July, August, and September the squadrons performed many tactical support missions. Some of the Army units supported were the 28th Infantry Division, 33rd Infantry Division, 150th Infantry Regiment, the Artillery School, 38th Infantry Division, 42nd Infantry Division, 80th Armored Division, and the 3rd Armored Division. Other sup-

known country singer named Johnny Cash.

As of Oct. 26 a new order was published creating the new 123d Fighter-Bomber Wing Headquarters, renaming the 123d Fighter-Bomber Group, creating a 123d Air Base Group and a 123d Maintenance Group and creating or renaming squadrons under each group. With this came the merger of personnel and a number of job reassignments with Col Ardery taking the role as wing commander. The tactical squadrons were the 156th Fighter-Bomber, 165th Fighter-Bomber, and the 167th Fighter-Bomber. The entire process severed the previous ties with the 55th Fighter Wing forever.

Along with the changes in name came many other situations not familiar to the Air Guardsmen. Being assigned to an Army installation, supervising Civil Service employees, living in on-base quarters, operating an Officers Club, and many other new circumstances arose. However, there was a war on and adjustments had to be made quickly.

By Dec. 1 the wing was relieved of its previous assignment to ConAC and was reassigned directly to Tactical Air Command (TAC), still placed under 9th Air Force. Many firepower demonstrations and tactical exercises were supported by the wing during the remainder of the year.

1947-56:

The Mustang Years

port maneuvers were conducted at Atterbury AFB, MacNair AFB, Ft. Sill, Ft. Campbell, Pines Camp, N.Y. and Ft. Jackson.

At the same time the basic mission of the 123d Fighter-Bomber Wing at Godman Field was training replacement pilots for Korean action. A number of unit pilots served with various other units in Korea on temporary duty. Five Kentucky Air Guard pilots were killed or declared dead after being missing in action, including Capt John W. Shewmaker of Harrodsburg, for whom the Air National Guard base in Louisville was later to be named.

In anticipation of movement orders for overseas, extensive training programs were initiated. Aircrews and maintenance personnel were given high priority in this training. By September, 21 pilots had completed transition training at Alexandria, La., and were ready to fly the F-84 Thunderjet. Maintenance mechanics were thoroughly versed in working on the J-35 engines which were the power plant for the F-84. Others went to schools in intelligence, communications, budget and fiscal management, aeromedical, food service and clerk-typists.

The first combat casualty from the 123d claimed the life of 1st Lt Eugene L. Ruiz, who was shot down in Korea July 2. In October Shewmaker was lost in action and in December 1st Lt Lawrence B. Kelly was also lost in combat.

The long-awaited movement order was received Sept. 18 when the wing was alerted for shipment to Europe. On Oct. 12 the order came for the advance detachment to move overseas through Westover Field, Mass., with movement by air. Two giant C-124 Globemasters came to Standiford Field to load 140 men and equipment under the command of Lt Col Edward F. Cook, who took the advance party to England. The detachment arrived at Manston Royal Air Force Station near Margate, England, on Nov. 10.

Preparation for the overseas movement presented a number of new difficulties, while compounding old ones. New equipment lists for England were hard to obtain. Some of the persons designated to stay at Godman to handle supply procedures were ordered overseas as soon as they had been so designated. The aircraft all required transfer inspections and the packing and crating of equipment had to be done while "normal" activities continued. Later on ferrying the aircraft to new locations became a very real problem. Replacement personnel included maintenance mechanics with multi-engine backgrounds and pilots with similar kinds of mismatched experience.

Finally, on Nov. 15 the main body of men and equipment left Godman Field for Camp Kilmer, N.J. After a brief stay there they moved through the New York Port of Embarkation for shipment overseas aboard the U.S.S. Hershey. After a stop in the Azores Islands, the main detachment arrived at



Manston RAF Station ready to settle down in new surroundings. They were dismayed on that Dec. 7 day to find the air-men's quarters were tents with inadequate heating. No on-base quarters were available for officers at all and the Florence Hotel in Margate was used for a BOQ.

While the main body of the wing was preparing for overseas, the advance detachment had been trying to transfer the new aircraft from Strategic Air Command to the 123d Fighter-Bomber Wing. Very few of the F-84E Thunderjets were flyable and lack of familiarity with the equipment was a real puzzle for the supply personnel.

In spite of any other concerns, Christmas was fast approaching and some of the families nearby the RAF Station were obviously in greater need. The members of the wing collected over \$400 to be distributed to the inhabitants of an area called Thanet. The newspaper in East Kent carried the story, "Americans Play Santa." Yanks and their English cousins were learning the importance of community relations.

The Year 1952— Thunderjets and Deactivation

By early 1952 the 123d was well on its way toward operational status with the recently-acquired F-84s. Personnel of the maintenance squadron had performed amazingly well in bringing the Thunderjets to flyable condition. The Manston RAF Station was a British base and some essential functions were carried on by RAF personnel—such as the operations tower. The 123d Fighter-Bomber Wing was assigned to the 3rd Air Force based in London.

When the 123d Wing arrived on base, the 3917th Air Base Group (SAC) of the U.S. Air Force remained with the thought of operating housekeeping functions, as designated by SAC. At the same time the 123d had its own housekeeping personnel qualified in such areas as Motor Vehicle Squadron, Maintenance Squadron, and Supply Squadron. The SAC unit not only was determined to operate base functions, but to have personnel from the 123d attached to it with full powers of supervision and command. This included, for instance, making officer efficiency reports. The solution worked out was to assign members of the 123d to the 3917th for duty only, and the arrangement was made to suffice for the rest of the stay.

The mission of the wing in England was to give ground support to NATO units and provide air defense for the United Kingdom. In the air defense capacity, the wing was integrated into the RAF Metropolitan Sector Control of the RAF Fighter Command. Later Col Ardery was to praise Group Capt James Rankin of the RAF for helping make the coordination possible. "This tie-in gave the 123d Fighter-Bomber Wing an opportunity to perform many operational missions in support of British surface units and provided valuable training in air defense with units of the Royal Air Force," Ardery wrote.

The wing participated in joint operations with other NATO units in "Grand Alliance" at Neubiberg, Germany, "Blue Alliance" at Furstenfeldbruck, Germany, "Main Brace" at Wiesbaden, Germany, and "Castinets" at Tripoli, Libya.

It was during a redeployment from Tripoli that one of the C-47s assigned to the wing was forced down at Marseille, France, by engine problems. As was usually the case, the crew had very little money among them and engine parts were needed, as well as meals and quarters. The pilot was forced to "borrow" money from the American Embassy to meet the expenses involved.

Once more engine problems began to plague the Kentuckians. At Manston it was the J-35 engine of the F-84E. A total of 26 aircraft were lost from November 1951 to November 1953! British engineers were called in to assist with investigations. Finally, it was determined that a 2 percent reduction of maximum RPM, along with an improved emergency fuel system would solve most of the problems. In the meantime, however, a number of American pilots were fished from the North Sea by hoverplanes, motor launches, and even a Dutch tanker. Among those dunked in the drink was Capt Ken Walker, whose Thunderjet exploded in midair. The Margate pilot boat Foreness won the race of craft going to Walker's rescue.

During the first months of 1952 dependents began arriving, as well as American automobiles. Housing for the fami-

lies was adequate, partly because Margate was a resort town on the sea, not far from the famous White Cliffs of Dover. Soon the Americans were established in Margate, Ramsgate, Cliftonville, Westgate and other nearby places. Many of them stayed on up into 1953.

As of July 9, the unit designation of the 123d Wing was returned to the Kentucky Air National Guard, less men and equipment. On July 10 the 123d Fighter-Interceptor Wing was federally recognized as an Air National Guard unit once more. However, the personnel and equipment stayed in place at Manston RAF Station where it became the 406th Fighter-Bomber Wing. Commanders of the 123d units became the commanders of the new organization.

By that time some key personnel including Lt Col Lee J. Merkel, Capt Douglas McGill, and Capt William Beck were returned to Louisville to re-establish the Kentucky Air National Guard. As they arrived home, they found that Standiford Field's main runway (1-19) was in the process of being extended, a project long in being completed. By July 23 all of the reconstituted KyANG units had at least some officers and airmen assigned and the arduous task of rebuilding strength was begun.

Merkel became, temporarily at least, commander of the 123d Fighter-Interceptor Wing while Col Ardery was still in England. In August 1952 he wrote Ardery saying, "Everything is coming along fine, with the normal confusion as may be expected under the circumstances." By this time they had a new adjutant general, Maj Gen Jesse Lindsay, and a new senior air adviser, Col Cy Kitchens. At that point Gen Lindsay was establishing the Air Section in Frankfort once more and expected Kitchens to stay there. A Maj Westwood remained as squadron adviser in Louisville, but was already expected to be replaced in October.

The runway extension problem at Standiford Field was making little headway between the Air Board and the L&N Railroad which owned land the airport wanted to use. "Negotiations are still going on," Merkel reported, "and I hope we will have the matter settled by Oct. 1." Air Guard officials were concerned enough to begin considering what they would do in the event the problems were not solved. Acquisition of 200 acres of the L&N golf course helped greatly.

At the time the 123d Fighter Group moved out of the Brenner Hangar area of Standiford Field, the 486th Air Reserve Wing switched from Godman Field to the old Air Guard location. Now, with the Air Guard units returned to Louisville, the Air Reserve units were disbanding. Merkel, Beck and McGill wasted no time in "scrounging" equipment and parts. Merkel reported "we did fairly well by their departure. We have all of their vehicles and they turned over to us numerous useful items ranging from partitions to aircraft and plumbing supplies."

1947-56:

The Mustang Years

Seven tactical pilots were assembled to make the 165th Fighter-Interceptor Squadron function. Again, publicity in Louisville and Frankfort newspapers was used to recruit new personnel, and the Louisville Chamber of Commerce gave its influence as well. With one C-47 and one T-6 to fly, the key officers released from England in July were finally released from active duty in August so they could become air technicians once more.

By September the negotiations between the Air Board and the L&N were becoming rougher. Condemnation proceedings had been instituted to claim land from the golf course of the railroad. The strength of the Kentucky units had climbed to 50 officers and 450 airmen by October. Equipment was being obtained by any means anyone could think of.

Since the wing headquarters had been created while the units were on federal duty, the National Guard establishments of Kentucky, West Virginia and North Carolina all wanted control of the unit as a state asset. The Commonwealth of Kentucky finally won the contest because of a relative lack in the number of Army National Guard units in this state. The creation of a 123d Hospital on active duty also brought this organization back to Kentucky. The tactical squadrons from West Virginia and North Carolina were returned to their own states. Comparatively, Kentucky had moved in total strength from 615 spaces before the activation to a total of 1,121 spaces. The wing and its units were also returned to control of the Air Defense Command.

The recruiting drives of 1952 were enhanced by prizes awarded to individuals recruiting the most new members. It was reported that Albert Higgins, then a traffic policeman with Lynview, directed speeding motorists to report to the ANG base for enlistment instead of writing them a citation. In any case, Higgins won a trip to Miami as a recruiting prize for his efforts.

One of the quieter aspects of unit history is a brief episode involving a unit known as the 8165th Air Base Squadron. Formed during the Korean Crisis years, the 8165th existed only to take in new recruits while the KyANG was in active federal service. An Air National Guard unit on active duty can only lose strength as individuals are separated or discharged. Replacements from the USAF are only temporary as far as Air Guard strength is concerned; once the units were returned to state status, all "regular" replacements were sent elsewhere by ordinary "transfer" actions.

A clipping from the Courier-Journal of March 14, 1952, shows a group of young airmen being sworn into the Air National Guard by Capt James H. Quenichet. The story explains the establishment of the 8165th Squadron at Bowman Field (the Vultee Hangar site now housed an Air Force Reserve unit). Among those first recruits were Robert L. St.Clair and

Estie Black—both of whom later became air technicians and valuable members of the military unit with St. Clair in accounting and finance (and civilian personnel) and Black in refueling and, later, supply.

The Year 1953— Rebuilding

Although the wing technically was released from active duty July 10, 1952, it was returned to the Commonwealth of Kentucky virtually without personnel. Most of the officers and men who went to England did not return to Louisville until 1953 because of the 12-month extended obligation which enabled them to be moved overseas in 1951. However, from that point until July 1953, some of the officers and airmen continued to return and be reassigned to their old units. Concurrently, a very earnest recruiting program ensued to replace those who remained on active duty, were discharged, or who did not return for other reasons.

The adjutant general, Maj Gen Jesse S. Lindsay, was most concerned to restore the strength of the units, and get the KyANG functioning again as it had before the call-up. Lt Col Lee Merkel, base detachment commander, who had returned to Louisville in July 1952, temporarily assumed command of the wing until Col Ardery returned to his old job, effective Oct. 27, 1952. As the unit came off active duty it was redesignated from a Fighter-Bomber Wing to a Fighter Interceptor Wing (and the same was true for the 165th Squadron). Jan. 1, 1953, they were redesignated once more as Fighter-Bomber units, reflecting more of an "offensive" mission.

Other unit commanders included Lt Col Roy Osborne who replaced Maj Jack H. Owen in 1953, in charge of the 123d Fighter-Bomber Group. Coming off active duty the first squadron commander for the 165th was 1st Lt Billie Williams, followed by Capt Charlie Wilson and Capt Jean W. DeConstant, and finally by Maj Cecil "Ken" Walker, all in the 1952-53 period. DeConstant had served also in 1952-53 as commander of the 123d Fighter-Bomber Group, immediately prior to Owen.

The strength of the Air Guard June 30 was 71 officers and 472 airmen, with a discharge rate of 30 percent. The 1953 civilian payroll and other budget totals including field training allowance, service schools, repair, transportation, and maintenance came to \$356,943.02.

The 123d Medical Group at that time was commanded by Maj Jerome A. Cope, now a well-known thoracic surgeon in Los Angeles. Another physician of renown became hospital commander in April, Louisville orthopedic surgeon Harold E. Kleinert, then a major. On the enlisted side, the hospital

gained the services of Rollyn Blankenbeker, who has been in the hospital unit ever since.

Field training in 1953 resumed after the war years as the units travelled to MacNamara AFB at Grayling, Mich. Also taking part at Grayling was the 167th Fighter-Bomber Squadron of the West Virginia Air National Guard. Field training was marred by a mishap which injured Lt William P. Gast and Capt Frank Troutman. A rupture in a cooling line in their "piggy back" F-51 caused them to crash on takeoff.

Years later Gast would look back on the accident and laugh at his efforts to leave the plane. But the heroic rescue effort of an airman, James P. Evens of the Medical Group, enabled Gast and Troutman to escape the wreckage. As a reward for his effort, Even's request to go to pilot training was granted, he received his wings and commission and remains with the Air Guard today, now serving in the rank of major.

An event of even greater heroic significance took place Sept. 28 when a chartered C-46 carrying soldiers crashed at Standiford Field. Going into the wreckage and braving the hazards of fire were four Kentucky Air Guardsmen who just happened to be a little late leaving work that day. Included were Walter Carter, Howard A. Curtis, Charles W. Simmons, and Jessie C. Brown. They not only were cited for the Soldiers Medal, but also won the first Kentucky Medals for Valor ever struck.

The year 1953 brought to a close the effects of the active duty period of 1950-52 which had decimated the Air Guard of Kentucky. Now, back in F-51s once more, the Kentucky units were once again building strength to regain spirit and manpower they had held in early 1950. They left behind the memories of England and vacation trips to the continent, and most of all they left behind the first "jet period" of their history, the years with the F-84 Thunderjet, which they all wanted very much to forget forever.

The Year 1954— First AFT at Savannah

Still under command of Col Philip P. Ardery, the Kentucky Air Guard continued to build strength. The Fighter-Bomber Group command changed from Roy Osborne to Lee Merkel while the 165th Squadron continued under Ken Walker.

On March 1 the Medical Group became the 123d Tactical Hospital, a designation which continues to this time.

For a time during the early '50s the ANG technician detachment had an award they called "The Big Wheel of the Week," conferred at the weekly staff meeting. It represented

the biggest "goof" for that week. Notwithstanding his otherwise outstanding abilities, Richard "Dick" Zimmerman, the wing administrative supervisor, won the "Big Wheel" award more often than anyone else. Once he topped the list for driving a tug into a muddy area and getting it stuck. Another time he got his tie caught in the mimeograph machine while operating it, but fortunately was rescued by a fellow technician who calmly clipped the tie at the knot with a pair of scissors! Zimmerman's carpentry abilities also won him the award one week when he was replacing a pane of glass in a door. As he tacked on the last piece of molding he made one wrong blow and shattered the glass to "smithereens."

In terms of antics, however, it was difficult to outdo the "Super Cat," Maj Jackie Carwell, now of Bowling Green. Carwell was landing his F-51 at Standiford one day and his wheels failed to come down. Without the landing gear to stop the descent, his propeller blades struck the runway, bending all four at the tips. He may have used one of his "99 lives" but the props were bent so evenly all around that he was able to regain altitude, go around, and this time make a safe landing. To the further surprise of everyone, it was found that no damage had been done to the shaft or engine, and that replacement of the propeller blades was the only repair really needed.

In the history of the Air Guard, no single person holds an equal place with Capt Robert J. "Bob" Griswold. Griswold, undoubtedly one of the most colorful pilots ever to belong to the KyANG, was briefing a large group of squadron pilots one day on how they were to navigate to Miami, Fla. It was prior to an extensive cross-country training mission. "The way you get to Miami," Griswold said, "is to fly due east 'til you come to the ocean, then turn right." At this time Griswold is in Puerto Rico practicing law, having retired from the zany Puerto Rico Air Guard, where he had also become a legend in his own time.

As 1954 drew to a close, many of the older World War II veteran pilots were resigning from the Kentucky Air Guard, but they left a legacy behind of a type never to be forgotten.

In April the KyANG received a pair of F-84s at Standiford, the first jet aircraft to be received in Louisville. They were, however, used only on the ground for training purposes in areas such as maintenance. Ardery, Merkel and others were dreaming of the day when Kentucky would be assigned jets that they could fly.

All through the year a controversy seethed over whether or not Standiford Field's runways would be lengthened for the jets. There were many who wanted another airport built further out of town if jets were going to come to Louisville. Officials of the Air Guard worked diligently to convince others that the jet concept should be accepted and alterations begun on the Standiford runways.

1947-56:

The Mustang Years

Brig Gen Winston P. Wilson from the NGB came to Louisville to explain the Air Guard could settle for an extension of 2,800 feet. It would have brought the runways to a length of 7,800 feet.

Annual field training was held at Travis Field, Savannah, Ga., in 1954—the first of many times the KyANG would go to Georgia. They would return to Savannah in 1955, 1956, and 1957 consecutively.

The Year 1955— Ardery Makes General

It was Jan. 24 that word was received that Philip Ardery had been promoted to brigadier general. While the popular young attorney was not the first Kentuckian ever to pin on a star, he was the first of the Air National Guard in this state to achieve the distinction.

Lee Merkel continued to serve as group commander and base detachment commander during 1955. Talk of jets continued, pending the resolution of the problems with lengthening the runways.

Effective July 1, the units were redesignated once more as the 123d Fighter-Interceptor Wing and Group and the 165th Fighter-Interceptor Squadron. Merkel still headed the group and Walker the 165th Squadron. Field training to Savannah was by train, a memorable experience to all who have made "troop train" trips. Lt Col Harold Graves replaced Maj Harold Kleinert as hospital commander, Col Robert C. Brown succeeded the veteran Col Cy Kitchens as senior AF adviser, and Maj Charles W. Hodson, the squadron adviser, moved on to other duties.

Always part of community efforts, the KyANG participated in the fight against infantile paralysis by distributing polio vaccine to various locations.

Still, the most important thing in the minds of Air Guardsmen was the flying mission. On Oct. 20 Lee Merkel announced publicly that the Air Guard was about to receive its first flyable jets, T-33 trainers that were a transition to things to come. Two of the T-33s arrived Nov. 10 and a third 11 days later. Also aiding in the process of transition were the T-28s, a much faster prop-driven trainer than the older T-6s.

The year 1955 seems to have been pivotal in terms of the strength of leadership from its NCOs. While space renders impossible naming all who have contributed, here emerge such names as the Marks brothers, the Bronger brothers, Charlie Johnson, Norman Thomas, Tom Rodgers, Al Fredericks, Vince Michelena, and so many others. In all, it has been men

such as these who have been a backbone strength to the Air Guard.

Still, there were the funny stories. One is told that Supply Warehouseman K.Y. Will once filled a box with rocks, nailed it shut, and then issued it to Bob Reinhart as an "F-51 Jaguarator." History, unfortunately, does not reveal if Reinhart signed the Hand Receipt.

Another story on the "Super Cat," relates that once Maj Carwell was flying out of summer camp at Savannah, Jackie's F-51 developed an oil leak, and he was forced down in the Georgia swamps. When his rescuers finally reached him, Carwell was lying on the wing of the plane with a fishing line tied to his big toe. At least, so the story goes!

The year 1955 was the beginning of an end for the Mustangs and the start of a new era. It is here that names like Richard Frymire and Fred Bradley enter the scene, products of jet training and Korean service. Not far away are those like Bill Semonin and Jim Long.

The Year 1956— End of the Mustang Era

In retrospect it seems an oddity that one who fought so long to usher in the jet age should have died without seeing it happen. However, on Jan. 31 Lee J. Merkel was killed in the crash of an F-51 10 miles north of Bedford, Ind., the third pilot to die while on Air Guard status. The veteran flier was known as a "hot" pilot. He had once served as wing commander, and as an air technician had been the first base detachment commander, as well as commander of the 123d Fighter-Interceptor Group.

With their three T-33s and six T-28s, Kentucky Air Guard pilots continued to prepare for jets as tactical aircraft. Work was begun in April to extend the runway 1-19 to a length of 7,800 feet so that jets could use Standiford Field.

Selection of a replacement for Lee Merkel took place June 1 when Lt Col Verne M. Yahne became the new base detachment commander. He had been a member of the military unit for some time and was formerly on the faculty of Lindsey-Wilson Junior College at Columbia, Ky. Yahne also took command of the 123d Fighter-Interceptor Group. He was a World War II fighter pilot who once unknowingly broke the sonic barrier when his P-38 Lightning lost part of its tail.

Field training in 1956 at Savannah marked the end of the trail for the F-51s, maybe not too soon. Maj Don Burch earlier had made a crash landing north of Bowling Green and Capt Ronnie Peterson lost an F-51 near Parris Island, S.C., at summer camp.

Peterson had been well briefed on the capabilities of a Mustang forced down in water. The air scoop under the fuselage caused the F-51 to sink faster than a lead sinker. In his eagerness to get out, he opened his "Mae West" life jacket and pulled the inflating device on his rubber raft too soon. The F-51 had come to rest on the bottom, as expected, but in only three feet of water!

Another tale of the era involves a weekend cross-country trip from field training at Savannah down to Miami, Fla. The flight surgeon, Maj Harold Kleinert and his able pilot, Maj Elmo Burgess were flying back in the C-47. Burgess took off from Miami, but when he reached altitude the two days without sleep in Miami took their toll. Burgess told Kleinert to "fly" the aircraft, but the physician had no more sleep than his pilot friend. When one of them finally awakened, the warning lights of their nearly-empty fuel tanks were blinking a message no pilot wants to read. Luckily, they were just off the coast near Savannah and were able to bring the plane home safely.

The fiscal year budget of 1955-56 brought a boost of \$3.3 million to the economy of the Louisville area. It was also at this point that individuals such as Capt Charles C. Sauer, base

personnel officer, Maj William H. Beck, the chief of maintenance, and Maj Charles Sellins begin to make their skills helpful to the KyANG. All too often men like these may go unnoticed, but their daily efforts make the Air Guard run smoothly.

One more story of the humorous and ridiculous brings to a close the colorful years of the Mustangs. Once again, it was the illustrious Griswold who flew one day to an unknown destination for a load of turtle meat. He returned with his exotic cargo stuffed into every inch of space available in the Mustang, including ammunition storage spaces. For some unknown reason, when Griswold returned to Standiford he left in such a hurry that he forgot to tell anyone about the turtle meat. Several July days later the technicians discovered the source of the mysterious odor. There is a version of the story which holds that Griswold's Mustang was buried somewhere, too ripe with the smell of rotten turtle meat to be sent back for scrap with the rest of the Mustangs!

As the F-86 Sabres began to arrive, the unit's F-51s were flown to Sacramento, Calif., where they were put into "mothballs."



T-6 'Texan'

Workhorse Trainer

T-6 TEXAN: The T-6 has been flown by more military pilots, worldwide, than any other aircraft. Made by North American, the Texan had an unusually long service life. Originally purchased in 1937 it gained fame during WWII as the T-6, the only Army Air Force single-engine advanced trainer procured in quantity. Practically every fighter pilot in WWII received training in this airplane prior to graduation from flying school. First produced as the advanced trainer in 1938, over 10,000 were built and the T-6 was in use at Air Force pilot schools until September 1956. During the Korean Conflict the T-6 broke in as a close support aircraft in use with ground troops, marking positions with smoke rockets so that jet fighters could attack the right places. Despite its slow speed few were lost to enemy action, and it was further immortalized by the widely-read "Terry and the Pirates" comic strip during the Korean fighting. Many T-6s have been in use in more than 30 Allied nations used for various purposes. The KyANG flew the T-6 as one of the early proficiency aircraft, and continued using them for support flying even after the Korean recall period of 1950-52.

SPECIFICATIONS: Wing span 42 feet; length 29 feet, six inches; height 11 feet, one inch; weight, gross 5,239 pounds; ceiling 24,750 feet; speed 212 mph; range 870 miles; power plant one Pratt & Whitney R-1340-AN-1 engine with 600 hp.



B-26 'Marauder'

Used for Towing Targets

A-26 INVADER: Some of the earliest aircraft possessed by the Kentucky Air National Guard were several A-26 Invaders. Manufactured by Douglas, the Invader was a sequel to the B-26 Marauder bomber which was produced by Martin Aircraft. Later the A-26 was also called the B-26, thereby causing some understandable confusion. The Invaders furnished the KyANG with a twin-engine aircraft for proficiency flying by members of the 165th Utility Flight and the Headquarters, 223d Air Service Group. Its real value, however, lay in its use in towing "sleeve" targets for air-to-air gunnery by Mustang pilots in practicing marksmanship. Developed late in World War II, the A-26 was faster than the Marauder and participated in combat in both the European and Japanese Theaters of war. It carried armament varying with the mission it performed, and could haul a bomb load unusually heavy for its size, although never called upon for such duties with the KyANG.

SPECIFICATIONS: Wing span 70 feet; length 51 feet, two inches; height 19 feet; gross weight over 29,000 pounds; ceiling 25,000 feet; speed 375 mph; range 1,200 miles; power plant two Pratt and Whitney R-2800 engines with 2,000 hp each.





The Year 1947—

KyANG Gets Underway

THE FIRST ORDER: With several of the first group of officers already approved by a federal recognition board, the enlisted personnel were brought into the KyANG on historic Special Order No. 1. Several of those listed are still active members of units of the wing.

UNITED STATES
ARMY
CANTONMENT #1616
LOUISVILLE, KENTUCKY

SPECIAL ORDER

17 February 1947

NUMBER

1. Following appt EM announced effective this date:

123D FIGHTER GROUP (B4), ANG

NAME	APPT TO
Pvt Douglas J. McGill 38704635	M/Sgt (802)
Pvt Russell W. Brown 36499106	S/Sgt (791)
Pvt Joseph L. Shaughnessy 35258641	S/Sgt (747)
Pvt Brown Treadway 6908335	S/Sgt (826)
Pvt Gene W. Hawley 15333567	S/Sgt (802)
Pvt Martin E. Rice 38706058	Sgt (911)

105TH FIGHTER SQUADRON, ANG

NAME	APPT TO
Pvt Jack E. Gowan 15086925	M/Sgt (760)
Pvt Lester R. Parks 34812504	1st Sgt (802)
Pvt Deroy W. Cubine 15068720	S/Sgt (760)
Pvt Theo L. Besarn 35688742	S/Sgt (747)
Pvt James C. Hagan Sr 35496651	S/Sgt (760)
Pvt Osborne A. Morris 15069467	S/Sgt (747)
Pvt Glenn B. Scherzer 37259961	S/Sgt (821)
Pvt George E. Steigerwald 35258640	S/Sgt (747)
Pvt Willie D. Stewart 15065091	S/Sgt (760)
Pvt Virgil E. Wood 13000434	S/Sgt (747)
Pvt James E. Jackson 35258236	Pfc

DETACHMENT "A" 225D AIR SERVICE GROUP, ANG

NAME	APPT TO
Pvt Clay W. Alexander 20642711	M/Sgt (926)
Pvt Robert F. Botkin Jr 35268752	S/Sgt (888)
Pvt John E. Coop 14012038	S/Sgt (968)
Pvt Leslie W. Diehrich 36034078	S/Sgt (014)
Pvt Leroy F. McDaniel 5149597	S/Sgt (925)
Pvt William I. Marks 35814521	S/Sgt (754)
Pvt Elbert D. Allen 35113111	Sgt (620)
Pvt Stanhope E. Conley 35427672	Sgt (875)
Pvt Samuel M. Duncan 35492520	Sgt (882)
Pvt Marvin L. Skipworth 34348540	Sgt (835)
Pvt George J. Stiles Jr 15078736	Sgt (359)
Pvt Milford L. Dutton 30807621	Sgt (982)
Pvt Clarence E. Vermillion 15068088	Sgt (828)
Pvt Paul F. Bronger 15105488	Sgt (747)
Pvt George J. Windish 35696659	Sgt (862)
Pvt Raymond C. McMichael 15334235	Cpl (405)
Pvt Morris O. Ward 15336071	Cpl (747)
Pvt Charles O. Bennett	Pfc

188TH UTILITY FLIGHT, ANG

NAME	APPT TO
Pvt Reuben E. Bass 15042464	S/Sgt (2760)
Pvt Leslie I. Knobbrod 35312200	S/Sgt (747)
Pvt Wallace A. Henry II 15304127	Sgt (747)

2. 1st Lt RUSSELL W. CUMMISON 01640676 AC A.N.G. this Hq reld of dy as Adjutant and asgd dy as Information and Education Officer vice Captain BILLIE HURST 0745100 AC A.N.G. this Hq reld.

3. Captain BILLIE HURST 0745100 AC A.N.G. this Hq asgd dy as Personal Equipment Officer.

4. Pursuant to authority contained in Section VI paragraph 33 c (8) (d) National Guard Regulation 58 dated 3 September 1946 the following named EM in addition to their duties are detailed to duty requiring participation in regular and frequent aerial flights:

NAME	GRADE	ASN	MOS	ORGANIZATION
Clay W. Alexander	M/Sgt	20642711	925	Det "A" 225d Air Serv. Gp
Jack E. Gowan	M/Sgt	15086925	760	105th Fighter Squadron

5. Captain GORDON L. RUPPNER 0507824 AC A.N.G. reld asgt & dy 188th Utility Flight reassgd Detachment "A" 225d Air Service Group dy Auto Maintenance and Repair Officer.

By order of Lieutenant Colonel ARDREY:

WILLIAM D. GILL
1st Colonel AC A.N.G. Ky
Adjutant

OFFICIAL:

William D. Gill
WILLIAM D. GILL
1st Colonel AC A.N.G. Ky



JEEP MECHANICS: It takes more than airplanes to make an Air Guard. Here, in an early picture from the base motor pool, one of the jeeps belonging to the Kentucky detachment of the 223d Service Group gets some well-deserved attention. John Rice, now retired, is at lower left inflating the tire.



FORD FIXERS: Seldom before or since has such outstanding talent been gathered at one place to tend to a Ford truck. Here, from left, are Elmer Growe, Louis Brunker, Walter Carter, Jerry Plappard, Al Higgins, and John Rice. Brunker was a wheel even in those days—look at all of those stripes on his fatigues. As a matter of fact, get a load of those one-piece fatigues.

The Year 1948—

Camp at
Columbus, Ind.



TOP PHOTO: In order to get to annual field training there had to be a long convoy of rolling stock. The KyANG took along everything it would use at Atterbury near Columbus, Ind. Note policeman on motorcycle at head of column, which strung out for blocks behind and out of sight to the left. Coming out of the Vultee Hangar area, it was about to make a turn onto Grade Lane. BELOW RIGHT: Aircraft inspector Andy Morris worked on one of the F-51s to make ready for a daring jaunt into the wild blue yonder.





LOADING AMMO: The 25 F-51 Mustangs of the 123d Fighter Group were almost new when they were received at Standiford Field. They were D-model Mustangs, equipped with six rockets, a pair of 500-pound bombs, and six .50-cal. machineguns. Members of the maintenance crew were obviously impressed with the armament of the Mustang. Unfortunately the identification of many of the early Air Guardsmen has grown dimmer over the years, but Carl Bundschu (left) and John Mulhall (right) are on top of the wing and Arvel Lindsey (right) is holding a rocket.

The Year 1948

FIRST FIELD TRAINING: The Year 1948 saw the KyANG go to Atterbury, Ind., during the month of September. Here, members of the 223d Air Service Group were working on a radio. Included were Tom Lamb, left, Sam Duncan, second from left, and Capt Dick Senn, right.



AFTER DRILL: Always a favorite after-duty pastime, they stopped in for a brew. Recruiting posters behind them on wall, they were (from left) Ernie Mercer, Carl Bundschu, Martin Rice, Bill Trux, Les Parks, unidentified, Lee Merkle, and Bob Harris.



WAITING FOR MUSTANGS: After the maintenance crews got the planes off the ground, there was the wait for their return. Here a group of early Air Guardsmen do just that. That's Theo Dezarn in the T-shirt, front row center, and maybe Harold Scott in the Jeep.





THOSE DARING YOUNG MEN: Standing in front of their flying machine, the F-51 Mustang, these pilots of the 165th Fighter Squadron were the cream of the crop. They were, (from left) front row: Kehrler, Merkle, Mantell, and Hammond; standing: Moore, Wilson, Mehne, and Roshon. Note the wooden hangar and the B-26 Invader in the background. Picture was taken on flight line ramp in front of Vultee Hangar.



First Air Adviser

In the early days the tasks now performed by the air commander were done by the senior air adviser. The first man to hold that post was Col Herbert A. Bott, shown here practicing an imaginary golf shot.

The Year 1949—

Off to
Wilmington



TEXAN MAINTENANCE: The first aircraft owned by the Kentucky Air National Guard were T-6 Texans. Here, inside the old Hangar Building, maintenance personnel work on one of the radial air-cooled engines of the most widely used type of trainer ever flown. The two men standing on the floor are Tom Rogers (left) and Leroy Martin (right).



FLYING HIGH: Flying the lead, as usual, was Maj Lee J. Merkel, now the base detachment commander. The crew chief of No. 155 was Maurice O. Ward. Those F-51s were manufactured in 1947, received almost new by the KyANG from AFRes programs located in Michigan, Minnesota, and Illinois. **OPS COUNTER:** Base Operations, always a busy place, was also known for its "war stories." Here are (from left) Reuben Bass, behind counter, talking to "Mo" Ward; others are Merlin R. Kehrer, a pilot who had volunteered for action with the Canadian Air Force before the United States entered WWII, and O. A. Morris.

The Year 1949



TOP PHOTO: Taking the canopy off of No. 548 attracted the efforts of (from left) Ed Stowers, Andy Morris, and Dave Brown. BELOW: On the flight line there were B-26s, C-47s, and F-51s, parked in neat rows.



HORSING AROUND: Jack Dunn and Bill Gast were in San Antonio, Tex., although the reason escapes us now. Looks like Jack is about to find out the hard way why not to sit on a prickly-pear cactus. BASE SUPPLY: Doug McGill, a captain then, was doing something fascinating at his desk in Base Supply. On the wall are photographs of the farewell party for Col Botts, which appears here on the opposite page.



FAREWELL PARTY: It was August 1949 and the time had come for the departure of Col Herbert A. Bott, the first senior air adviser. He was presented a set of golf clubs. They are (from left), first row: Russell, Reuben Bass, Dewey Lankford, Russell Brown, Chris Baker, Bott, Paul Bronger, Bob Harris, Jack Cheatham, Allen, Robert Botkin, and Harry McAllister. Second row: Andy Morris, Harold Scott, Jimmy Jackson, Jimmy Steward, Clarence Vermillion, Carl Bundschu, Dillard, Masterson, Duke Wirtle, Warren Dubois, Louis Bruner, and Carl Lockner. Third row: Lee Merkle, Maj John L. Doyle (squadron adviser), Charley Stowers, Jack Gowan, Martin Rice, Ebrans, Mrs. Buggs, Tingle, John Rice, Miss Patterson, Lester Parks, Miss Sherry Ash, and George Windish. Fourth row: Tom Marks, Ed Brennan, Ed Stowers, Sam Cooley, Joe Shaughnessy, Ralph Bronger, Jake O'Bryan, Evans, Kenny Williams, and Elmer Crow. **UP THE POLE:** Even then the comm guys were always getting high on something—like high wire, for instance, at Wilmington, Del.



The Year 1950—

Recall To Active Duty



OFF TO GODMAN: Capt. Charley Wilson, operations officer for the 165th Fighter Squadron, received a big send-off from his wife (for the benefit of the press) as he climbed into his Mustang to fly all the way to Godman Field. They had been recalled for the Korean Crisis of 1950-52.



DRESSED UP IN BLUES: Still at Standiford Field, but not for long, as the unit prepared to move to Godman, were: (from left) top row--Wimlish, Paul Bronger, J. E. Jackson, O. A. Morris, C. L. Alexander, Willie Marks, Reuben Bass, and Martin Rice. Standing below: Sam Duncan, Dutton, Ed Stowers, Jack Gowan, Lester Parks, Scherzer, Hagan, unidentified, McDaniels, Joe Shughnessy, Theo Dezarn, Clarence Vermillion, Cabine, Russel Brown, and M. O. Ward.

BROADCASTING: Maj Don Burch gave a briefing to the operations types--was it live?



SPAATZ TROPHY: One of the reasons they were picked for recall was the "Spaatz Trophy" the 165th Squadron won in 1950 for readiness. Viewing the prize are (from left), Ed Stowers, Lt Lester Parks, Maj Al Clements, and Andy Morris. Clements was commander of the 165th. **COLD AT GODMAN:** About the time they arrived at Godman Field the temperature plummeted—but even that won't cool a pilot's ego, as witnessed by these six, decked out in the new gabardine blue trench coats. Dashing, weren't they?



State Air National Guard Is Called to Active Duty

Outfit Is One of 4 Fighter-Bomber Groups In First Call-up, Colonel Ardery Reports

Kentucky's Air National Guard will go on active duty with the Air Force at Godman Field, Fort Knox, Ky., in mid-October.

Col. Philip P. Ardery, Frankfort, commander of the unit, announced yesterday that his outfit is one of four state fighter-bomber groups going into federal service under the first call-up of Air Guard units.

Air Force officials at Washington disclosed that the Kentucky unit and a fighter squadron from Charlotte, N. C., would be ordered to report to Godman Field sometime between October 11 and 21.

Seventy-five Kentuckians were sworn into the Army yesterday and sent to Fort Knox. Story is on Page 3.

The Kentucky Air National Guard, also known as the 123d Fighter Group, is composed of squadrons and various units based at Louisville and Charleston, W. Va. Headquarters is at Standiford Field.

Colonel Ardery's outfit is considered one of the nation's best state flying units. One of its fighter squadrons, the 165th, was among 12 units to receive the General Carl Spaats trophy for proficiency this year.

'Proud To Be Called'

The 165th Fighter Squadron, based at Standiford Field, is commanded by Maj. Albert Clements, 3037 Beaumont. Other Air National Guard units here are the 223d Air Service Group, commanded by Col. William D. Ott, 2419 Brighton Drive; 165th Utility Flight, by Capt. Stanley P. McGee, Jr., 2315 Glenmary; 165th Weather Station, by Capt. Frank H. DeLand, Jr., 3805 Washington Avenue and Detachment A of the 223d Air Service Group, by Lt. William H. Beck, 1704 Rosewood.

"We are proud to be among the first National Air Guard units to be called," Colonel Ardery said. The 36-year-old commander served 18 months as a bomber pilot in World War II and later

flew one of the first jet planes produced in this country.

Colonel Ardery said he could not disclose how many Kentuckians would be included in the call to service. A group normally consists of about 1,500 men. Nearly all the fighter pilots in the Kentucky group are veterans of World War II fighting in Europe or the Pacific.

The Air Force announcement of the first call-up of Air Guard units said between 5,000 and 7,500 men and about 350 planes were involved. The Kentucky Air National Guard flies F-51 fighters, the famous World War II Mustangs, and B-26's and C-47's.

NEWSPAPER STORY: Pride in their unit at the time of the call-up was evident in publicity. AMMO BEARERS: Some of the guys who took care of the ammunition for the F-51s were from Ammo Supply (from left): Pigg, Peak, Schuster, and Kramer.





The F-84 'Thunderjet'

*Flown Only
in England*

F-84 THUNDERJET: Made by Republic Aircraft, the F-84 Thunderjet was designed as the successor to the P-47 Thunderbolt, also made by Republic. The F-84 was the workhorse of the air-ground operations in Korea as a fighter-bomber. The Thunderjet was the last of the straight-wing fighter-bombers to see operational service with the Air Force, but was instrumental in helping to develop in-flight refueling. It also was the first single-seat aircraft capable of delivering a nuclear weapon. The 123d Fighter-Bomber Wing crews went through transition training in the F-84 before going to England, where the F-84E became the first jet assigned to the unit as standard equipment. However, the F-84s at Manston RAF Station were incredibly poor in maintenance upkeep and many were lost in crashes during 1952-53. The F-84 was further developed by Republic Aircraft through many modifications, from the straight-wing E-models flown by the Ken-



tucky units, to a more sophisticated swept-wing F-model, and a reconnaissance version called the RF-84F Thunderflash. Known throughout the Air Force as the "lead sled," the Thunderjet was far from popular with Air Guardsmen either. Two F-84Es were received by the KyANG for ground training at Shewmaker in 1955 while the main runway was being lengthened to make ready for jet aircraft at Standiford Field.

SPECIFICATIONS: Wing span 36 feet, five inches; length 37 feet, five inches; height 12 feet, 10 inches; weight, empty 9,538 pounds, gross 19,689 pounds; ceiling 40,750; speed 587 mph; range 1,282 miles; power plant J-35-A-15 jet engine with 3,750 pounds thrust.

The Year 1951— Replacement Training and VIP Visitors



THE VEEP: It had very little to do with politics that the "Veep" himself, Alben Barkley of Kentucky, visited the recalled Kentuckians at Ft. Knox in 1951. The 123d was now a wing headquarters, commanded by Col Philip P. Ardery (right).



... and Exercises

FT. KNOX IS ARMY: One of the activities which demanded the attentions of the 123d Wing at Godman Field was the penchant of the Army for firepower demonstrations, parades and ceremonies. One of those ceremonies brought out the honor guard, tanks, and all the spit and polish the Armor Center could muster (below). Another occasion found a chance for Col Ardery to have a photo made with the famous Army commander, Gen Mark Clark (above, right). The Mustangs often flew in support of exercises at Ft. Knox, witnessed by a letter of praise from Col E. M. Fickett, commander of the Headquarters School Troops, who wrote of his "wish to commend you for your outstanding performance. All who witnessed the exercises were very much impressed by the skill and ability shown by your command." Having an Air unit handy to show air-ground attack support was very useful to Army officials at Ft. Knox.



The Year 1951



ADVANCE DETACHMENT: Orders were received to move to Manston RAF Station, near Margate, England, while the units were at Ft. Knox in September 1951. The Advance Detachment departed through Westover AFB, Mass., on Nov. 6 and were in place at Manston on Nov. 10. The airlift of men and materiel was accomplished by C-124s, which opened their huge maws to disappear military vehicles into the interior of the aircraft.

TENT CITY IN ENGLAND: There had to be a great deal of speculation about what the troops would find at Manston. What they discovered was that the enlisted personnel were supposed to live in tents (above), despite the temperatures of December and the moisture of the English climate. It gave the commanders and their men a great deal of moral and physical discomfort, although officers and families found housing readily.



OFFICE STAFF: Headquarters of the 123d Wing had these (from left) kneeling: 1st Lt Louis Green, Col Phil Ardery, and Capt Doug McGill; standing: SSgt Call, A2C Weber, MSgt Graham, A2C Aldridge, TSgt Mitchell, A1C Swartz, and MSgt Earl C. Herbert.



F-84 CRASH: The lonely figure of a Kentuckian officer watches as another of the poorly maintained F-84s burns. The crashes were a rather regular occurrence during the stay of the Kentuckians in England. There was not enough time to cure all ills of the F-84.



DUKE & DUCHESS: Visitors to the wing at Manston RAF Station included the Duke and Duchess of Gloucester and their family. Here the titled guests were being hosted by Col Phil Ardery (left) and one of the hosts from the RAF, Group Capt Finch.



MANSTON OFFICER CORPS: (From left) front row—Col Register, Maj John Williams, Maj Ronnie Fox, Lt Col Jeffrey, Col Ardery, Lt Col Barrrell, Lt Col Keith Moore, Maj Jess Harris, and Maj Bill Carigan. Middle row—Capt Doug McGill, Lt Doug Greene, Capt Benjamin, Maj Barrett, Capt Al Cleveland, Maj Dick Senn, Maj DeWitt Young, Maj Nozell, Maj Flowers, Capt George Cochran, Capt Paul Harper, Maj Frank Harrison, and Lt Ed Schmidt. Back row—Lt Reems, Maj Art Burke, Lt Bento, Lt Ike Wilson, Capt Les Spalding, Capt Russ Caughron, Lt Jim Shelton, Lt Taber, and Lt Charles Sellins.

The Year 1951

THE PILOTS: Coming down from the top of the group are McHugh, Armstrong, Hatton and McGee; Sharpe, Shewmaker, Scheu and Merkel; Wilson, Ruiz, Ralston, Clarkson and Tuell; Aubuchon and Spencer; Ross, DeConstant, Conder, Kipp and Kehrer.



The Year 1952—

Thunderjets and Deactivation



MANSTON OPS: It was pretty fancy, you'd have to admit, but this was the Operations Building for the 165th Fighter Squadron at Manston RAF Station (right). Standing ready for duty is Lt Lou Scheu. **MEN AND THUNDERJETS:** Standing on the flight line at Manston RAF Station, one of the squadrons presented a sharp formation in their Air Force blues.





HEADQUARTERS: This was the headquarters building of the 123d Fighter Wing at the Manston RAF Station **MARGATE, KENT:** Jim and Marynell Mehne found quarters and an English sports car much to their liking as more and more dependents arrived. The housing for officers was no problem since Margate, Ramsgate and other seashore towns were tourist spas about half the year.



**England
1952—**



Louisville 1952—

Then It Was Over . . .

8165TH SQUADRON: The job of reconstituting the KyANG was a difficult task. Set up in the period just prior to the "return" of the KyANG to state status, the 8165th Air Base Squadron was created to receive recruits and process them for basic training. Here Capt James H. Quenichet watches while a clerk pulls a recruit's field records.



BACK AT HOME: Preparing for the eventual return of all of their men, the 123d Wing was returned to the state "on paper" as of July 10, 1952, although many of those who went to England had to extend and did not return to Louisville until 1953. Here Robert Botkin ploughs an area to be seeded in grass at Standiford Field in Louisville.

And Time
To Come Home
For Some . . .



The Year 1952

BOWMAN BARRACKS: The site of the 8165th Air Base Squadron during the recall period of 1951-52 was this surplus building held over from WWII. **SWEARING IN:** Capt James H. Quenichet (right) administers the oath to some of the first recruits of the 8165th, Robert L. St. Clair, Dave Kelly, Robert S. Bruckert, Eslie Black, Gerald N. Jolly, and Ralph S. Hawser.

ARDERY TAKES COMMAND: Col Philip Ardery returned from England early to take command of the Ky ANG, effective Oct. 27, 1952. Here he inspects the air Guardsmen who had been assembled following the recall period which ended on July 10 with federal recognition of the reconstituted Kentucky units.



The Year 1953— Rebuilding



GRAYLING SUMMER CAMP: Lt. Harold Scott and MSgt Sam Duncan found they could clean their mess trays just like they used to before the call-up. Here, at Grayling, Mich., the 123d Fighter-Interceptor Wing exercised as it worked to rebuild personnel to pre-war levels. It was long slow work to come back to where the KyANG had been back in the summer of 1950.



The Year 1953

WETHERBY VISITS: The first field training after the activation period attracted an incurable angler—Gov. Lawrence Wetherby (second from left). Flanked by Taylor Davidson (left) and Maj Gen Jens Lindsey, the AG (second from right), they couldn't compare trophies with Col Cy Kitchens, the senior air adviser to the KyANG.



OPS COUNTER: If you had business at Base Operations in 1953, MSgt Russel Brown was there, aided by Betty Braun and Homer Price. They were back in the old Vultee Hangar at Shewmaker. In-bounds included lots of the T-6 trainers, two F-51s; a C-47, a C-45, a C-46, and an L-19. Some of the aircraft had been picked up from the AFRes unit at Standiford which broke up about the middle of 1952.



MEANWHILE, IN THE HANGAR: Always good at making a work-saving device where needed, members of the KyANG built a 25-foot work stand in the Hangar. Shown putting it together are (from left) Tom Marks (partly hidden), Ed Stowers, William Marks, Ralph Bronger, Paul Marks, George Helm, Clay Alexander, Willie Goatley, and Bill "Boom Boom" Beck (watching, back to camera).





FIELD TRAINING: Going to annual field training at Grayling, Mich., in 1953, the KYANG had to sign over F-51s from the Vandala, Ohio, unit. Shown here making the actual transfer of Mustangs for the two-week stint are: M. O. "Mo" Ward, Bub Ernspiker, Clay Alexander and Tom Marks.

PARACHUTE RIGGER: The fine art of folding a parachute is demonstrated by an expert technician, John Rice (at left). If a pilot had to hit the silk, he wanted someone like Rice doing the packing down in Personal Equipment.

The Year 1953



MEDICAL GROUP: The mixture of fatigue uniform and youthful faces indicate there were a number of newcomers in the Hospital in '53. Some of them who can be identified are Rodney Spruaterback, Lynnegar, and Jerry Hays in the front row. In the back row are Jack Kuhn and Kenny Mays. **HORSE-PLAY:** George Helm decided to dress out in his Confederate Air Force uniform on the way to gunnery in 1953. Obviously amused are two of Helm's loyal troops, Chester Knight and Willie Goatley. **TECH ORDERS:** Even at camp you have to look things up, as Clay Alexander and Jack Gowun did at Grayling. Some of the time, anyway.





THEM'S REAL ROCKETS: One of the stories that can be laughed at later is the one on these two KYANG chums, Bobby Bronger and Ray Harding (right). They assembled this impressive-looking display which was used as a training aid. Only later did they learn that there was a "live round" in the mock-up—a hot rocket under Bronger's right arm (photo at left). The trigger on the hand grip marked No. 6 would have sent the whole thing up in smoke! **HOT SHOTS:** With their trusty Mustangs once more were the pilots of the 165th Squadron. They were (from left) Bob Griswold, Jim Pickett, Bill Gast, Jean DeConstant, Lou Scheu, Ken Walker, and Larry Québbeman.

The Year 1954—

First AFT
at Savannah



WHEELS CONFER AT SAVANNAH: In a strategy huddle at Savannah, Ga., in 1954 was this group: Col Mac McLaughlin (W.Va.), Col Phil Ardery, Lt Col Lee J. Merkle (who had become commander of the 123d Fighter-Bomber Group), the vice commander, Col Dunn Ott, and the senior air adviser, Col Cy Kitchens. **NIGHT WORK:** From the looks of it, these guys must have been caught on a "midnight requisition." They are (from left) Bobby Bronger, Tom Rogers, and Ray Harding (in F-51). **NEXT PAGE:** Fitting recruits with uniforms was about the same in 1954 (two sizes—too big and too small) as it is these days. Carl Schuster fitted a hat on Michael Lyons, aided by George Vickers. Al Hernden and Charles Caro helped another recruit with a new blouse made of blue wool serge.





The Year 1954



SUPER CRAFTSMAN: John Bott Hesthel, a full-time technician (photo above), is symbolic of many expert craftsmen who kept the aircraft of the KYANG flying through the years. **PEELIN' SPUDS:** A familiar sight over the years has been younger airmen doing a job called "KP." These three KPs are Joe Halblieb, Ronnie Smith, and John Thomas, taken about 1954. **END OF THE LINE:** Summer camp at Savannah in 1954 was close to the last hurrah for the T-6 Texan aircraft. Some of the Texans' best friends were (from left), top row, Roy Adams, Joe Shaughnessy, and Harold Smith; on ground, Chuck Benedict and George Helm. **KEEPIN' KOOL:** Out on the flight line it gets pretty hot, but Charlie Johnson did this job in the shade, assisted by Paul Hanie (left). Supervisor Willie Goatley kept his cool, too, sans shirt (right).





NGA CONFERENCE: The Kentucky adjutant general, Maj Gen Jesse Lindsey, is shown here addressing the National Guard Association convention. On left is Lee Merkel and on right is the veteran USP&FO of the Department of Military Affairs, Willis "Ray" Hodges. OLD TIMER: One of the respected pilots of F-51 days was Billy Williams, a one-time squadron commander of the 165th. Getting him off on a Mustang sorfie is his trusty crew chief, Charlie Johnson. They were at field training in Savannah, Ga.

ELECTRONICS EXPERTS: Goodness knows what was wrong with that radio (top photo) but it didn't take Sam Duncan and Tom Lamb long to fix it. **SAVANNAH WOOPS:** When an airplane cracks up but nobody gets hurt, it's called a "Woops!" This one happened at Savannah in 1954, and bottom-side up went this nice red fire truck which belonged to the Savannah Airport commission. Now, who would do a thing like that? **MUSTANG PILOTS:** They were still flying Mustangs, but dreaming of jets (from left) kneeling: Sam Bridgers, Tom Childers, Bill Gast, Tom Oliver, Charlie Hodson (squadron air adviser), Bill Wells, Maury Seitz, and Bernje Hertz; standing: Mike Hollinger, Danny Mullarkey, Capt. Montgomery (UK ROTC instructor), Larry Quobbenian, Herb Kipp, Jim Mehne, Ken Walker, Juan DeConstant, Cliff Sachleben, Bill Dotson, Craig Alford, and Tom Spalding.



The Year 1954



The Year 1955— Ardery Makes General



SATISFACTION GUARANTEED: A little horsing around led to this mock duel between Maj Rollo Fox and Maj Charles B. "Bob" Robertson, both professional part-time squadron commanders. Fortunately, no one was injured in the gentlemen's disagreement. Neither could hit the side of a barn, even at Savannah, Ga., on the firing range.



The Year 1955

CONFER WITH RICKENBACKER: The base detachment commander, Lt Col Lee J. Merkel (right) visited the president of Eastern Airlines, the famous Eddie Rickenbacker (center), the most decorated pioneer of military aviation. It is assumed that the conversation was about lengthening the runways of Standiford Field to receive jet aircraft. With Merkel was the chief of maintenance, Capt William H. Beck (standing) and Gordon Glenow (right). **ON TOP OF OLD SMOKEY:** Obviously happy about something, these ground crew posed for the camera (from left): on wing, Ralph Bronger, Clay Alexander, Ed Stowers, Charles Johnson; top row, Arvil Ray Harding, Sam Duncan, unidentified, unidentified, Willie Goatley, Norman Cortrill, and Tom Rogers.





OLD ENLISTED CLUB: Selling everything from nail clippers to anti-freeze (both kinds), "Shorty" Price and Arlene were somehow caught at a free moment. The photo was taken in the old Enlisted Club across the runway at the Vultee Hangar area.



ENGINE REPAIR: Even a C-47 engine has to be pulled sometime. Working on this Pratt & Whitney radial were (from left) Ralph Bronget, George Heim, Willie Goatley, and Herbert Settle. Note those grease-monkey coveralls.



BAYONET NOZZLE: Taking a smoke break from the flight line, these mechanics chose a good spot—next to the fire truck. The people are (from left): first man is unidentified, Paul Marks, Theo Dezarn, Charley Johnson, and Warren Dubois.



STANDIFORD FIELD: The public controversy over using Standiford Field for jet aircraft raged through the 1954-55 period. The photo (above) shows the runway before it was lengthened from 5000 to 7600 feet. The Standiford passenger terminal is at the tight margin of the picture and the Vultee Hangar area toward the upper left. **AMMO BELTS:** Ray Harding found time to teach some of the newer personnel how to load the .50-cal. machinegun magazines of the F-51. They included (from left) Ray Harding, Charlie Dye, Bill Noel, and another unidentified Guardsman.

