

The Year 1955



SOME NEW FACES: The pilots in 1955 were (from left) kneeling, Sam Bridgers, Maury Seitz, Bill Schorr, Ed Holt, Cliff Sachleben, Arnie Meyers, Tom Childers. Standing, Mike Hollinger, Bob Buffington, Owen Turner, Ken Walker, Larry Quebbeman, Bill Gast, Bob Linzey, Jean DeConstant, Norv Green. On wing, Bob Griswold, Tom Ress, Billy Williams, Thad McHugh, and Jim McClure. **GUYS AND DOLLS:** Standing in the door of a C-47 were (from left) Bob Byrd and Betty Braun. On the ground were Chris Baker, Alma Jean Hadden, and Bobby Bronger. The women were civilian employees. **TRUSTY MUSTANG:** The Year 1955 was the last full year the KYANG had their F-51s, soon to fall victim to the rush for jets.

The Year 1956— Standiford's Runway 1-19 Extended

TOP PHOTO: Two of the all-time great stalwarts of the KyANG were Charles W. Sellies (standing) and Howard Edwards, who are shown here in one of the offices of the old Vultee Hangar. MIDDLE: The swagger stick, long a symbol of rank and authority, was presented to the 165th Squadron commander, Maj Ken Walker, by his "disloyal" subjects: (from left) Jean DeConstant, Larry Quebbeman, Holt, Meyer, Griswold, Hermansen, Turner, Buffington, Pickett, Fox, and Heitz. BELOW: Top NCOs of the Headquarters Squadron were (from left) kneeling: Charles Posepny, Sam Duncan, Gerald Tuttle, Howard Curtis; standing: Dick Zimmerman, Charles Warren, Stan Worsham, and Carl Sarver.





TOP LEFT: Al "Doc" Fredericks was a veteran member of the 123d Tac Hospital, who is shown here peering through a microscope in the lab. TOP LEFT: Robert Botkin, a full-time air technician, was one of the first two men to retire after reaching 65. Here he was caught in the process of checking a maintenance test stand.

of the 165th were (from left) kneeling: Bridgers, Peters, Holt, Fullerton, Fox, Shean, Pellis, Evans, Judy; middle row: Hollenger, Turner, Gast, Childers, Hamilton, Walker, Quetbeman, Kariba, Green, Collins; on wing: Griswold, Ries, Heitz, Dotson, Buffington, Hermansen, Kleinert (air surgeon), DeConstant, Everage, and Stietzky.



The Year 1956

ABOVE: This beautiful piece of photography was taken by the inimitable Frank Maloney, long-time chief of the photo processing labs of the unit. The subject is Charlie Simmons (above), a precision repair expert, shown here working on a compass from an F-51 Mustang.



TOP PHOTO: A pair of great F-51 mechanics peer into the in-line engine which made it one of the greatest aircraft ever used. LEFT: Andy Morris checks the brakes on one of the new T-33s which the unit had just receive to help transition tactical pilots into jet aircraft. RIGHT: The great capacity of the fighter pilot for horseplay is written all over Jean DeConstant's face mugging with this piece of hardware, as if to say, "Here's where that doggone thing broke, would you believe it?" Note that old World War II leather flying jacket, etc.



LAST OF THE MUSTANGS: Their time had eventually come, as with all good things. The trusty old P-51 Mustangs and the T-6 Trojans that had gotten the KyANG "off the ground" in more ways than one were soon to give way to jets. **OPPOSITE PAGE:** There was always

something about them that made a pilot's heart beat a little faster, and those who helped them to fly to take a certain pride of workmanship in the Mustang.



THE DEPUTY AG: Maj Gen Thomas Marshall (center) was the first officer to hold the state-appointed rank of deputy adjutant general (AG) for air, although the two stars were for tenure of office only. At left is Bill Noel, and Ray Harding is at right.



FIRE TRUCK: Standing by that bright red fire truck are these stalwarts (from left): kneeling, Willie Marks, Paul Bronger, Will Goatley. Standing, MSgt Bob Handcock (air adviser staff), Frank Morgan, Dewey Lankford, and Paul Brooks. Note the new masks.

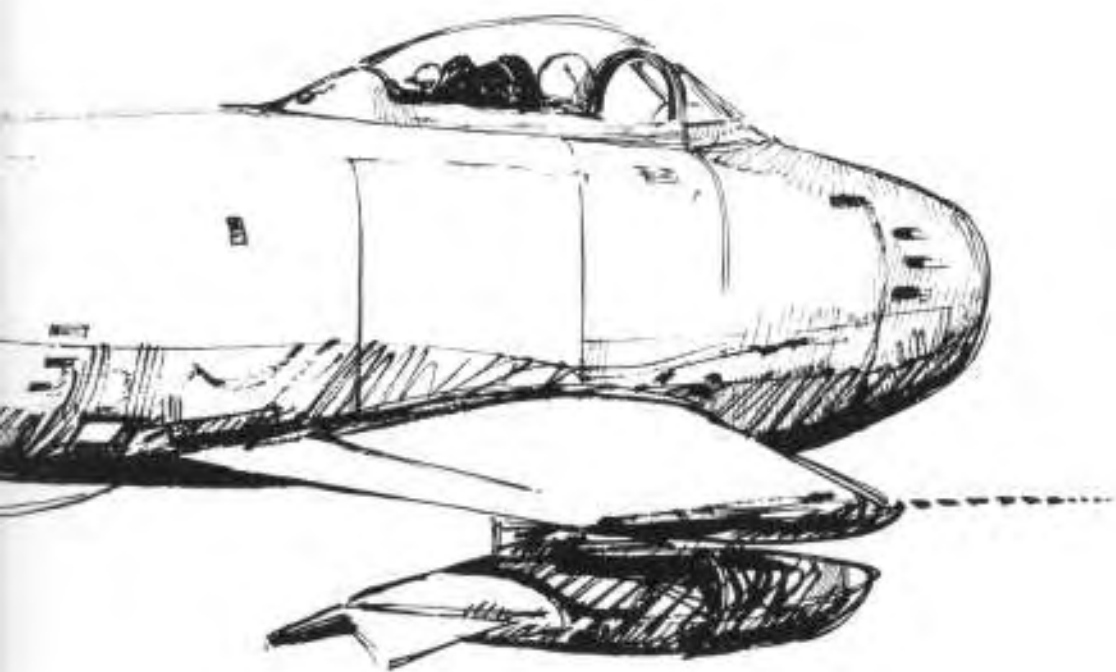


SOME WENCH: The cable which was attached to tow targets was reeled back onto the reel with this wench, mounted on the back of a pickup truck. Jack Gowen (on ground) and John Hertbel bring the target cable back in, probably at Savannah, Ga.





1956-57 **The Sabre Years**



165th Fighter Squadron

The T-28 'Trojan'

T-28 TROJAN: The T-28 originally was designed as a replacement for the T-6 and went into production for the USAF in 1950 as the T-28A. In 1952, following a policy of standardization for training aircraft of all services, the T-28 was adopted by the Navy and adapted first as the T-28B, and later, as the T-28C. The T-28A had an 800 hp Wright R-1300-1 seven-cylinder radial engine with a two-blade propeller, but went out of production in 1953. The T-28B had a 1,425 hp Wright R-1820 engine driving a three-blade propeller. The Navy trainer version, it had a new cockpit canopy which was introduced in later versions of the A-model. It also had air brakes on the lower surface of the fuselage. The T-28 advanced trainer helped to prepare pil-

ots of the KyANG for the faster-flying jets they were scheduled to receive in 1956. The airspeed on the B-model and C-model T-28 was 346 mph, compared to 212 mph in the T-6. As the jet air advanced rapidly and the T-33 became available, the T-28s were no longer of the use they had been at first.

SPECIFICATIONS: Wing span 40 feet, seven inches; length 34 feet, four inches; height 12 feet, seven inches; weight, empty 5,111 pounds, gross 6,365 pounds; speed 346 mph; ceiling 37,000 feet; range 1,060 miles; power plant, one Wright R-1820 engine with 1,425 hp.

Versatile Trainers

The T-33 'T-Bird'

T-33 T-BIRD: The Lockheed T-33 "T-Bird" is the trainer version of the F-80 "Shooting Star," the first jet aircraft accepted for operational service with the Air Force. Developed during the latter part of World War II, it saw considerable service in the Korean War. Development of the F-80 began in 1943, but was not in time for the F-80 to enter the picture. On Nov. 8, 1950, an F-80 destroyed a MIG-15 over Korea in what is believed to be the first conclusive air combat between two jet fighters. The Shooting Star's fuselage was lengthened to provide space for a second cockpit, the canopy extended, armament deleted, and in 1949 the aircraft was redesignated the T-33. Other modifications included radar in the nose, radar equipment in the

rear cockpit, and an afterburner converted the aircraft into the F-94 Starfire. The T-33 version served as the U.S. Air Force's standard jet trainer for years with production continuing on the "T-Bird" until 1959. The KyANG used T-33s to help transition the F-51 pilots into jets before they flew the F-86s, and continued as a jet support aircraft until 1973 when they were taken out of service.

SPECIFICATIONS: Wing span 38 feet, 11 inches; length 37 feet, nine inches; height 11 feet, four inches; weight, empty 8,084 pounds, gross 11,965 pounds; speed 543 mph; ceiling 47,500; power plant two Allison J-33-A-35 jet engines with 4,600 pounds thrust.



The F-86 'Sabre Jet'

Fighter-Interceptor



SABRES ARRIVE: The long-awaited F-86 Sabre jets were flown to Louisville in 1956, with the first one arriving Sept. 15. Because of the lingering problem with extension of runway I-19 at Standiford Field, the aircrews had plenty of time for a 45-day ground training course. While the runway was under construction it would be some 60 days before all concrete had been poured. The KyANG began standing runway alert for the Air Defense Command on schedule June 1, 1957, with four pilots available at all times.





Sabres Won Air War in Korea

F-86 SABRE: Manufactured by North American Aviation, the Sabre jet was the first American swept-wing fighter to go into combat in the Korean War. In two years of fighting, the F-86 established an impressive combat record in air-to-air fighting against Russian-built MIGs. The Sabres established a clear air superiority with 829 MIG kills, against only 58 F-86s lost to the enemy. The first prototype (XF-86) was flown Oct. 1, 1947 with Allison J-35 engines. The Sabre was re-engined with the GE J-47 engine and broke mach 1 in April 1948. They went into production with J-47 engines and the first Sabre off the assembly line flew May 20, 1948. A standard F-86A with normal combat equipment established a world speed record of 670 mph Sept. 15, 1948. The F-86A went out of production in December 1950.

SPECIFICATIONS: Wing span 37 feet; length 38 feet; height 15 feet; weight, empty 10,495 pounds, gross 16,357 pounds; speed 650 mph; ceiling 45,000 feet; range 785 miles; power plant GE J-47-GE-13, 5,200 pounds thrust.



1956-57

The Sabre Years

BY: SAMUEL L. COOPER,
JAMES A. DOUGHERTY,
AND JAMES S. LONG

Work on the runway extension for 1-19 at Standiford had begun in April 1956 to accommodate jet travel, both commercial and military. All tactical pilots had busied themselves with transition to jets, using both the T-33, a version of the "Shooting Star", and the T-28 "Trojan." The Air Guard was getting ready for the "Sabre Years."

The F-51 Mustangs were ferried to California to be scrapped, with the last one leaving Standiford in October. The first of the F-86A Sabres to arrive came in Sept. 13, with the full compliment of 25 of the jets scheduled to arrive by Oct. 15. Maintenance personnel were trained and ready for the Sabres by the time they arrived. One more T-33 arrived Nov. 20 to aid in the transition of pilots. By the end of the year there were eight T-28s, the C-47A and one C-45A support aircraft.

The F-86s had to wait for a time on the ramp while the runway project was completed, but by the end of January 1957 Standiford 1-19 was ready for takeoffs. Meanwhile, bids for a \$1.8 million expansion of Air Guard facilities at a new location across the field were let Dec. 18 to the Robert Simmons Construction Co. by the Corps of Engineers. Included were the hangar, parking ramp and taxiways, supply and armament storage, a motor pool, a crash house, and a fuel storage area located on a 51-acre tract on Grade Lane.

The intensive program which ushered in the change to jets was designed to supplement the air defense of a 300-mile sector around Louisville. Four pilots were kept on duty during daylight hours, standing runway alert. Within three minutes of sounding a horn, the F-86 pilots were to be airborne. This, of course, required special arrangements with the Standiford Tower for takeoff clearance for the Sabres, in search of some target identified by the Air Defense Command.

Before the runway alert took place, the squadron pilots went to Gulfport, Miss., for air-to-air gunnery practice. This brief training period, in addition to field training in 1957, was unique. Efforts to obtain the results of the gunnery are still classified or unavailable, but perhaps this is just as good for the unit.

Another crash of a civilian airliner at Standiford Field occurred March 10, and again four Air Guardsmen were active in rescue of the passengers. Jean W. DeConstant, Malcolm T. Bowen, James P. Lovelace, and James R. Mack were presented Soldiers Medals and Kentucky Medals for Valor at ceremonies held June 17 at Savannah where the KyANG was attending field training.

Construction in 1957 was worth about \$4 million, technician pay was almost \$790,000, and military payroll and expenses added another \$5 million, making the Air Guard worth about \$10 million to the Louisville and Kentucky economy.

Flying the F-86 turned out to be a dangerous business. On Jan. 28, 1957, 2d Lt. Owen W. Turner was killed in an air crash of a T-28 trainer over Alabama. On Oct. 30, 2d Lt Richard L. Hudson was killed in an F-86 during an Air Defense Command scramble.

It wasn't all that dangerous, however. 2d Lt Bob Byrd, who had gone off to flight training just prior to the jet era, was the first Kentucky Air Guardsman to "punch out" of a jet. Taking the Sabre on a test hop, he was alarmed by heavy engine vibration and a fire warning light on the instrument panel. Byrd did what he had been trained to do, ejecting from the F-86 which went down in Bernhelm Forest, burning about 10 acres of trees but hurting no one there. Byrd himself was scratched and bruised as his parachute pulled him through the trees, but he made his way to a telephone and rode back to Standiford Field.

A couple of farmers issued a question or two to the Air Guard when they found fuel tanks in their fields. A 2d Lt William P. Gast had reportedly experienced an electrical malfunction in the F-86 he was flying. The belly tanks were a clean miss, hurting nobody. Other Air Guardsmen got their names in the papers from time to time for antics in the F-86, including the time that Capt R. E. Simpson decided to "buzz" the airstrip at Sturgis, Ky., his hometown.

The advent of the jet era in the Air National Guard was

the end of another. In 1957 the KyANG took its last trip on a "troop train" to Savannah. This was an experience that would linger long in the memories of those who were lucky enough to take part. It was 24 hours of fun, laughter, card-playing, drinking and companionship. Meals were served in the regular dining cars by Pullman personnel, and were enjoyed by everyone, especially the food service section from the Air Guard who would be cooking for the next two weeks.

By June 30 the KyANG had an authorized strength of

November with Lt Col William "Dick" Senn in command. During that time Lt Col Sam Martin took charge of the old 123d Maintenance and Supply Group but the Air Base Group was shelved again (it had existed during the 1952-53 period) and Senn resumed command of the M&S Group. As late as 1959 Kentucky and Arkansas were still disputing which state should have control of the 123d Air Base Group. Eventually, however, Maj Gen Winston P. Wilson, the chief of NGB, decided in favor of Arkansas, thus ending the discussion.

F-86 SABRE



Coyle

PILOTS STANDING ALERT HAD TIME TO KILL, SOME STUDIED THEIR LAWBOOKS

995 persons and 855 of these were actually assigned. The 1957 budget was just over \$5 million. The Tac Hospital had grown to 69 slots, including four nurses. Maj William A. Clampett came as squadron AF adviser in January 1957.

Two plaques were brought to the base Nov. 16 by the Standiford Civic Club, encribed in honor of the late Lee Merkel. One was presented to the family and the other is kept in a display case in the lobby of the Operations and Training Building.

A 123d Air Base Group came into being from July-

The State Air Staff came into being in 1957 during the "Sabre Years," at least as far as a functioning unit was concerned. First to head up the State Staff was Thomas Marshall, who was appointed deputy adjutant general (wearing two stars on state designation only) by Governor Chandler. Marshall was instrumental in gaining title to the present property held by the Air National Guard and he died in 1971 while his nomination as assistant adjutant general for air was pending federal recognition.

Also serving on the first Air Staff was Taylor L. Davidson,

1956-57

The Sabre Years:

who later served as chief of the Selective Service System in Kentucky and who now holds the rank of colonel. Others included Jack H. Owen, Raymond Grote, Joe B. Edwards, Charles R. Wheeler, Gerald W. Tuttle, George J. Windish (all officers) and Richard Zimmerman, Charles W. Curry, Eddie Bohn, and Samuel T. Smither.

With the end of 1957 came the close of the brief "Sabre Years" of the Kentucky Air National Guard. It would be the last time, in the first 30 years at least, that the Kentucky units were associated with the Air Defense Command.

SABRE JETS IN FLIGHT: Employed in flights of three, these F-86A Sabres streaked across the open countryside in a display of formation flying. The 123d Fighter-Interceptor Wing now came under the Air Defense Command, flying in a defense of a 300-mile radius around Louisville. Pilots stayed in an alert shack all day every day, awaiting a signal to "scramble" in search of some real or imaginary "bogie" being charted on radar.





The Years 1956-57



RED CROSS VOLUNTEERS: One of the long-standing traditions in the Kentucky Air Guard is donating blood to the Red Cross, partly as a community relations enterprise, and partly because the contribution of the Red Cross to servicemen is well-known. **STATE HEADQUARTERS:** The year 1956 marked the beginning of the Headquarters, Kentucky Air National Guard (State Air Staff), as it is known today. Here are members of one of the early staffs (from left): seated, Capt Joseph B. Edwards, Lt Col Taylor L. Davidson, Col Thomas F. Marshall, Maj Jack H. Owen, Lt Col Raymond E. Grote. Standing, Maj

Charles L. Wheeler, Capt Gerald M. Tuttle, MSgt Richard B. Zimmerman, 1st Lt George J. Windish, MSgt Charles W. Curry Jr., SSgt Eddie "Scottie" Barker, and SSgt Samuel T. Smither. Absent were Col Roy E. Osborne and Lt Col Samuel P. Martin. **OPPOSITE PAGE:** Chaplains from all three states represented in the 123d Fighter-Interceptor got together at field training—Chaplain (Capt) William E. Hisle (Kentucky), Chaplain (Lt Col) Long of North Carolina, and Chaplain (Capt) DeMuth (West Virginia).





BASE UNDER CONSTRUCTION: Work on the new Air National Guard facility on Grade Lane was well underway in July 1957 (top). The motor pool shop and offices are in the foreground. Jet fuel tanks were not yet underground, at right. The supply warehouse support beams were well in place and brick walls were going up around the exterior. The crash house was well along, and can be seen at top center. **LEFT PHOTO:** A closer look also shows the smaller storage building going up at the end of the supply warehouse, and in the upper right, the footings for the hangar building. **BELOW RIGHT:** In a later picture, now the hangar is nearly complete and crews in the foreground are busy laying the parking apron. Autos are already in the parking lot behind the crash house and the concrete armament storage building appears to be completed at far right. Not yet begun was the Operations and Training Building, but that was constructed not long afterward, completed in 1960.



The Years 1956-57: Air Guard Base Constructed



SABRES ON THE FLIGHT LINE: The ramp at Savannah looked like this in 1957 at summer camp (top photo). **UPPER LEFT:** Two young lieutenants checked their scores on a tow target at Savannah following gunnery practice in 1957. At left is Tom Childers and right is Fred F. Bradley, a lad from Providence, Ky., who would go far in the KyANG. The Sabres had six .50-cal. machineguns that would fire 720 rounds of ammo. **BELOW LEFT:** All together in one spot, the Marks brothers were the 'spirit' of the Air Guard. They are (from left) in order of age, Tom, Willie, Paul, Bennie, and Jute. Some group! **DIRECTLY ABOVE:** A "scramble" at Standiford Field brought pilots running from the alert shack. Four pilots were on duty during daylight hours. On the F-86 is George Helm with Robert King manning the starter unit at right. Running for their planes are the pilots, Lt Norbert Goss and Lt Rut McClure.

Scramble!



FOOD SERVICE: Year-in, year-out the support areas do more work and get less notice, but they also serve. In the kitchen were (from left) Roy Toebee, Ken Guest, Carl Cox, and John Sales. Looks like ham for chow today! **PERSONNEL TYPES:** These were the personnel technicians of the Air Base Group and the Maintenance and Supply Group in November 1957 (from left), seated: MSgt Warren, Maj Stokes, TSgt Scully; standing: A2C Kessler, SSgt Brenzel, MSgt Lincks, TSgt Bond, and A2C English.



They Also Serve



The Years 1956-57:

WOOPS: Its nose gear collapsed, this F-86 dropped on its chin. It brought Jack Gowan and Willie Goatley to the rescue. **ABOVE RIGHT:** It was a Long, Long time at Savannah when these two met—Chaplain Long, right, of the North Carolina ANG, and Lt Jim Long of the KyANG. **THREE WIN SOLDIERS MEDALS:** Recognized for their gallantry in rescuing Puerto Rican soldiers from a civilian air crash at Standiford Field were (from left): MSgt Howard Curtis, TSgt Walter Carter, TSgt Charlie Simmons, and AIC Jessie Brown. **OFF AND RUNNING:** John McClure and Tom Childers kept on running for their F-86 alert aircraft at Standiford. They performed up to four alert "scrambles" a day. MSgt Willie Goatley is on the wing and TSgt John Richeson mans the starter unit.

Four Win Medals

123rd Co



1958-65 **The Canberra Years**

Combat



Support Squadron



The RB-57 'Canberra'

Reconnaissance Bomber



THE CRANBERRIES: With the switch in mission to the RB-57 "Cranberries" bomber, the KyANG began a long association with the task of aerial photo reconnaissance. One humorous phrase describing the job of the 123d Tee Recon Wing was, "We kill 'em with 'illum.'" The soaring Canberras had a most forgiving nature that would permit mistakes without serious consequences. It was to lead to about seven years without a serious aircraft accident and without any fatalities in the aircrews.





RB-57 CANBERRA: The Martin B-57 was developed from the English Electric Canberra aircraft, built for the USAF under license. The American version was powered by two Wright J-65 turbojet engines started with a charge of powder. The first B-57A flew in July 1953. The B-57B, first Canberra model received by the KyANG, originally was developed as a night intruder or tactical (medium) bomber. It would hold a crew of two—pilot and radar operator/navigator/bombardier—but was flown with only the pilot by the KyANG. When the Canberras were received at Shewmaker they were equipped with four 20-mm cannon, two in each wing (which were removed), as well as three cameras situated in the nose. The first B-57B was flown in June 1954, making the Canberras one of the most modern aircraft ever flown by the KyANG. Another version of the same basic airplane is the EB-57 assigned to the ADC to use their complex electronic countermeasure equipment to test and evaluate the air defense capabilities of U.S. air defense networks.

SPECIFICATIONS: Wing span 64 feet; length 65 feet, 5 inches; height 15 feet, 6 inches; gross weight 50,000 pounds; speed over 600 mph; ceiling over 45,000 feet; range beyond 1,800 miles; power plant two Wright J-65 turbojets, 7,200 pounds each.

Mission Was Switched To Reconnaissance



1958-65

The Canberra Years

BY JAMES S. LONG,
THOMAS G. MOONEY
AND JAMES A. DOUGHERTY

The "Canberra Years" ushered in the concept of tactical reconnaissance, beginning Jan. 15, 1958, and extending through part of 1965. Effective in the middle of January, the Kentucky Air National Guard was given a new mission, that of aerial photographic reconnaissance. Not only did it signal the end of the fighter-bomber or fighter-interceptor era, but the beginning of a stable relationship with the Tactical Air Command (TAC).

Among the changes was the redesignation as tactical reconnaissance units, but also there were formidable changes in other groups assigned to wing headquarters. Under the 123d Tactical Reconnaissance Wing were:

- 123d Tactical Reconnaissance Group (Kentucky)
- 117th Tactical Reconnaissance Squadron (Kansas)
- 154th Tactical Reconnaissance Squadron (Arkansas)
- 165th Tactical Reconnaissance Squadron (Kentucky)
- 123d Reconnaissance Technical Squadron (Arkansas)
- 195th Tactical Reconnaissance Squadron (California)

All of the Tac Recon Squadrons were to be equipped in the near future with RB-57 Canberras. Assignment of the California squadron was only temporary, because it did not convert to B-57s and remained a fighter-interceptor unit.

Concurrently, the 145th Fighter-Interceptor Group and its 167th Fighter-Interceptor Squadron of West Virginia, and the 156th Fighter Interceptor Squadron of North Carolina were released from assignment to the 123d Wing headquarters.

The primary missions of the new wing and its subordinate units were bomb damage assessment, anti-submarine warfare, and penetration of the Air Defense zones of the United States in conjunction with radar evaluation of Air Defense units. Public announcement of the change was made Feb. 15, including a strength in Kentucky of 840 officers and airmen. The reorganization was completed March 25 by reassigning the wing from 1st Air Force, Mitchell AFB, N.Y., to 14th Air Force, moving out of ADC into the TAC numbered air force at Robins AFB, Ga.



The transition to RB-57B Canberras resulted in sending three pilots to training in the new aircraft. As these three were checked out they became instructors and began a long process of training the other tactical pilots. It was a slow task because only one dual-control aircraft was available; in all, 34 pilots were each given three transition rides, an instrument check, a night check, and a standardization check ride, using only the one dual B-57.

It was during this year that the Kentucky Air National Guard moved to its present location at Standiford Field. To the newly-constructed hangar and other facilities it was also announced that a new Operations and Training (O&T) Building would also be constructed. Taken with the other recent

improvements to the 51-acre tract, it brought the total value of the physical plant to an estimated \$5.3 million.

"We're delighted with this new mission," Gen Ardery said. "This way we can stay in business longer, and we're anxious to stay in business," he said. Ardery explained that fighter-interceptor missions for manned aircraft were becoming more scarce as guided missiles were developed.

The addition of the twin-jet Canberras was estimated to increase the value of plant and equipment to over \$27 million. As a bomber the B-57 was a two-place aircraft, but the RB version of the Canberra was operated by one aircrewman. Someone calculated it took 35 support personnel on the ground (from mechanics to cooks) to keep one Canberra flying. Sixteen of the RB-57s were assigned to the 165th Tac Recon Squadron of Kentucky.

The photography job of the Canberras could be accomplished at low or high level (up to 50,000 feet altitude), with a cruising speed of about 425 miles per hour. It was also capable of flying about 3,000 miles at altitude without refueling.

While the Mustangs and Sabres had been armed with guns, the Canberra was stripped of defensive armament. For the first time, pilots began to learn not only the art of reconnaissance flying, but to adjust also to the notion of performing a mission unarmed. As Gen Ardery explained, "without armament on the aircraft, we can be sure the pilot will bring home information, not tarry to be destroyed."

After four straight summer camp excursions to Savannah, this year the organization went to Gulfport Municipal Airport in Mississippi. It was unique for another reason—pilots of the 165th Squadron utilized both the F-86 Sabre jet and the RB-57 Canberra. Lt Col Eugene Kinnaird flew an F-86 to Gulfport and an RB-57 back to Louisville.

The Year 1959— Completing the Transition

The goal for 1959 was to complete the transition and qualifying of all tactical pilots. As the aircrews became familiar with the "57s" they discovered the maneuverability and the "forgiving nature" of the Canberras as jet aircraft.

The National Guard Bureau called a meeting to assist the Air Defense Command with the RB-57 jets. It was to become an extensive commitment, with the mission to penetrate

ADC zones, testing the radar and interceptor squadrons of ADC. The mission was dubbed "Eye Opener" and the ADC missions took the Canberras to McChord AFB, Wash., Tampa, Fla., Battle Creek, Mich., and Cold Lake and Saskatoon, Canada.

On May 1 the contract was let for resurfacing the main north-south runway of Standiford Field with a four-inch coating of asphalt, and using ANG funds. Later, May 4-10, the wing underwent the first federal inspection since receiving the Canberras. The result was the best rating the wing ever had received.

Field training was conducted at Gulfport, Miss., again Aug. 15-30 and by late August the transition to the RB-57 was completed. The results of summer camp were termed "highly successful."

On Dec. 23 as the administration of A. B. Chandler was replaced by that of incoming governor Bert T. Combs, Col William D. Ott, a member of the Kentucky Air National Guard since its organization, was named assistant adjutant general for air. Col Ott had commanded the 223d Air Service Group and the 123d Air Base Group, as well as serving as wing vice commander.

By the end of 1959 the wing completed its flying with 3,410 hours of jet time and 931 hours of support time. There were no accidents, and as result of this accomplishment, Lt Col Robert K. Hendricks accepted for Kentucky a certificate of accomplishment. The award was presented at the Commanders Conference at Ellington AFB, Tex.

The Year 1960— Group Headquarters Shelved

With the start of a new decade came a number of important changes in the organization and operation of the KyANG, and some of the older facets disappeared forever. The annual report of the adjutant general of Kentucky reported that construction for 1958-60 had come to a total of \$1.5 million, placing the units in modern facilities with adequate space for the first time.

Operationally, the commitments to "Eye Opener" continued with the Canberras throughout the year as the

1958-65

The Canberra Years

KyANG accepted wider and wider photo reconnaissance commitments. One of the construction items which had recently been accomplished was a runway barrier cable suitable for arresting the jets if they should overrun the normal landing strip area of the runway. It was installed at a cost of \$34,000.

On March 31 the headquarters of both the 123d Tactical Recon Group and the 123d Maintenance and Supply Group were inactivated. As of April 1 the 123d Field Maintenance Squadron was redesignated as the 123d Consolidated Aircraft Maintenance Squadron (CAM), and the changes also included activation of a new unit, the 123d Armament and Electronics Maintenance Squadron. Commander of the CAM squadron was Lt Col William H. "Big Robbie" Robertson and the commander of the A&E squadron was Maj Charles B. "Little Robbie" Robertson. Although the two Robertsons spelled their last names alike and resided in the small Shelby County town of Finchville, they were not related.

Along with the reorganization came a subtle but vital change in unit administration. A mechanized system of central personnel administration called the Consolidated Personnel Administration System (CUPAS) was pioneered by the KyANG. It was the first "service test" of the CUPAS system in the Air Guard, and was eventually adopted throughout the ANG. All squadron personnel functions were for the first time brought together at base level in the wing headquarters. Necessary information was provided through decks of automatic data processing cards with a printer giving data on printouts.

The new Air National Guard facility on Grade Lane was dedicated June 11 in honor of the late Capt John William Shewmaker, a former member of the 165th Fighter Bomber Squadron. Capt Shewmaker was recalled with the Kentucky units in 1950 shortly after his marriage to the former Patricia Grady. The Harrodsburg native transferred to the 111th Fighter Bomber Squadron at Langley AFB in 1951 and went with that unit to Korea in July of that year.

A daughter, Judith Ann, was born to Mrs. Shewmaker August 17. On Oct. 23 his F-51 was hit and seriously damaged while he was escorting a bombing mission over North Korea. Listed as missing in action, he was finally declared deceased Dec. 31, 1953. He was awarded the Air Medal and Purple Heart posthumously on May 7, 1954, at Wright-Patterson AFB, Ohio.

Honor guests at the dedication included the widow, Mrs. Shewmaker, the daughter, Judith Ann, and his mother, Mrs. Lucille B. Shewmaker. The impressive dedication program included music by the Wright-Patterson AFB Band. An interesting footnote is that Mrs. Shewmaker later was remarried to a former member of the KyANG, Charles Phillips, a

banker in New Albany, Ind.

Col Shannon Christian, senior AF adviser to the wing from 1957-60 was reassigned during this year.

The first overseas operation since the Korean recall came for the KyANG when six B-57s and one C-47 flew to Bermuda for ADC exercises under "Eye Opener." The aircraft left Bermuda in close intervals, and flew penetration against air defenses along the Atlantic Coast at 40,000 feet before coming non-stop back to Louisville.

On other exercises, one B-57 was sent to Anchorage in October to make a base survey in preparation for "Operation Willow Freeze" in Alaska. "Operation Down South," staged from Ogden, Utah, and Louisville, involved 15 sorties and 45 hours' flying. Other classified missions for the USAF added another 60 hours. These missions actually were completed in February, 1961.

From July 23-Aug. 6 annual field training was held at Alpena, Mich., for the first time. Joining units of the 123d Wing were the 117th Tac Recon Squadron of Hutchinson, Kan., and the 154th Tac Recon Squadron of Little Rock, Ark. They used the new operations center concept to control all flying activities at Phelps Collins Field.

Federal recognition was extended July 2 to William Dunn Ott as assistant adjutant general to pin on a star, effective July 2, the first member of State Headquarters to achieve general officer rank. Shortly thereafter, Brig Gen Philip P. Ardery announced that, effective Nov. 30, he would leave the KyANG to accept a new reserve assignment as deputy chief of information at the Office of Information (SAFOI) in the Pentagon. It would also mean a second star for the commander.

Gen Ott replaced Gen Ardery temporarily, acting as the wing commander for the time being. The 165th Tac Recon Squadron was picked as one of nine ANG units designated as "outstanding" for operational readiness. The unit was commanded by Lt Col Robert K. Hendricks.

The Year 1961 —Webster Becomes Wing Commander

Two more RB-57s and one C-47 journeyed to Alaska to

support "Operation Willow Freeze" during January. They photographed 210 square miles of Alaskan territory for a drop zone area and other maneuvers. Seven more Canberras followed in February to take part in the actual Willow Freeze exercises. While there they also furnished Alaskan Air Command with photos of remote radar sites and compiled 200 hours' flying time before they all returned.

Col William H. Webster was appointed wing commander as of March 11, replacing Gen Ott, who returned to his post as assistant adjutant general for air. Col Webster, a banker, had moved to Louisville from San Antonio, Tex., where he had belonged to the Air Force Reserve.

The 192d Tac Recon Squadron of Reno, part of the Nevada Air National Guard, was assigned to the 123d Tac Recon Wing, effective April 1. The same month eight RB-57s from Kentucky deployed to Puerto Rico for action in an ADC exercise. Another operational commitment this year sent three Canberras to the Christmas Islands in the Pacific Ocean for 90 days during atomic bomb tests.

The first operational readiness inspection by TAC resulted in not only passing marks but a 92 percent score. The unit achieved a combat readiness rating of C-1 flying their reconnaissance mission.

Other special missions included filming 78,000 acres of Oak Ridge, Tenn., in color for the Atomic Energy Commission, and "Project Alamac" completed for the USAF.

July 22-23 the Wing Operations Section placed its command post in operation for the first time during "Operation Big Sweat." The post was equipped with multiple telephones, other communications equipment, and large status boards to chart unit operations. Other procedural improvements included the establishment of an Analysis, Records and Reports unit under the Maintenance Branch and the addition of a card punch system for operations. Included in the latter were flying time, landings, and types of missions, allowing the wing to compare units and develop trend analyses.

Field training took the units to Gulfport, Miss., Municipal Airport for the third time. The summer camp took place Aug. 5-20 with transportation by C-97 jet transports for the first time, allowing two extra days of actual training. At the same time, eight Canberras and more than 60 men were sent to Shaw AFB, S.C., to take part in a joint exercise called "Operation Swift Strike I". The Army paratroops were staged from Shaw also and Kentucky's NCOs quickly learned it was dangerous to walk under the trees near the NCO Club.

About this time an article in the Louisville Times by Floyd Edwards mused over the ratio of 842-1 being experienced by Rita Nadorff, the only woman in the unit. Lt Nadorff was a nurse in the Tac Hospital who even went to sum-

mer camp with the unit at Gulfport. She may have been the first woman in the KyANG, although at least one WAF was assigned to the 123d Wing during the 1950-52 active duty period. She would be joined in December by 2d Lt Patricia Ann Cochran (who later married a member of the unit, Capt Don Draper).

Beginning Oct. 23, Maj William H. Beck, chief of maintenance, was ordered to active duty for 45 days to assist in preparing a supplement to an important Air Force manual and to plan for installation of additional equipment in the RB-57s of the KyANG.

The Year 1962 —New Units Were Activated

A special ceremony was held Jan. 13 to award the Air Force Commendation Medal to Col Verne M. Yahne, base detachment commander and wing vice commander. In another unrelated action a Kentucky Colonel's commission was presented to Father John R. Clancy, registrar of Bellarmine College, who had been serving four years as Catholic chaplain to the KyANG. Participating in the presentation was Chaplain (Maj) William E. Hisle of Shelbyville, the wing's protestant chaplain. A member of the Bellarmine theology faculty, Father Kevin J. Cole, was commissioned a captain to assume a long record as a member of the KyANG.

Late in January a veteran member of the KyANG, Lt Col James Pickett, assistant director of wing operations, had a close call on landing his RB-57. A stuck landing gear caused him to have to circle Standiford Field about two hours burning up fuel and allowing the crash crew to lay a coating of foam on the runway about 2,000 feet long. He belled in on the foam and slid to a stop in about 1,400 feet, damaging the Canberra very slightly—only a small strip of metal was peeled from the bottom of the RB-57.

This was the year that a veteran pilot, Lt Col Eugene F. Kinnaird Jr., moved from Winchester to become operations supervisor of the technician detachment. Commissioned in 1938 with the Army Air Corps, he is still a member of the unit, serving as a member of Headquarters, KyANG, in the grade of colonel. He was wing director of operations in the military unit at the time he became a technician.

Field training was conducted Aug. 2-16 at Phelps-Collins ANGB at Alpena, Mich., and for the first time all four flying

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squadrons were present at summer camp. Available ramp space made precision scheduling mandatory, with 52 RB-57s and 25 multi-engine cargo aircraft on the parking area at the same time. Despite the crowded conditions, the 165th Squadron was able to deploy through Selfridge AFB, Mich., to Harmon AFB, Newfoundland.

The 123d Tac Recon Wing was completely reorganized, effective Oct. 15, into a double-deputy structure, which reinstated the 123d Tac Recon Group with a commander, and under him, a deputy commander for each of the areas of operations and materiel. Also created were a 123d Materiel Squadron (combining the Supply and CAM Squadrons) and a 123d Combat Support Squadron (which merged the A&E Squadron and the Transportation Squadron). At the same time the Wing Headquarters, the 165th Tac Recon Squadron and the 123d Tac Hospital were also reorganized, and the total changes reduced the KyANG strength by 185 spaces. The new group commander was Col Eugene F. Kinnaid Jr.

The other state Air Guard organizations with units assigned to the Kentucky wing were also affected. The changes created a 189th Tac Recon Group at Little Rock, 190th Tac Recon Group at Hutchinson, Kan., and 152d Tac Recon Group at Reno. All of these group headquarters were now assigned to the 123d Tac Recon Wing, plus the 123d Tac Recon Group of Kentucky.

In September, flying to the National Guard Association convention at Denver, hailstones seriously damaged a C-47 from the KyANG. The pilots, Lt Col James Upchurch and Col Jack H. Owen, were protected against shattering windshield glass by SSgt James Poole, the crew chief, who held a flight jacket to protect them. The 13 delegates to the NGA proceeded to Denver after 90 minutes of flying without a windshield.

About this time the RB-57s were modified to add 50-caliber and 20 mm cannons to give the Canberras armament. One of the aircraft was prototyped with three P-2 cameras and the addition of drop flares for night photography. The night recon mission, first in ANG history, was successful. The prototype was then flown to Washington, D.C., for inspection by TAC and USAF representatives, who expressed an interest in the project.

Aircraft maintenance personnel had been consolidated into one unit by the recent reorganizations. It eliminated problems in control of maintenance personnel and cut out paper work.

The addition of new data processing equipment was part of an experiment involving Shewmaker and seven other ANG bases. It expanded control over data for base supply, aircraft maintenance, equipment maintenance, personnel, inventory accounting, appropriation and general ledger accounting. A

Base Equipment Management Office (BEMO) was established and all unit supplies were eliminated under the new mechanized central system. Federal funds for Kentucky's Air Guard totalled about \$3.4 million annually at this point.

The KyANG finished the year with over 16,000 accident-free hours (without any major accidents) since 1958 when the unit received the Canberras. The third consecutive flying safety award from NGB recognized the safety feat, but USAF did not conduct an ORI during 1962.

Three SAC B-47 bombers which had been parked at Shewmaker since Oct. 24 when the Cuban missile crisis began were removed Nov. 25. They had been under heavy guard while the SAC had them dispersed for security reasons to civilian airports and other locations.

The Year 1963— ADC Exercises Conducted

Col William H. Webster, the wing commander, toured Europe in January for 17 days for a "front-row look at four international areas of critical importance to the United States." He was taken to key areas in England, France, Spain and Germany where he was able to see some "very intense international situations."

Numerous special missions for various commands were flown throughout the year. Two of the larger exercises were "Big Blast Papa" in May and "Apache Opal" in June. These were ADC projects and were staged from Kindley AFB, Bermuda. Big Blast Papa included 24 RB-57s (6 from KyANG) from units of the wing; they departed from Bermuda at midnight for a pre-dawn penetration of the coastal areas of the Atlantic shores. Making the jaunt were Col Yahne, Lt Col Hendricks, Maj Jim McClure, Capt Carl Black, Capt James "Mick" Gannon, Capt A. W. "Dub" Shean, and 1st Lt J. L. O'Loughlin.

Apache Opal took four KyANG Canberras (of a total of 21 RB-57s) and was a daylight penetration. Pilots involved were Col Webster, Col Yahne, Lt Col Kinnaid, Maj Lawrence Quebbeman, and Maj Cliff Sachleben. The unit also was assigned a special TAC project to do photo recon for the maneuver area which would be used for Swift Strike III. It required extensive work Aug. 10-24, going on concurrently with field training. Headquarters 2d Army asked for photo

coverage of Camp Pickett, Va., and to their surprise the mission was completed and delivered within three days.

An ORI and general inspection in May resulted in satisfactory or commendable results for all units of the KyANG. The plaudits were for the group command post and the flying safety program, which had operated since September 1958 without a major accident. The photo lab and intelligence sections also won commendations, and in all, the unit was confirmed in the C-1 combat readiness rating.

Field training was held at Gulfport, Miss., Municipal Airport concurrently with Swift Strike III. Kentucky units in the field at Gulfport Aug. 9-24 were joined by the Arkansas Air Guard's 189th Tac Recon Group and 154th Tac Recon Squadron.

Also begun in August, and to last for quite some time, the first of six RB-57A aircraft were received for reconditioning at Shewmaker ANGB. The objective to restore a photo recon capability to the aircraft was carried out by a contract maintenance team under local supervision.

This renovation of the B-57A involved about 6,000 man-hours per aircraft. The maintenance program also began a "phase" type of inspection on the aircraft, 18 phases spaced over intervals of 75 flying hours on each RB-57. It required twice as many inspections, but reduced "down time" considerably. It yielded a system which would "turn around" the aircraft in a short time, thus reducing the possibility of not having it ready to fly a mission on short notice.

The Year 1964— Draft Pressures Begin to Build

Due to budgetary limitations, the KyANG suffered a net loss of two officer and 87 airman spaces. However, despite the losses, a general inspection by TAC Jan. 9-15 again confirmed the C-1 combat readiness rating once again. It was noted that flying experience levels in KyANG aircrews exceeded that found in similar Air Force units. Partially as a result of the high experience levels, the KyANG was able to sustain its safety record of 23,000 flying hours without major accident—compiled over the "Canberra Years."

Field training was held at Otis AFB, Falmouth, Mass.,

Aug. 1-14, and the Kentucky units were joined by the 152d Tac Recon Squadron of Reno, Nev. The deployment, one of the longest in the record of either Kentucky or Nevada while on Air Guard status, tested the airlift capability of ANG troop carrier units in New York and Pennsylvania. In all, 455 men and 89,000 pounds of cargo were sent to Otis. While there the units were visited by the TAC commander, Gen Walter Sweeney Jr., and the 9th AF commander, Maj Gen Marvin L. McNickles.

On the field training at Otis, the flying unit managed to maintain an in-commission rate of 95 percent and to fly 397 hours. As usual, the maintenance crews were responsible for more of their usually unsung miracles. The contract maintenance crew working on conversion of the RB-57As had completed two and was working on the third of six by July 1.

During the field training period, working at Shewmaker, the Civil Engineering Section replaced a portion of pavement in the Motor Pool, designed second-story alterations to the Hangar, and repaired a number of plumbing and electrical lines.

Col Joseph L. Sullivan, a former inspector general at 9th AF located at Shaw AFB, S.C., was assigned as senior AF adviser to the 123d Wing in July. He replaced Col Clyde Kelsay, who was reassigned to Rome, Italy.

During the course of the year a number of awards were presented for meritorious service. Lt Col William H. Beck and Maj James H. McClure, deputy commanders of the 123d Group, both received AF Commendation Medals, while SMSgt Bob Harris of the Motor Pool received the Kentucky Medal for Merit. Winning the AF Commendation Medal at a later time were Col Samuel P. Martin and Lt Col Robert K. Hendricks, while Lt Col Elmo Burgess won the Kentucky Medal for Merit.

The Year 1965— End of the Canberras

For 11 days in January, an around-the-clock effort by KyANG technicians modified all of the B- and C-model Canberras for their return to the Air Force. The B-57 supply had run almost completely out and the medium bombers were in demand in Southeast Asia. The maintenance men removed camera equipment, installed armament, changed engines in seven instances, and put five of the Canberras through phase

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inspection. All of this done on a priority basis, it earned a commendation from Air Force Secretary Eugene M. Zuckert.

It was made public Feb. 16 that the Air Guard would be switching the Canberras for the RF-101 Voodoo by about October. The news did not appear to cause much of a stir in Louisville, since the reconnaissance mission would not be changed. The Falls City had already become accustomed to jets, even though the Voodoos would be capable of breaking the sound barrier and the Canberras were subsonic in speed.

On March 12 it was announced that the KyANG had three officers with the rank of brigadier general. William H. Webster, the wing commander, and Jack H. Owen, chief of staff of State Headquarters, were both federally approved to put on a star. The third general officer was, of course, Brig Gen William D. Ott, state assistant adjutant general for air. (By then Philip Ardery had attained the rank of major general in the AF Reserve.)

The era of the Canberra cannot be closed out before men-

tion of the culmination of credit for those years. The 123d Tac Recon Group was recognized by the National Guard Bureau as the best Air National Guard unit in the nation for 1965. With this honor goes the Spaatz Trophy, which was presented to the group commander, Col Eugene F. Kinnaird Jr., by the adjutant general, Maj Gen A. Y. Lloyd, in formal ceremonies at Shewmaker on Nov. 19. Lloyd had received the trophy at the annual NGA meeting earlier.

The same accomplishment also merits the Air Force Association's outstanding unit award. It was the first time in ANG history that the Kentucky unit had been visited by a TAC commander, but Jan. 14, 1967, Gen Gabriel P. Disoway came to Shewmaker and presented the trophy to Lt Col James H. McClure, at that time deputy group commander for operations. Col Kinnaird had become wing vice commander as of April 1966, and was followed as group commander by Lt Col Lawrence A. Quebbeman.





The Year 1958— Change to Reconnaissance For the KyANG

RECONNAISSANCE TRAINING: As the 123d Tac Recon Wing accepted its new assignment, there was much training for aircrews to be done. Here were (from left) Norb Goss, Ken Walker, Dub Shean, Merle Langley, and Rut McClure. **SABRES AND CANBERRAS:** The training progressed through the year and those who had bridged the gap flew the newer RB-57s, but in the meantime the ones who hadn't done the transition continued to fly the F-86. Here on the KyANG ramp are the Canberras (bottom), the Sabres (top) and the T-Birds (top right).





WHAT IT TAKES TO FLY: It was calculated that it took 34 ground support personnel of all types to keep one Canberra in the air. The phenomenon was illustrated with this representation—that's John Karibo in the cockpit of the RB-57, still painted black from its days as a night intruder. Photo was taken at field training in Gulfport, Miss.

STATE STAFF AT LEISURE: The Headquarters Staff took time to relax at the home of Al Smither in July. They were (from left), first table: Dick Zimmerman, Don Adams, Smither. Second table: Samuel Martin, Taylor Davidson, Gerald Tuttle, Ray Grote, Mrs. Louise Rambo, Tom Marshall, Charles Wheeler, John Harbison, and Mrs. Al Smither.

MAINTENANCE CELEBRATION: After the ORI in 1958 the CAM people pitched a barbecue. At the grill are (from left) Carl Cox, George Helm, Joe Hattemer, and Dee Bolt.

Support for the Canberras



The Year 1958

RITA NADORFF: The first woman assigned to the KyANG on state status was Lt Rita Nadorff, shown here being escorted down the hospital corridor by Col Harold Graves. It was tough at first, with the ratio 842-1. **CHARGING ENGINE:** The way to charge an RB-57 engine was to insert the powder charge in the center of the jet intake. Doing the job here are (from left) Ken Machtloff, Sam Farquhar, and Jim Snodgrass. **SUMMER CAMP EMERGENCY:** A young master sergeant from Arkansas was injured at camp and received treatment from Kentucky doctor Capt Donald L. Harmon. Howard P. Bivins is seated, receiving aid. He later joined the KyANG, was commissioned and retired in 1977. Assisting Dr. Harmon is 1st Lt Marjie J. Bryan, also from Arkansas.



The Year 1959— Completing The Transition



OJT TRAINERS: It may have been the first class for on-the-job trainers for the KyANG (from left), kneeling: Will Goatley, Carl Cox; standing: Frank Maloney, William Marks, Bob Handcock (air adviser), Melvin Richeson, Brown Treadway, Bill Gordy, Charlie Warren, Bill Bond, two unidentified, Bob Brenzel, Paul Bronger, Bob Harris, Russell Brown, George Helm, George Duncan, and Gene Eisenminger. **SCRAPBOOK:** State AG for Air W. D. Ott, Lt Col Doug McGill, the wing commander, Gen. Ardery, Col Verne Yahne, Col Dick Senn, and Maj Joel Stokes examine a scrapbook kept for historical purposes. **RECON TRANSITION:** Studying the art of reconnaissance took the men of Kentucky and Arkansas to Shaw AFB, S.C., for training. They were (from left) Doug McGill, Joe Caple, Ken Walker, Bill Beck, Jack Owen, Joe Edwards, Bob Hendricks, Bill Clampitt, Curley Boggs, Jim McClure, Phil Ardery, Gene Crackle, Verne Yahne, and Fred Childs.



The Year 1960— Shewmaker : ANGB Dedicated



Memorial Dedication Shewmaker A N G Base 11 June 1960

IN HONORED MEMORY: Kentucky Air Guardsmen honored the memory of all of their fallen heroes on June 11, 1960, with the dedication of the Air National Guard Base (ANGB) to the memory of Capt John William Shewmaker. A pilot with the 165th Fighter Squadron for several years, he went to Korea with the 111th Fighter-Bomber Squadron and was killed while flying an escort mission over North Korea in 1951. Present for the ceremonies were the widow, Mrs. Patricia Grady Shewmaker, their only child, Judith Ann, and the pilot's mother, Mrs. Lucille B. Shewmaker. The eight-year-old daughter had never seen her father, born two months before her father was shot down in an F-51 while escorting a bombing raid. Shewmaker was posthumously awarded the Air Medal and the Purple Heart for his service in the Korean conflict. The family was honored at a wing review, presented flowers, a scrapbook and taken to lunch in the new dining hall of the Operations & Training Building. The Air Guard installation was called Shewmaker until 1976 when directed to designate the ANG installation as Standiford Field (ANG).

HONOR GUEST

MRS. PATRICIA G. SHEWMAKER.....WIFE
MRS. LUCILLE B. SHEWMAKER.....MOTHER
MISS JUDITH ANN SHEWMAKER.....DAUGHTER

MEMORIAL DEDICATION OF THE KENTUCKY AIR NATIONAL GUARD SITE AS SHEWMAKER AIR NATIONAL GUARD BASE IS IN HONOR OF AND TRIBUTE TO THE LATE CAPTAIN JOHN W. SHEWMAKER FORMERLY OF THE 165th FIGHTER-BOMBER SQUADRON WHO WAS KILLED IN COMBAT IN THE KOREAN EMERGENCY.



AIR NATIONAL GUARD MAKER ANG BASE

ELEV. 497



BOUQUET PRESENTED: Brig Gen Philip P. Ardery (right) presented a bouquet of roses to the mother of John William Shewmaker during the dedication ceremony. Standing behind the family are escort officers, Maj Gen A. Y. Lloyd, Brig Gen William D. Ott, Col William H. Senn, and Col Verne M. Yahne. Daughter Judith Ann holds a plaque, the widow a souvenir scrapbook.



AT LUNCHEON: The family was served lunch following the ceremony. Mrs. Lucille B. Shewmaker of Harrodsburg, Mrs. Patricia Grady Shewmaker, wife of the late Capt Shewmaker, and Judith Ann, the daughter, were entertained by Col Verne M. Yahne, wing deputy commander and the full-time base detachment commander. Note the "silver service" trays!

The Year 1960



INTELLIGENCE FUNCTION: With the advent of the reconnaissance mission, the function of intelligence became vital to mission. Here Capt Bill Gast (center) explains to Maj Gen A. Y. Lloyd, the Kentucky adjutant general, some of the situation maps used for intelligence briefings. **FIRING RANGE:** Gen Lloyd also liked to visit the firing range and confers here with Capt Maynard Weppner. Col Sam Martin checks his target with range supervisor Jack D. Dunn.





TOP PHOTO: The RB-57 Canberra started with a puff of black smoke, looked like it could be on fire, but that was the way they were started. ABOVE: Squadron pilots were (from left) kneeling: Jim Upchurch, Jim Long, Myrle Langley, Bob Hendricks, Mick Gannon, Dick Frymire, Sam Blythe, Stan Worsham (intelligence), Jay V. Paxton (intelligence); standing: Jim Evens and Jim Daugherty (both intelligence), Norbert Goss, R. L. Brown, Jim Pickett, Bob Swenck, Bob Costello, Cy Hermansen, Jim O'Laughlin, Dub Shean, and Reg Silby. **HOMEMADE:** A rig made as an engine run-up stand for the J-65 jet engines of the Canberra came in mighty handy for the maintenance folks.

The Year 1961—

Webster Becomes
Wing Commander



ARDERY RESIGNS AS WING COMMANDER: Brig Gen Philip P. Ardery, the founder of the Kentucky Air National Guard, announced that effective Nov. 30, 1960, he was transferring to a new post. Ardery, who had been the top commander of first the Group Headquarters and then the Wing Headquarters, moved to a general officer position with the Secretary of the Air Force Office of Information at the Pentagon. In so doing, he picked up a second star.



CHANGE OF COMMAND: Brig Gen William Dunn Ott (left) had been acting as wing commander until appointment of Col William H. Webster (right), a banker from Texas. Gen Ott continued as assistant AG for air under Maj Gen A. Y. Lloyd (second from left). Brig Gen Ardery (second from right) received an appreciation plaque at the ceremony in March 1961. **NEW WING BOSS:** Webster became the new commander as of March 11. He was formerly assigned to the Air Force Reserve and came to Louisville from San Antonio, Tex. He was quickly checked out (left) in the RB-57 Canberra and took charge of the wing. Col Verne M. Yahne continued as wing deputy commander and the full-time base detachment commander over Shewmaker ANGB in Louisville.



The Year 1961

NEW COMMAND POST: Offering better command and control over the operations of the wing, the new Command Post was first used in July 1961 as part of "Operation Big Sweat." The Command Post had a maze of telephones and status boards. Shown here around the outside are Dexter DeVore, William Semonin, Dick Hubbard, Sam Bridgers, Bill Gast; inside were Thad McHugh, Sam Duncan, Gene Kinnaird, and Ed Holt. This shot was taken during an ORI and the team chief is seated in the rear at top left. **JUST A DRILL:** At summer camp they used to fix a few teeth and here A2C John T. Egli receives some attention from Maj C. R. Barton, assisted by SSgt Norman Riggan. **THREE MUSKETEERS:** Mick Gannon (left) and Richard Frymire (right) welcomed a newcomer about this time, Carl D. Black, a new recon pilot.





OPERATION WILLOW FREEZE: (Top) Operation Willow Freeze took the Kentuckians all the way to the frigid Alaskan territory in January-February 1961. One Canberra had already gone up in October of 1960 for pre-strike photography and now two more RB-57s and a C-47 made the trip in January. In February, seven more Canberras made the jaunt to take part in the actual Willow Freeze exercise. In all, they compiled 200 hours' flying time in support of the far-flung operation. **DOLLAR NINETEEN:** Ed Stowers, Norman Thomas, Mike Crandall, Childs, the crew chief, Theo DeZarn, Jack Gowan, Robert Botkin, and Baldwin were among those who travelled by C-119. **ABOVE RIGHT:** Another operations exercise was Swift Strike at Shaw AFB. Checking an inverter are Marvin Crouch and Charles Benedict. Frank Reiser is on the ladder. **BELOW RIGHT:** Servicing a nose camera during Willow Freeze are Walt Ragland (left), Don Redmon and Jack Dunn (cockpit).



The Year 1962— New Units Were Activated



BICYCLE STORAGE: Capt Sam Blythe, a veteran squadron pilot, figured that it would be better to ride than walk. So, when he went to Shaw AFB, S.C., for Operation Swift Strike he took his bike in the bomb bay of his Canberra. The long trek from the BOQ to the flight line proved to be no problem. **OPEN RANKS, MARCH!** Conducting personal inspection during an ORI, this visiting member of the ORI team was aided by Lt Col Jim Pickett (partly hidden) and Lt Col Charles B. Robertson. Airman at right is Tom Mooney, one of the authors of *The Canberra Years*.



THE BIG PUSH

Or, It Happens Every Day

'Twas the week before shipment and all through the Base the wheels were turning and spinning in place.

The troops were working from sun-to-sun, but the boss didn't think enough work had been done.

Their tails were dragging, their eyes were all red, and most of them wished they could be home in bed.

Down there on "A" dock, Mike stopped to think, where he'd hidden the pep pills he'd scrounged from Doc Finck.

Rogers was cussing each one on the base, while Williams just stood there and grinned in his face.

Norman was wound up and starting to blab, about all the loot he'd make driving a cab.

When Bobby said "Norman, shut up you're mouth, soon, these airplanes must be headed South."

From over on "B" dock there came a big blast, small John had clobbered big Charlie at last.

"This darn stabilizer won't fit", said Joe, "with the cables crossed it just won't go."

Back on "C" dock, the chief pulled his hair, someone had hidden his comfortable chair.

Back in the corner, causing no stink, were Benny and George, they were having a drink.

"Where's Wendell?" said J.R., "He's nowhere around, when there's work to be done, he's hard to be found."

He was out on the flight line, sly as a fox, he seemed to be looking for his tool box.

Machtloff nudged Malcom and said with a grin, "it's an hour after lunch, so let's eat again."

They each had a sandwich and cookies a few, but we didn't think it would last them 'till two.

"Our airplane is finished" said Paul, "pull it out," but from under the tail there came a loud shout, "These patches are bad," said Jack, with a frown, "that sheet metal man must think he's a clown."

Potter was laughing and shaking with glee, he looked like a kid with his first Christmas tree.

And watching his troops, like cow would her calf, Caywood was counting their time and a half.

Konarcik was counting these hours, working slow, for daddy had told him that soup beans cost dough.

"We need this money" said they with a laugh, "cause we don't get much time and a half."

"Hit it" said Smith, said Theo "let's go", and Sam ran around in the new-fallen snow.

Dubois was fretting, he fussed and he fumed, he looked like a man about to be doomed.

The back log was great, there wasn't much hope, Dubois was nearing the end of his rope.

From across the hangar with both knees steaming, came the Pride of the Docks, his eyes all a'gleaming. "We've a deadline to meet" he shouted and fell. These oily spots are slippery as hell.

The boys back on Jim's dock thought they were through, they had checked every part, every bolt, nut and screw.

They called Mr. Gowan to come take a look, and when he was finished, he'd written a book.

Time marches on, we have worked day and night, on the horizon the end is in sight.

The planes are all ready to hit the blue, but the medals this outfit receives will be few.

The really big hero of this operation is the big nosed guy from base installation,

He has worked sixteen hours most every day, with visions of spending his overtime pay

The test pilots wait there, their hearts all a flutter the big "B's" should stay, they are our bread and butter.

The big "F's" are coming, and that makes them think, the young ones get nervous, the old take a drink.

And up on the balcony, one leg propped high, the DM, he turns and says with a sigh, "These troops have worked hard, they're tired and they stink, let's go to the Club, I'll buy them a drink."

We tried very hard in this little old paper to help you remember each humorous caper, and so if we missed you, if we left you out, Have a big drink, don't sit there and pout.



BELLY LANDING: Lt Col James Pickett found his wheels wouldn't go down as he attempted to land at Standiford late in January. Quick thinking and good work by ground crews provided the way out. Foam was laid down in an area about 2,000 feet long on the runway and Pickett was able to belly in with almost no damage to the RB-57 Canberra.



INDIAN RAID ON SHEWMAKER: An open house at Shewmaker ANGB held on Armed Forces Day 1962 attracted a number of visitors, including a group of scouts from St. Matthews. Hosting the youngsters were Capt Bob Southall (left), A1C A. T. Caufield (standing) and Capt Floyd "Jim" Sherman (right). **PHOTO LAB:** Automatic film processing had not yet arrived for these members of the photo processing lab as they souped aerial recon film by hand. **THE END PRODUCT:** At the opposite end from the photo lab are the photo intelligence officers who read film or make mosaic layouts such as the one being done here by Lt Jay V. Paxton. Huge areas would be photographed and then displayed by connecting photographic prints.

The Year 1962



INTERPRETING PHOTOS: The stock-in-trade of the intelligence staff is reading facts from film or prints. Here, peering through a magnifier, is Capt Stanley Worsham, the most experienced of all intell officers. Others are Jim Evens, Jay Paxton, and Jim Dougherty, from left to right.



FLIGHT REPORTS: The "old days" saw squadron pilots standing around the flight counter filing flight plans. These were (from left) Kenny Glass, Mick Gannon, Myrle Langley, and Fred Arnold. They all were members of the 165th Tactical Reconnaissance Squadron of the KyANG.



CUSTOMS INSPECTION: This was not a usual scene, but pilots like Dub Shean (far left) returning in May 1963 from "Big Blast Papa" had to be checked at Standiford Field by Boyd Jones, Kentucky customs inspector. Ground crewmen were George Newman, Norman Thomas, and Joe Hart, from left to right.

The Year 1963—

ADC Exercises
Are Conducted



OPERATION SWIFT STRIKE III: Maj Cephas Hermansen (left) and Capt Mick Gannon (right) check a map to pinpoint one of the targets flown by the Canberra pilots during Operation Swift Strike III. Some examples of recon photography, the object of sorties flown by KyANG pilots can be seen pinned to the walls behind them.



BOWLING CHAMPS: A group of high rollers, no doubt, this group of bowlers from the 1963 league champion KyANG team. They were (from left) Joe Edwards, Tom Seay, Don Durbin, Lou Carr, and K.Y. Will. The Supply Team bowled in the Standiford League.



BASE TOURS: Community relations can be very effective with youth groups such as this troop of neighborhood youngsters. Doing the honors in Personal Equipment is the shop supervisor, TSgt John E. Rice Sr. Tour guides were MSgt Jack Finck (rear) and Col Verne M. Yalme (right).



MORE SWIFT STRIKE: Pilots received their daily briefings at Robins AFB, Ga. They heard William Semonin (standing, right). In the group (from left) are Dick Frymire, John Conaway, Cy Hermansen, Sam Blythe, Carl Black, Myrle Langley, and Dub Shean (partly hidden). Intell officer Stan Worsham is standing in doorway.



HALF-DAY OFF: The annual visits by the local Bloodmobile were always enthusiastically received—it meant a half-day off. Here, members of the KyANG line up with their paperwork to take turns donating blood. Sometimes it seemed to take longer to do the forms than to actually give blood.

The Year 1964— Draft Pressures Begin to Build



CANBERRA MODIFICATIONS: An ambitious effort to make the RB-57 into a better recon aircraft included three P-2 cameras and drop flares for night work. Here is one example of a P-2 shot made on an automobile bridge with the right oblique station.

GARBAGE DETAIL: Summer camp always had its greater thrills, but this one? Doing the job were (from left) on truck Walter Carter, Harold Smith and Paul Brooks. On ground were Norman Cottrell and Kenny Machtloff.



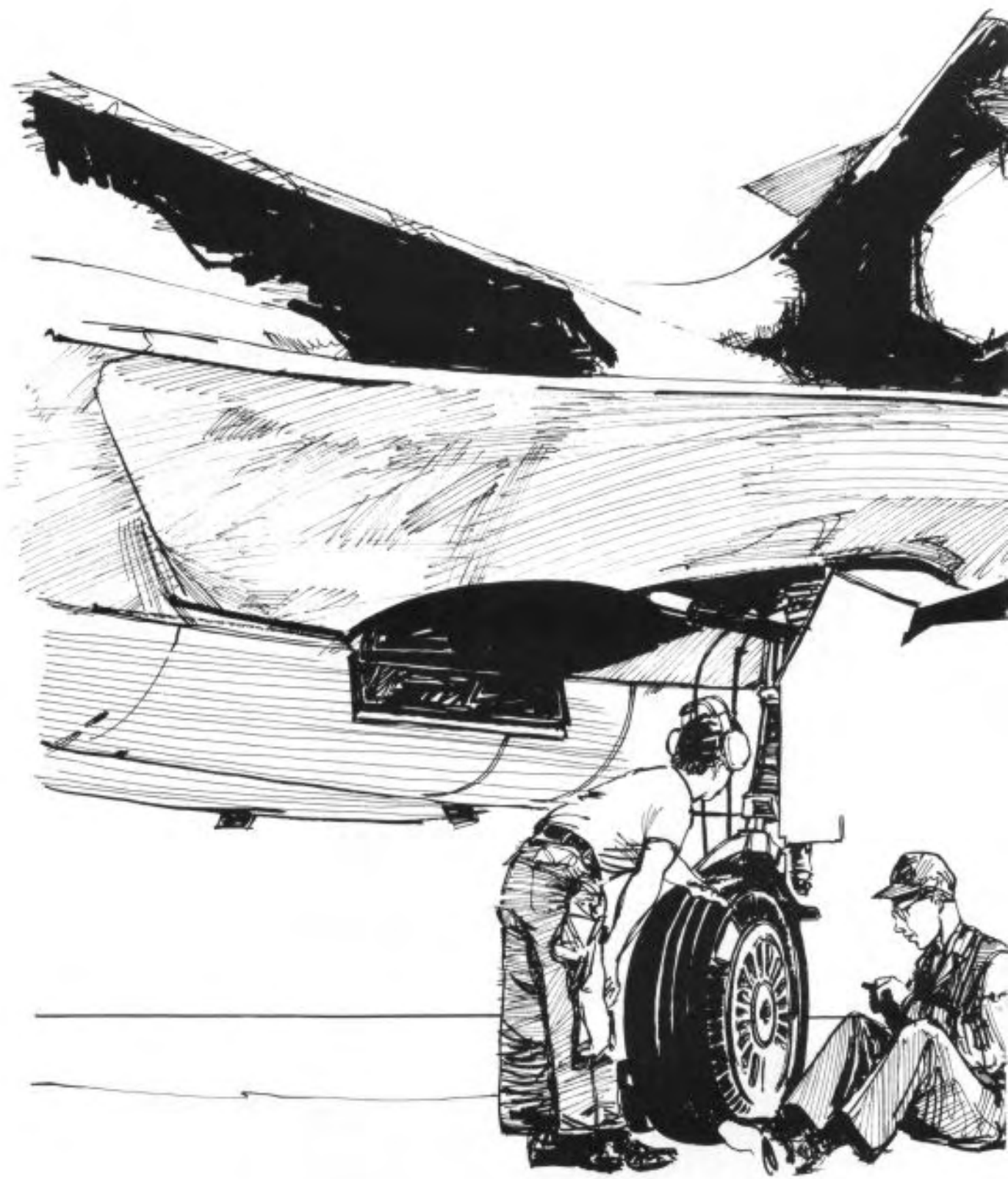


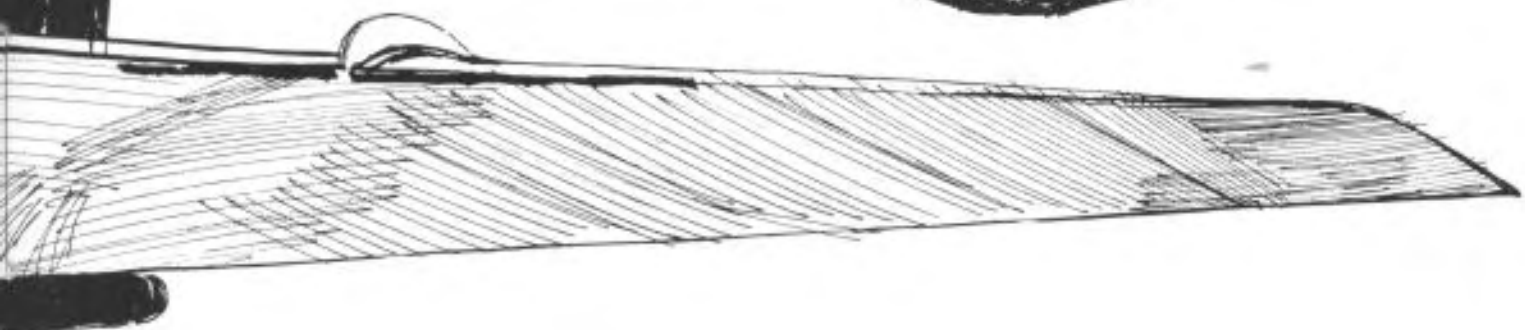
UNIT WINS SPAATZ TROPHY: This photograph actually was taken in 1966 at the time Maj Gen A. Y. Lloyd (right) presented Col Eugene F. Kinnaird Jr. the 1965 Spaatz Trophy. The award was symbolic of the best ANG group in the nation for that period, when Kinnaird commanded the 123d Tac Recon Group (flying the RB-57). Gen Lloyd had accepted the trophy Oct. 20 in Phoenix, Ariz., from the National Guard Association of the United States.



SWIFT STRIKE PILOTS: These pilots and intelligence officers took part in Swift Strike III at Robins AFB, Ga. (from left) kneeling: Craig Alford, Sam Blythe, Richard Frymire, Bill Dotson, Fred Bradley, Stan Worsham, Cliff Sachleben; standing: Cy Hermansen, Bill Mann, Reginald Silby, Dub Shean, Jim Long, Bob O'Laughlin, Norbert Goss, and Myrie Langley. **SOFTBALL TEAM:** Here were members of the base softball squad in 1964 (from left) seated: Tom Seay, Paul Kessler, Joe Shaughnessy, Jerry Kordes, Doyle Starkey; kneeling: Bob St. Clair, George Clark, Dewey Lankford, Joe Marcum, Jack Dunn; standing: Ed Schulz, Don Durbin, Dick Gravatte, Bob Orwick, Charlie Sellins, K.Y. Will, and J.R. Mack. **CLAM BAKE AT OTIS:** No sense going to Cape Cod without a clambake. Taking part were (from left) Bob Harris, Bob Lawrence, Bob Brenzel; Dick Gravatte, Frankie English, Ray Price, John Hubbard, John Souder, and several others unidentified.





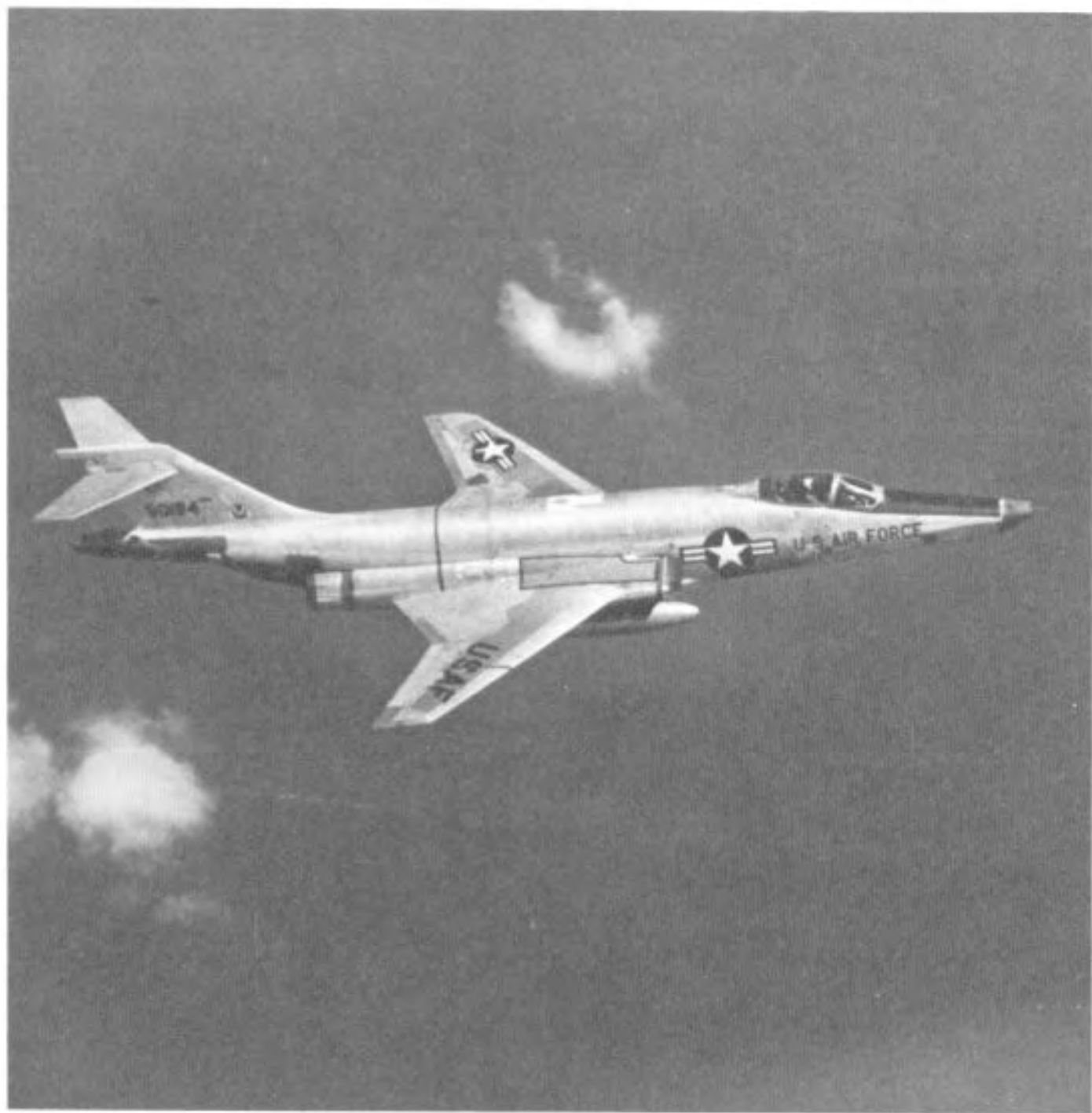


1965-76

The Voodoo Years

The RF-101 'Voodoo'

Supersonic Recon Jet



THEY JOINED THE MACH-BUSTER CLUB: The first of the F-101 models reached Standiford Field in November 1964, transferred from England where they had been utilized as fighters in the NATO defense force. Because of the armament and the way the Voodoos were configured, they had to be sent back to the manufacturer for extensive modifications. Weapons were removed and replaced with camera stations to make the aircraft into RF-101s.



RF-101 VOODOO: The KyANG first received single-seat F-101 Voodoos in 1965 which were put through extensive modifications and designated either G-models or H-models (there were some of each). In 1971 the fleet of the 165th Squadron was purified to only H-models and in 1972 were replaced by C-models. The RF-101 was the first supersonic photo reconnaissance aircraft, with speed over 1,000 mph. Six cameras, all operated by the pilot, could be mounted in compartments in the nose. The C-model had a viewfinder which gave the pilot a clear view and allowed him to aim on targets below and ahead of the aircraft. Camera stations were insulated, air-conditioned, and had electrically-heated windows to eliminate fog or frost. From 45,000 feet the Voodoo could photo an area 217 miles long and eight miles wide, or an area of 20,000 square miles. The work of Voodoos during the Cuban missile crisis established their reputation, further expanded during the Vietnam campaign. It could be refueled with either the flying boom or probe and drogue. It had been operational since 1958 worldwide, and was built by McDonnell Douglas Aircraft Co. It was equipped for daylight reconnaissance, primarily in reasonably good weather. The Voodoo camera equipment were one KA-56 low-altitude panoramic (horizon-to-horizon frames), three KS-72 high-speed framing cameras, and two KA-1 altitude cameras.

SPECIFICATIONS: Wing span 32 feet, nine and a half inches; length 69 feet; height 18 feet; speed above 1,000 mph; ceiling above 50,000 feet; range beyond 1,800 miles; maximum gross weight 47,000 pounds; power plant two Pratt & Whitney J-57-P-13 turbojets with 15,000 pounds thrust each.

Extensive Modification Needed



1965-76

The Voodoo Years

BY THOMAS G. MOONEY, WINFRED L. APPLBY
RICHARD H. JETT, AND THOMAS D. SCOTT

The 123d Tactical Reconnaissance Wing and its flying units in Arkansas and Nevada moved into the era of supersonic jets in 1965. From that point until 1976 the Kentucky Air Guard would identify with the RF-101 Voodoo as its mission aircraft, and would continue in its aerial photo reconnaissance mission.

Unlike 1958, the change in aircraft did not signal a realignment of units in other states. Although Kansas and its 190th Tac Recon Group retained the RB-57, the 190th Group and the 117th Tac Recon Squadron, both of Hutchinson, Kan., remained assigned to the headquarters at Louisville. Notice of the changes came Feb. 16.

As the KyANG readied to receive the RF-101s, the maintenance crews worked furiously to complete the conversion of the B- and C-model B-57s for return to Southeast Asia. In April and May they completed three more of the Canberras as other efforts turned toward the conversion to Voodoos. An article in the Louisville Times suggested that part of the reason for recall of the Canberras was related to a Viet Cong raid on Bien Hoa on Nov. 1, 1965. There, caught on the ground, the B-57s of the 3d Medium Bomb Wing were blown up in the raid.

At this time the Kentucky Air Guard was running way ahead of previous years in terms of manning percentages. In his annual report for the previous fiscal year, Maj Gen A. Y. Lloyd reported that the KyANG had led the nation in strength percentage. With 117 officers and 607 airmen assigned, they had all pilot positions filled.

On March 12 it was announced that Jack H. Owen and William H. Webster had been federally recognized as brigadier generals. Owen was chief of staff in State Headquarters and Webster was wing commander.

At an open house held at Shewmaker ANGB May 22, Armed Forces Day, the community had its first close look at a static display of the RF-101. Flying at speeds of mach 1.5 (about 1,170 mph), the Voodoo was almost twice as swift as the Canberra, which operated at a top speed of mach .84 (about 600 mph). Mach is the speed of sound at sea level—780 mph. Col Yahne predicted that the speed on takeoff of about 200 mph and the ability of the 101 to climb would take it up and away from the congested housing areas around Standiford Field. He said it might actually reduce jet noise problems, and that the change would give the unit an up-to-date airplane. Yahne said the RB-57s are "now obsolete in reconnaissance missions."

The switch to Voodoos came as the first such conversion in the Air National Guard, affecting the 165th, 154th, and 192d Tac Recon Squadrons, all assigned to the 123d Tac Recon Wing. The Voodoos, due in October, would be F-101s being used as fighter-interceptors and would require extensive modifications to convert them to recon models.

The first Voodoo actually arrived at Standiford Field from Bentwaters, England, where the F-101s had been in use for air defense purposes. At this point aircrews already had gone to Shaw AFB, S.C., where Yahne was first to solo. Others in the first transition class under the 4414th Combat Crew Training Squadron included Lt Col

James H. McClure, of Louisville, and Lt Col Lawrence O. "Doc" Savage and Maj Robert L. Byrd of the 189th Tac Recon Group, and Lt Col Steven R. Wilkinson, AF adviser to the Little Rock group. By July 1 Col Kinnaird and Lt Col Hendricks of Louisville also had completed transition.

As the first Voodoo was received at Shewmaker July 6, Col Yahne was reassuring the public about jet noise, saying that a suppressor shield would be erected to cut down on engine noise. The F-101 weighed about 51,000 pounds and had a fuel capacity of an additional 21,000 pounds. Its wingspan was 39 feet and length 69 feet.

July 19 it was announced that Col Joseph L. Sullivan, the AF adviser to the wing, would be transferred to Sewart AFB, Tenn., to become base commander. His scheduled replacement was Col Charles E. Scott, who was stationed at Shaw AFB.

At that stage it was decided that field training would be held at Shewmaker because of a shortage of aircraft or pilots who could fly them. With one assigned aircraft and two other borrowed Voodoos, the KyANG stayed at home Aug. 7-21. About 60 members of the units commuting from over 50 miles were quartered in the Standiford Motel. The changes involved major training programs for Air Guardsmen, from the pilots and mechanics to the supply technicians. The number of supply items was doubled; it took about 32 man-hours to fly a Voodoo for one hour, as compared with about 17 for the Canberra.

Now, the four checked out in Voodoos trained the other tactical pilots. "Going from an RB-57 to an RF-101 is about like stepping from a Model-T into a modern automobile with very sensitive power steering," said Jim McClure. Yahne had another analogy: "The RB-57 has fairly long wings, is a glider," he said. "At 40,000 feet you can cut its engines and glide 100 miles. But with the RF-101 you would come down about 10 miles down the pike. It's all engine," the vice commander said.

Voodoos in use in 1965 were all made between 1954 and 1956, but were first-line equipment of the Air Force, actually in use in Southeast Asia throughout the Vietnam War for daylight reconnaissance. "Flying the 101 gives the satisfaction of being able to get somewhere in a hurry. It also gives the satisfaction of being able to fly such a complicated plane," Yahne said.

From October to November the remainder of the Voodoos continued to arrive. Models A and D were modified to become G- and H-models and the KyANG acquired 24 in the process.

An interesting sidelight came up when the tragic explosion occurred in August at the DuPont plant in Louisville. Reported in "Joe Creason's Kentucky" on Aug. 28, the article said an irate woman called Shewmaker complaining about the noise. "My house has just been shaken by your F-1-1s breaking the sound barrier," she complained. "You said you wouldn't do that and you've broken your word!" That puzzled SMSgt Russell Brown, who replied, "I don't

know what you're talking about. All of our planes are on the ground." At that instant another explosion from the DuPont plant occurred, rocking the Air Guard hangar. "Lady," Brown replied hastily, "I don't know what it is, but we've got a big problem!"

On Nov. 26 a problem of a different sort erupted. The Federal Aviation Agency and the Louisville-Jefferson County Air Board, which operates Standiford Field, refused to allow the KyANG to install a barrier cable on the runway. The Air Guard needed the barrier to arrest the Voodoo in much the same way as landing cables are used on aircraft carriers. With the Voodoos coming in at speeds around 200 mph, AF regulations required the barrier cable. While the argument ensued over whether this would be allowed, the KyANG was forced to move the Voodoos.

In order to keep the pilot transition program going, flying operations were switched first to Ft. Campbell, Ky., briefly, and then to McGhee-Tyson ANGB at Knoxville, Tenn.

While the Air Guard and NGB negotiated with the FAA and Air Board, flying continued from the other facilities. Kentucky pilots were ferried, almost daily, to Tennessee while the ground crews remained away for two-week periods. A second C-47 Skytrain and a third T-33 Shooting Star were assigned to the KyANG to help support the interim program.

Despite several negotiation attempts, the controversy dragged on, amid much publicity. At the basis of the argument was an FAA regulation which would not allow any obstacle to protrude above the surface level of the runway of a civilian airport within 400 feet of the landing strip. Military regulations, on the other hand, required a barrier for anything short of 10,000 feet and the Standiford runway 1-19 was only 7,800 feet long. A feature in the Louisville Times showed pictures of Capt Carl D. Black practicing his flying in a \$1.5 million "flight simulator." This complex electronic device duplicated all kinds of normal and abnormal flight conditions and was installed on the second floor of the Hangar Building. MSgt Howard A. Curtis was shown creating simulator problems for Black to solve under the "hood" on the device. The inside was identical to the cockpit of the Voodoo. One of the headlines read, "Only way the Kentucky Air National Guard pilots are flying these days."

The Year 1966— Owen Assumes Command

Despite all obstacles presented by the barrier dispute, the pilot transitioning program continued at McGhee-Tyson Field at Knoxville. In the face of the problems, 28 tactical pilots were put through transition training during the time Standiford was closed to normal RF-101 flights. The matter was finally solved Jan. 28 when the FAA agreed to allow the landing barrier devices to be installed off the end of the runway itself on areas called blast pads where jets paused to "run up" their engines prior to takeoff.

In the meantime, RB-57 operations came to an end, too. Some of the last Canberra recon missions were flown to provide RB-57 data for USAF headquarters, since the Canberras were now being used extensively in Vietnam. The last RB-57 was flown to Martin Aircraft Co. in January 1966, ending more than seven years in which the KyANG operated the twin-jet Canberras without a major accident.

Personnel strength in the KyANG was, for the most part, not a problem. On March 12 Maj Gen A. Y. Lloyd, the adjutant general, was quoted as saying increased quotas for military manpower through the Selective Service system resulted in waiting lists for those wanting to

join the state Air or Army National Guard. One problem that did exist, however, was pointed out by Col Yahne, the base detachment commander, who said commercial airlines had taken four part-time Guardsmen pilots within the previous year.

April 26 the Voodoos began returning from McGhee-Tyson as the landing barrier construction was nearly completed.



The next day announcement was made of a major change of command. Brig Gen Jack H. Owen became wing commander, replacing Brig Gen William H. Webster, who retired. Owen, 46, had been serving as chief of staff in State Headquarters and was replaced in that position by Col Verne M. Yahne. Yahne, who had been vice commander of the wing, was followed in that slot by Col Eugene F. Kinnaird Jr., but the former continued to serve as base detachment commander on a full-time basis. Kinnaird was followed as commander of the 123d Tac Recon Group by Lt Col Lawrence A. Quebbeman. Kinnaird and Quebbeman both were air technician officers, while Owen was an executive and owner of several businesses related to tobacco at Cynthiana, Ky.

The KyANG went to field training June 4-18 at Travis Field in Savannah, Ga., only to be interrupted by Hurricane Alma. No injuries or serious damage resulted, but the storm forced the Voodoos to return to Shewmaker. The units took 635 men, 14 RF-101s, three T-33s and two C-47s to camp. The traditional parade and review the middle Saturday morning went off as scheduled, although the Voodoo flyover was staged from Louisville. Lt Col Quebbeman later remarked, "The scheduling was a little tricky." The 10-ship formation of Voodoos arrived right on time with a perfect low-level pass over the parade. They returned to Savannah to resume flying as scheduled in Georgia after the three-day interruption.

A story told later by a former Guardsman could easily have been in 1966 at Travis Field. One morning the men had returned to the NCO barracks after eating breakfast at the mess hall. They were preparing to go to work when the regular crew of women came in to start cleaning the barracks. The women went into the adjacent latrine, and suddenly, there were loud bangs, screaming, then laughter. It was reported that Flight Engineer George Helm had attached firecrackers to the commode seats—and when the women sat down, the fun started!

June 13 several medals were presented at the parade ceremony to outstanding Air Guardsmen. Col William H. "Dick" Senn received the Kentucky Distinguished Service Medal and five others received the Kentucky Medal for Merit: Maj Thaddeus C. McHugh, Maj. Willard A. Olson, Maj Stanley A. Worsham, SMSgt Clarence E. Napier, and MSgt Hurst R. Forster. MSgt Marlon R. McNeil won the same award in August 1965.

Another outstanding member of the Air Guard was presented the AF Commendation Medal during the year. Lt Col Charles W. Sellins, for 18 years active in the Air Guard in personnel and accounting work, was honored for his pioneer work to establish a new automatic pay system for the Air National Guard. He was given a four-year tour

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The Voodoo Years

of active duty to serve as liaison officer for the entire Air Guard at the AF Accounting and Finance Center at Denver, Colo.

In September a long love affair was ended when the unit's ever faithful C-47 (Tail No. 48101) was called to active duty. Called a "subsonic 101," the Gooney Bird had been with the Kentucky Air Guard since the very early days. It was sent through a modification to become an AC-47, like the first Air Force gunships introduced in Southeast Asian combat in 1965. It was replaced in the KyANG by another C-47 from the Tennessee Air Guard, and finally by a C-54 Skymaster.

On Dec. 12 Brig Gen William D. Ott retired from the KyANG as deputy adjutant general for air, after eight years in the post, serving under A. Y. Lloyd and two Kentucky governors, Bert T. Combs and Edward T. Breathitt. No replacement was announced as assistant AG and Col Yahne continued to serve as chief of staff for State Headquarters.

The Year 1967— Voodoo Training Continues

The commander of TAC paid a visit to Shewmaker Jan. 14 to present personally the Air Force Association's "Outstanding Unit Award" for 1965. The visit by four-star Gen Gabriel P. Disosway was a milestone for the unit, which had never hosted either a full general at the Guard base, nor been visited at home by a commander of TAC. Gen Disosway presented the silver cup to Lt Col James H. McClure, deputy group commander for operations.

By Feb. 24 10 of the unit's RF-101 Voodoos had received a coat of dull brown and green paint, part of a TAC program to have all of its aircraft camouflaged. Eventually all of the recon models were painted in the camouflage colors, with the two TF-101F "duals" left their original gray color.

This year saw a continuation of the upgrade training in the RF-101, with completion of the \$60,000 runway barrier (BAK 12) project. The increased photographic capability of the Voodoo also required a major rearrangement of the Photo Labs. Two new Versamat film and print processors were added, bringing about a complete redesign of the laboratory area. Two separate projection printing rooms also were set up to allow for making aerial and still photo prints at the same time.

On March 28, 2d Lt William M. Irton was attempting to take off at Standiford when he experienced power failure. He aborted, released his drag chute and dropped his barrier hook. The Voodoo ran off the end of the runway, dragging the two 50,000-pound anchor chains to within 500 feet of the Watterson Expressway. He escaped unhurt only seconds before the aircraft, loaded with 13,000 pounds of fuel, caught fire. Air Guard crash and fire crews battled the fuel for half an hour before putting out the fire. The Voodoo was a total loss.

The much-faster RF-101 was in demand because of the requirement for high-speed, low-altitude reconnaissance. Increases in the technology of anti-aircraft defense systems made "flying through the grass" even more vital as the war progressed in Southeast Asia.

Annual field training was held at Savannah again in 1967, as the Kentuckians trekked to Travis Field June 2-17. Tuesday of each week eight aircraft were launched on deployments to the West Coast. Each flight of four were required to accomplish two mid-air refuelings with the Voodoos, with the flights returning again on Thursdays. While the number of RF-101s remaining at Savannah was thus reduced, those remaining at Travis Field continued with normal photo recon and pro-

ficiency flying.

Immediately after summer camp the unit was committed to Operation Guard Strike, starting June 19. The 123d Tac Recon Group was committed to fly two photo sorties each morning and a pair again each afternoon. This went on seven days a week for nearly a month, and all done in addition to other flying. At the end, the Kentuckians had amassed 62 RF-101 sorties (104 hours and 40 minutes flying time).

In addition, the KyANG pilots picked up recon film taken by RF-84s of the 181st Tac Recon Group of Terre Haute, Ind., developed the footage and printed the photographs from that film, as well as that of the KyANG. The final products were air-dropped by T-33 couriers going from Standiford Field to Campbell Army Field (Ft. Campbell, Ky.) or Bakalar AFB, Columbus, Ind. The T-bird sorties added 32 support missions to the KyANG Guard Strike commitment (30 more hours).

The Photo Lab processed almost a mile of recon film from Voodoo sorties, and 1,094 feet more from the Thunderjets. Exposures from the RF-101 film resulted in 1,064 photo enlargements and the RF-84s produced another 218 prints used for interpretation of Guard Strike missions. The Guard Strike operation was manned entirely by the National Guard.

For another two and a half months the KyANG furnished two RF-101s, six maintenance men, and two officers to Shaw AFB to help upgrade crews of the regular Air Force preparing for Vietnam duty. During this same period, joining with forces from Wing units at Little Rock and Reno, the combined sorties for the Shaw commitment totalled 168. The combined maintenance personnel worked so effectively that not a single sortie was lost during the Shaw deployment. The officer pilots not only performed test flights to keep the aircraft operational, but assumed administrative responsibility for the enlisted members of the detachment as well.

An Armed Forces Day open house in May was held at Shewmaker ANGB with a fabulous array of static displays. Included were the C-124, KC-97, C-54, C-47, RF-4C, F-102, F-101, F-100, F-84, T-33, F-51, and several other trainer and acrobatic aircraft. Estimates of the crowd made by the project officers, Bob Hendricks and Jim McClure, said 8,000 people visited the displays. Formations of KyANG RF-101s were flying over at intervals during the day, to add to the static displays. Information handouts were distributed by members of the base Office of Information and color prints of the RF-101 made by the Photo Lab were distributed to visitors.

Veteran members of the KyANG retiring from the unit were Lt Col Edward P. Johnson, veteran commander of the 165th Weather Flight, and Lt Col Cephas "Cy" Hermansen, one of the most fabled pilots ever to fly with the Air Guard, both of whom received the Kentucky Distinguished Service Medal. Lt Col Cecil "Ken" Walker, former commander of the 165th Squadron and more recently of the 123d Combat Support Squadron, earned the Kentucky Medal for Merit. The same award also was bestowed on MSgt Rondall L. Thornton and A2C Richard L. Bisk.

The Year 1968— The Pueblo Recall

With the Vietnam War raging in Southeast Asia and U.S. manpower resources strained accordingly, an incident off the coast of North Korea proved to be instrumental in causing the recall of the 123d Tactical Reconnaissance Wing to federal service Jan. 26, 1968. The

captain of a small intelligence craft of the U.S. Navy, called the "Pueblo," ventured too close to the shore of North Korea and was captured by Communist gunboats. President Lyndon B. Johnson reacted to the crisis by recalling a number of units of the reserves and the National Guard.

Orders for the 123d Tac Recon Wing and all other units of the KyANG (except for State Headquarters) called for 24 months' active duty, unless sooner relieved. Kentucky units affected by the call (with their gaining commands in parentheses) were:

- Hq, 123d Tac Recon Wing (TAC)
- Hq, 123d Tac Recon Group (TAC)
 - 165th Tac Recon Squadron
 - 123d Tac Hospital
 - 123d Combat Support Squadron
 - 123d Consolidated Aircraft Maintenance Squadron
 - 123d Supply Squadron
- 123d Communications Flight (AFCS)
- 165th Weather Flight (AWS-MAC)

The no-notice recall brought 104 officers and 650 airmen of the KyANG to active duty abruptly, giving them no time to adjust their civilian responsibilities or home lives. Nonetheless, within 24 hours, all of the members of the Kentucky units had reported for active duty—some from as far away as Madison, Wisc., Chicago, Ill., and Washington, D.C.

Also affected by the call-up of the Wing were units which were assigned but located in Arkansas and Nevada. These were the 189th Tac Recon Group and subordinate units at Little Rock AFB, Ark., the 123d Reconnaissance Technical Squadron at Adams Field, Little Rock, Ark., and the 152d Tac Recon Group of May ANGB, Reno, Nev., together with its subordinate units.

Not recalled among units assigned to the Wing Headquarters previously was the 190th Tac Recon Group of Hutchinson, Kan., which was flying the RB-57 with a different mission assignment. The Pueblo call-up marked the turning point in this relationship also, as the 190th was not rejoined with the 123d Wing thereafter.

By Jan. 29, the shock of the initial recall leveling off, the units launched into serious training efforts. The readiness rating of the KyANG at the time of recall was C-3 because of many factors related to modification of the RF-101s, shortage of parts and equipment, and the priority which had been assigned to the unit while it was still on Air Guard status.

The 123d CAM Squadron and 123d Supply Squadron were particularly important in the process of upgrading unit readiness. Individual training of part-time Air Guardsmen by the full-time technician force was given high priority. (It was not easy for responsibilities to be abruptly shifted.) The CAM personnel were faced with the needs of the Voodoos, installing newly-acquired cameras and electronic navigational components. Each aircraft had to be carefully checked out to insure the proper operation of each system.

"Fortunately we were assigned high priority for procurement of equipment," Gen Owen said, "and Tactical Air Command moved quickly to bring our materiel status to required standards, particularly in the areas of cold and hot weather uniforms, war-readiness supply kits (WRSK) equipment and cameras for our RF-101 aircraft."

One area of concern was a shortage in manpower allocation. Faced with major reorganizations dictated by TAC early in the call-up, the prior limits which had been set by TAC on programmed strength as an ANG unit now meant the 123d Wing was immediately faced with personnel shortages. There were no replacements at all for the first six months of the call-up.

Soon after the activation the aircrews were sent in increments to

SEA Survival School at Homestead AFB, Fla., and to tactical training at Shaw AFB, S.C., the location of the Tactical Air Reconnaissance Center (TARC). Other deployments for training included personnel in camera repair, aircraft maintenance, photo processing and interpretation, and intelligence debriefing. All of the things which hadn't happened before because of Vietnam shortages were now directly affecting the units' combat posture.

If the heart of the Wing mission was flying, the lungs were its photo processing capability. That was greatly enhanced by a new Versamat processor (the third one), and completion of work on the photo processing cell (PPC). Once readied, the PPC was exercised completely.

Vietnam draft pressures which had kept the KyANG high in percentage of authorized strength also meant that men who were recalled were often heartily disgruntled. They had joined the Air Guard to get away from something that now they were doing 24 hours every day. Personnel who were too far from home to commute (50 miles) were given rooms in a newly-completed Holiday Inn motel. Some newspaper publicity given to that with tongue-in-cheek backfired with bitter and resentful retorts from the activated Air Guardsmen.

While the aircrews worked and worked through phase training at Shewmaker, some of the support functions received attention, too. The Comptroller Section automated all pay records through the Air Force Accounting and Finance Center in Denver. This action greatly improved handling of paychecks while the units were on active duty. The computers calculated pay, allowances, deductions for taxes, and then issued the checks and earnings statements.

During April and May, flying from Shewmaker, the Louisville unit completed a wide variety of photo reconnaissance sorties in all parts of the central United States. These were largely "recce" assignments which had been left undone because available crews and aircraft were either committed to training, or gone altogether because of SEA.

Some things people say provide a laugh or pass the time in the name of humor. One pilot quipped, "we fly up the river one day, the next day we fly down the river." It reflected the status of morale by the end of the first six months of the recall—Guardsmen were wondering why they had been recalled. There would not be much longer they would have to wait.

May 28 the unit was alerted it would be moved to Richards-Gebaur AFB, Mo., located south of Kansas City at a little town called Belton. An advance party soon boarded a C-54 to scout the new location. There were no bands at the air strip to greet the party and when they arrived at the office of the base commander it became clearer why. The base was not aware the move had been approved and no arrangements had been made for their arrival.

At that point it also became clear that a number of members of the KyANG would not be moved to Richards-Gebaur with the Wing. The Group Headquarters would be shelved for the time being, the 165th Tac Recon Squadron would be greatly enlarged as an "augmented" squadron, and the 123d Consolidated Aircraft Maintenance Squadron would be reorganized and redesignated as a Field Maintenance Squadron. The Combat Support Squadron, Weather Flight, Communications Flight, Tac Hospital, and Supply Squadron would all be inactivated "for the duration."

This meant that a large number of the personnel of the KyANG would be relocated worldwide to other Air Force assignments. Not even then was it realized how big a problem this would eventually cause when the 123d Tac Recon Wing arrived at Richards-Gebaur AFB.

June 30 the logisticians loaded 55 sorties of cargo aboard C-130s bound for Missouri. Also dispatched were 18 commercial trailer vans

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The Voodoo Years

full of equipment hired to haul the unit to "R-G."

On July 9 there were "farewell ceremonies" at Shewmaker for the departing units. Representing Governor Nunn was the Kentucky Adjutant General, Maj Gen Allen K. Carrell. Speeches of farewell were made and several medals were given—two of which went to members of the KyANG who were already retired: Brig Gen William D. Ott and Maj Floyd "Jim" Sherman, former comptroller and finance officer. Lt Col Robert Mansfield won a Kentucky Medal for Merit and the wing commander, Brig Gen Jack H. Owen, was presented a Kentucky state flag to carry with the unit to Missouri.

On July 12 the aircraft from the tactical squadrons at Louisville and Reno were deployed in flights destined for Richards-Gebaur AFB. They spanned the distances and were received at their new home in Missouri the same day. There the 123d Wing, minus the 189th Tac Recon Group and 123d Recce Tech Squadron, assembled for the next moves.

Richards-Gebaur remained assigned to Air Defense Command and also was the location of Headquarters, 10th Air Force (ADC-NORAD). Many times the needs and demands of the TAC-gained 123d Wing would seemingly fall on deaf ears, even though the combined units from Louisville and Reno far outnumbered any other single organization.

By July 14, back at Shewmaker, personnel from the inactivated portions of the Kentucky Air Guard were beginning to leave for other assignments. The 381 officers and airmen who went to Missouri were equalled by 131 Kentuckians who were reassigned to 30 separate bases in the continental United States, and 173 who were sent overseas. Of those leaving the country, 156 went to six bases in Korea, 14 to two bases in Japan, one to South Vietnam and one to Libya.

The main part of the personnel assigned to Richards-Gebaur reported July 22. The advance party had opened facilities there July 18 in preparation, such as they were. Once on station with regular Air Force personnel, Air Guardsmen found themselves set apart in a number of ways, some subtle, some not. Dates of rank were recomputed, housing priorities shuffled, and always the quiet but meaningful discrimination borne by the label, "those Air National Guard people."

The arrangement allowed the 189th Group and the 154th Tac Recon Squadron to retain Little Rock as Home base. However, on July 23 the augmented 154th Squadron was launched for temporary assignment to Itazuke Air Base, Japan. This was the first rotation of wing units to the Far East, with Reno's 192d Squadron scheduled second, and Kentucky's 165th Squadron going last.

Two other major operational commitments did not involve Arkansas. One was the "Coronet Sombbrero" deployment to Howard AFB under the Southern Command in the Panama Canal Zone. The other was "Cool Optic II" to Elmendorf, AFB, Alaska, under the Alaskan Air Command. First to go to Panama was a detachment from the 192d Tac Recon Squadron, which launched from Richards-Gebaur Aug. 8.

The 165th Squadron sent its party to Elmendorf on Aug. 16 where the Alaskan Air Command had requested help. Work days of 12 hours were the rule as the 165th dug into a backlog of work. Despite unfavorable weather, the Louisville pilots flew all 15 strip mapping areas requested. Seventeen of 18 jobs called for continuous coverage of wide areas, and 136 of 146 other jobs called for pinpoint accuracy. Weather scrubbed only six missions.

Cameras of the 165th exposed five miles of aerial photographs during the expedition. They flew 133 sorties and logged 170 hours of flying time. With maintenance crews working overtime to keep the Voodoos aloft, film was processed at the end of each day and was sent immediately to Alaskan Command headquarters.

Maj Gen Thomas E. Moore, commander of the Alaskan Air Command, stressed the significance of the support: "Cool Optic II provided us with valuable information about one of the most strategic parts of our country. The 165th has done an outstanding job and made a great contribution to providing top cover for America." The Kentucky unit returned to Richards-Gebaur Sept. 26, full of stories of the high prices and breathtaking scenery of the 49th state.

One fable which survived the call-up was related by members of the "broken up" Communications Flight. Just before they left Shewmaker for Korea, Sam Duncan, communications superintendent, loudly proclaimed, "Don't worry, men, we'll have that boat (the Pueblo) back before you get there!" When the rest of the contingent from Louisville arrived at Seattle, Wash., for processing overseas a week or so later, whom should they find but Sam Duncan and company. The Comm men reported they had been visiting the Worlds Fair site in Seattle, and having a very fine time!

As the activated Guardsmen departed, the State Headquarters unit remained behind. Headquarters and a Holding Detachment were the sole remnants of the Kentucky Air Guard. The nine officers and 28 enlisted men remaining concentrated on recruitment to replace anticipated losses on demobilization, and keeping Shewmaker in running condition. With a goal of 100 new recruits, the small staff worked hard and made their goal on time. Nearly 200 prospects were screened to meet the requirements for various AF specialties.

By Oct. 16 the rotation of personnel in the detachment at Howard AFB was due and a contingent from the 165th departed for Panama. There they relieved the men of the 192d Squadron of Reno to continue "Coronet Sombbrero." South of the border they worked with the 24th Special Operations Wing of Southern Command, performing recon jobs for the Army as well as the Air Force. The journey took four and a half hours with mid-air refueling by KC-135 tankers.

On Nov. 20-21 the 154th Tac Recon Squadron returned to Little Rock AFB to prepare for deactivation. Ceremonies were held Dec. 20 at Little Rock to return the Arkansas units to state control, including the 123d Reconnaissance Technical Squadron with all of its resources of film processing and photo interpretation.

The Year 1969— Japan, Korea, and Home

The continued rotation of squadrons to the Far East came due for the 165th Squadron in January. On Jan. 15 the advance detachment left from Richards-Gebaur on board a C-141 bound for Itazuke AB, Japan. Leading the detachment was the squadron commander of the 165th, Lt Col Lawrence Quebbeman. The remainder of the squadron was airlifted to Japan in four more loads. Aircraft were already there, the same ones taken originally by the 154th Squadron from Arkansas.

The Nevadans rotated back to the Wing Headquarters at Richards-Gebaur on Feb. 2, after being relieved by the 165th at Itazuke. No sooner had they returned than a surprise ORI was pulled by 12th AF, with results about as might be expected with that much movement of men and equipment back and forth.

"Part of the 165th's accomplishment in the Far East could be translated into numbers," wrote Alan Crist in the National Guardsman magazine, "including the 750 recon 'targets' photographed. The Squadron also broke the Wing record for the highest number of flying hours for one month, with 735 hours on 331 sorties during March."

They flew 18 sorties per day routinely as directed by the operations center at Osan AB, Korea. Most were bridges, railway com-

plexes, communications facilities, airfields, and radar sites. One of their biggest jobs was pre-strike photography for Exercise "Focus Retina," the longest airborne assault in history, which took place in Korea in March.

So pleased was Lt Gen Thomas K. McGehee, commander of 5th Air Force, that he commended the 165th and presented the squadron commander with a plaque.

From Japan the unit returned once more to Richards-Gebaur, bringing not only the men and equipment they went with, but also the aircraft left by the Arkansas squadron. They redeployed April 22 with 11 C-141 loads of equipment weighing about 50,000 pounds each, plus a DC-8 and two C-130s loaded with people. Behind most of that logistical feat was Maj Edward C. Martin, a laundry operator from Bowling Green, Ky.

The Voodoos were flown back with air-to-air refueling, making two stops before reaching Hickam Air Base, Hawaii, for crew rest. Finally they launched again across water and the Western United States for Richards-Gebaur.

From May 18-25 the Kentucky and Nevada contingents departed from Richards-Gebaur to return to their Air Guard bases. They packed and shipped home the TAC mobility boxes and cases which had come so far and seen so many climates in 17 months of duty.

Deactivation ceremonies were held in Reno, Nev., on June 7 and at Louisville on June 9. Included in the ceremony at Shewmaker were presentations of some of the individual medals won by 37 men of the unit during the call-up. A special plaque which had been originated by the Military Affairs Committee of the Louisville Chamber of Commerce was presented to Gen Owen by Governor Nunn, commending the Wing for its active duty accomplishments. Music was played by the Ft. Knox Army Band. Representing TAC was Brig Gen Donovan Smith and Brig Gen I. G. Brown was present on behalf of NGB.

The unit had received letters of appreciation and telegrams from the TAC commander, Gen William Momyer, and the PACAF commander, Gen Joseph J. Nazzaro, as well as Adm John McCain, commander-in-chief of Pacific Forces. Others came from every imaginable source including the base commander at Itazuke. Ideally speaking, the men of the unit would have chosen to remain together, if at all possible. Unfortunately, this was not to be, but a number of those serving elsewhere performed outstanding services wherever they were.

During the recall period of 17 months, after several major reorganizations including the inactivation of Group Headquarters July 18, 1968, together with most of its component units, the entire Wing compiled an enviable record. They piled up 19,715 tactical flying hours from a total of 11,561 sorties. The 165th Squadron alone processed 257,200 prints, 284,251 feet of film, and flew 4,438 recon sorties totalling 7,192 hours.

When they went onto active duty they had 20 RF-101s (G and H-models), two TF-101Fs, one C-54 and three T-33s. They acquired one additional C-54 while on active duty and lost one RF-101 in Missouri in a crash which took the life of Capt Robert W. Sawyer.

A total of 69 members of the Kentucky Air Guard were discharged on expiration of enlistments during the recall. Only five of these were released for hardship reasons—an outstanding record of sacrifice and service.

A report printed Jan. 11 had quoted Col Yahne, the assistant adjutant general for air, as saying the provisional or holding detachment was ready to receive recruits. Yahne was quoted as saying the KYANG needed 200 recruits, divided about evenly between veterans and those without prior service. The Kentucky adjutant general, Maj Gen Larry C. Dawson said the waiting lists for enlistment were "longer than they've ever been," adding that Army Guard units all over Kentucky

had waiting lists.

From that point for many months, thanks to the continued draft pressures from Vietnam, recruitment continued to be a bonanza for the Air Guard. The coming months would be spent trying to return to a state of normalcy, following the frenetic period of active duty. There was no summer camp in 1969 because of the recent deactivation.

Individual awards for the 37 Air Guardsmen were presented at various times to a number of persons. Capt Robert Brenzel, who remained on active duty later, won a Bronze Star in Southeast Asia. Lt Col Robert R. Mansfield, who served in Thailand as a weather station commander, was awarded the Joint Service Commendation Medal. The wing chaplain, Lt Col William E. Hisle, was separated with a fatal crippling disease before the deactivation, but earned a Meritorious Service Medal for his work in Korea. The other 34 were given Air Force Commendation Medals for all levels of duty from squadron level to major command: Lt Col Robert K. Hendricks, Lt Col Lawrence A. Quebbeman, Lt Col James F. Arnold, Lt Col Fred F. Bradley, Lt Col Roy W. Ellis Jr., Lt Col Richard L. Frymire, Lt Col Harry C. Greschel, Lt Col Charles "Doug" LaNeave, Lt Col Harold R. Scott, Lt Col William J. Semonin, Lt Col Robert E. Southall, Maj Winfred L. Appleby, Maj Carl D. Black, Maj John B. Conaway, Capt Walter A. Baker, Capt Austin R. Bond, Capt Ural C. Dow, Capt Donald E. Engleman, Capt Stephen J. Riley, Capt Edgar J. Schulz, 1st Lt William H. Hays, 1st Lt James P. Maher, CWO Jack E. Gowan, CMS Clarence E. Napier, CMS Walter Carter, SMS Ray T. Price, MSgt Esie Black, MSgt Edwin H. Horming, TSgt Robert E. Denton, SSgt Martin A. Kramer, SSgt William N. Whitlock, Sgt Gordon Baer, and Sgt John B. Ripy.

Now back on state status, the inactive units were placed back in service once more. The 123d Field Maintenance Squadron, created in the move to Richards-Gebaur, was replaced by the CAM Squadron once more. On Oct. 18, recognizing the value of the work provided by the section during active duty days, the 123d Civil Engineering Flight was created. They were very soon instructed to form a "Prime Beef" team as part of the intensified training they would undergo.

The Wing and Group commanders, Brig Gen Jack Owen and Lt Col Lawrence Quebbeman, were called to Washington, D.C., Dec. 15-16 by President Richard M. Nixon. Along with commanders of the other units recently federalized they received the personal thanks of the president. He signed a proclamation in their presence, which said, in part:

All of these Reserve Component units responded to the Nation's call in time of need and established records of performance, both in and out of combat, which have demonstrated a level of readiness and training never before achieved by our reserve forces . . . they have truly upheld the heritage and tradition of the citizen soldier and have again proven that both the National Guard and the Reserves are a great resource for our country and one which is necessary for our national security.

Following deactivation the prime task for maintenance personnel became that of realigning aircraft, equipment and supplies belonging to the various Air Guard organizations of Kentucky, Nevada, and Arkansas. Aircraft were reshuffled so each state organization had the same aircraft returned it had possessed before activation.

An aircraft reconditioning program also was instituted. The program included thorough inspections, careful comparison of tech orders and requirements, and other physical repairs. Extensive sheet metal repair work as needed on airframes, replacement or reconditioning of hydraulic systems, adjustment of engines to exact specifications, calibration of electrical and electronic equipment, and correction of many minor problems placed the Voodoos back in order.

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The Year 1970—

Wing Wins

Outstanding Unit Award

As the Kentucky Air Guard turned the corner of a new decade there were many tasks to perform. The Communications Flight made its project replacing the old manual switchboard at Shewmaker with a new automatic one operated by a dial. The 165th Weather Flight went back to work early, as usual, but without their commander, Lt Col Mansfield, who did not arrive back at Louisville until January. He had been serving out a tour of duty in Thailand.

The pilots from the KyANG had a busy time with a number of operations commitments. These included "Corona Harvest," for which the 123d Wing was responsible for all reconnaissance activities performed by the Air Guard. Col Yahne and Lt Col Quebbeman had been to South Carolina to witness a TAC "bare base" demonstration—



the ultimate in TAC's mobility concepts. Aerial coverage was completed on Ft. Knox for the Army. Various strips were done on bridges, factories, and other facilities for the Ohio Air National Guard. A strip map was done of the Ohio River. They also worked with a new type of film for the camera testing facility at AFLC, Wright-Patterson AFB, Ohio.

A command change occurred May 16 when Brig Gen Jack Owen moved to the position as chief of staff in State Headquarters and was replaced as wing commander by Col Verne M. Yahne. Yahne had been state chief of staff and assistant AG for air during the Pueblo recall period. He also continued as base detachment commander.

Annual training was held at Savannah, Ga., where Gov. Louie B. Nunn visited for the awards ceremony. Held June 13-27, summer camp was spent mainly preparing for an anticipated ORI in mid-July which already had been scheduled. The governor made his visit to camp in a dual-seat TF-101F, looking very sporty in a flight suit. While at summer camp word was received of the death of Col Thomas F. Marshall, of Frankfort, who died June 26 after hospitalization with a malignancy. He had recently been named assistant adjutant general for air, but the action was pending federal action at the time of his death. Marshall had been instrumental in securing the original tract for Shewmaker ANGB as deputy adjutant general for air under Gov. A. B. Chandler.

Strength of the KyANG was increased considerably in the fiscal year ending June 30. The units gained 12 officers and 160 airmen since the previous August. Assigned strength was 880, which was over 100 percent of programmed strength authorized by NGB.

Brig Gen Jack Owen was reassigned from chief of staff of State Headquarters to assistant adjutant general for air as of Oct. 1. On the

same date Lt Col William J. Semonin, wing director of operations and former 165th Squadron commander, replaced Owen as chief of staff.

On Nov. 3 the Secretary of the Air Force announced that the entire 123d Tac Recon Wing had won the Air Force Outstanding Unit Award for accomplishments from the Pueblo recall, 1968-69. Included were the 189th Tac Recon Group at Little Rock AFB, Ark., 123d Reconnaissance Technical Squadron of Adams Field, Ark., and 152d Tac Recon Group of Reno, Nev., and their subordinate units.

The special order, dated Nov. 3, stated that the award was made for "exceptionally meritorious service in support of military operations from 26 Jan 68 to 9 Jun 69." Supporting evidence submitted to the Air Force was substantially gathered prior to deactivation by Maj Donald L. Armstrong, wing information officer. Additional efforts of significant importance were made by Lt Col Robert K. Hendricks and Maj Carl D. Black subsequent to deactivation. The award nomination was started with Brig Gen W. E. Davis, commander of the 835th Air Division (TAC) at McConnell AFB, Kan., and submitted through channels.

The Year 1971— KyANG Recovers From Activation

In January the recently-formed 123d Civil Engineering Flight was the envy of all when they went to Hawaii for field training. Commanded by Maj William D. Seiber, the engineers went to Barking Sands on the island of Kauai Jan. 9-23. Airlifted by C-124 transports, the Kentuckians spent 12 days constructing two complete wooden structures to be used as open bay barracks at the field training site. They came home saying they'd lived in tents and eaten out of a field ration mess hall.

In April Lt Col James H. McClure, who had been deputy commander of the 123d Tac Recon Group, moved up to replace Col Lawrence Quebbeman as commander. Col Quebbeman transferred to the Wing Operations Section in the switch. Both were air technicians.

Also during April TSgt Louis Dusch set a record as an individual crew chief. A member of the 123d CAM Squadron and a full-time air technician, he set an individual record for keeping one aircraft flying a total of 76 hours without a breakdown during the month.

Gov. Louie B. Nunn joined the "One-O-Wonder Club" by virtue of his flights in the TF-101F Voodoo. He displayed the patch proudly on his flight suit while attending his second straight summer camp at Savannah. Field training was held in Georgia again, June 12-26, and Gov. Nunn presented a Distinguished Flying Cross to Capt Don Ryan. The adjutant general, Maj Gen Larry C. Dawson pinned a Kentucky Distinguished Service Medal on Capt Thomas G. Mooney, group legal officer, both of which were presented at the parade ceremony June 19.

The big event was a recognition for the unit itself, however. Maj Gen Gordon F. Blood, commander of 12th Air Force at Bergstrom AFB, Tex., presented the Wing with a certificate and streamer representing the Air Force Outstanding Unit Award (AFOUA). The Air Force's highest non-combat award, the AFOUA was presented to all units in the Wing for the 1968-69 period of active duty.

The streamer was attached to the unit's "colors" which also carry streamers from other unit accomplishments, including battle credits from World War II days.

By this time the KyANG had nearly recovered from personnel and

equipment shortages brought about by demobilization from federal duty. Taking in large numbers of untrained replacements for persons lost immediately on deactivation of the unit, large amounts of training were needed to restore mission-capabilities.

Construction, which had virtually been shelved during active duty, began to pick up once more. Projects completed during the fiscal year included an addition to the Engine Shop, an addition to the Motor Pool, a new POL Building and major interior remodeling for the Photo Labs in the Hangar Building.

A major change in supply procedures occurred with conversion of the existing techniques to the standard Air Force computer-based system. It was one of the most advanced systems of inventory control known. This computer operation keeps records, reviews stock levels, indicates when to replenish shelf stocks, orders new items, and charges them against the user's account—all automatically.

Base Supply also instituted a program to recover and recycle silver from the emulsion coatings on photographic film. The project related to the amount of aerial photographic film being used in the reconnaissance mission of the unit.

The Civil Engineering Flight also was busy on projects, moving a B-58 hangar from Grissom AFB, Ind., to Shewmaker for their own use. They also dismantled and moved an automotive maintenance shop at Bowman Field and moved it for the Army National Guard.

The 165th Weather Flight, which had received a "marginal" rating the previous summer, became fully effective. Led by their returning commander, Lt Col Robert Mansfield, they took action to correct their training needs, and added two offices to their space. In April they were rated as "highly effective" by an inspection team from Air Weather Service, followed by staff advisory visits in November and May.

Training programs of the Communications Flight were successful enough to rate first in its Southern Communications Area for the first quarter of the year. The unit was led by Lt Col Norris C. Delph.

The period of 1970-71 was an outstanding one for flying operations. A rigorous ORI was taken and passed in July 1970 right after summer camp. As of Dec. 1 the Wing received a new Group, with the assignment of the 188th Tac Recon Group of Ft. Smith, Ark., which was making a conversion to the RF-101C Voodoo and taking on the reconnaissance mission. In March 1971, the KyANG took and passed a Management Effectiveness Inspection (MEI), also given by Air Force personnel. The KyANG also received a TAC Flying Safety Award for the second straight accident-free year of flying.

In addition to normal training, the Voodoos were used for extensive aerial photography for the Army at Ft. Bragg, Ft. Knox, Ft. Campbell, and Indiantown Gap, Pa. More than 30 projects were flown for the NGB, Massachusetts Air Guard, and Grissom AFB, Ind. The unit photographed "before and after" coverage of the move of the Air Force Museum at Wright-Patterson AFB, Ohio, to a new location. Also aided were the Louisville Fire Department, Kentucky Chamber of Commerce, and other civilian organizations.

Other individual honors gathered during the year included MSgt Donald Durbin, who placed second nationally among 227 competitors in national rifle competition for the National Guard. The 123d Supply Squadron team placed first among teams from the 1st Army area, and fifth nationally. The 123d Group team finished fourth in battalion-size unit competition. TSgt Virgil Crouch was 22d in a field of 163 competing for individual pistol marksmanship honors and the 123d CAM Squadron finished 15th in a unit pistol competition. SMSgt Robert M. Harris was presented the Kentucky Distinguished Service Medal when he retired April 16 as a technician and Lt Col William H. Robertson was given the same award. "Big Robbie" left the

unit upon deactivation in June 1969.

In September a great loss was suffered with the death of former Chaplain (Lt Col) William E. Hisle of Shelbyville. Chaplain Hisle had been separated early during the 1968-69 recall because of a progressive illness. He had kept up, with the aid of his wife, the work of relief to Korean orphanages to the very last. He was presented the first Meritorious Service Medal ever won by a Kentucky Air Guardsman, awarded prior to his death.

It was an extremely busy year for the 123d Tac Recon Group. Operational exercises included "Punch Card XV" and "Ember Dawn III," which began Aug. 17 at Eielson AFB, Alaska, in which a simulated aggressor force attacking Alaska. Also held in August was the Boldshot/Brimfire exercise at Ft. Campbell, lasting three days and involving 14 Voodoo sorties. Flyovers were provided for military funerals, summer youth camp, and at graduation for the NCO Academy at Knoxville.

Tragedy struck the unit Sept. 14 when Capt Roger M. Sanders, an Air Guardsman pilot, was killed in a takeoff accident at Standiford Field. Two Voodoos apparently bumped slightly on takeoff and Sanders did not have enough altitude to survive as he ejected from his aircraft without room for his parachute to deploy.

In October a single U-3A and the T-33 support aircraft were ordered back to the Air Force. The action left the base with one C-54 support transport.

From the beginning, the 165th had assigned to it both the G- and H-model RF-101s which had been received for modification into reconnaissance craft. In December the unit began to transfer its seven G-models to the 154th Tac Recon Squadron at Little Rock and received 17 H-Models from the 192d Tac Recon Squadron at Remo. The transfer activity resulted in a fleet of 28 H-model Voodoos at Louisville.

On Dec. 7 Gov. Wendell H. Ford named Richard L. Frymire of Madisonville, Ky., as the adjutant general of Kentucky. It was the first time in history an Air Guardsman had become the adjutant general in this Commonwealth. The new AG assumed the position in the federally-recognized grade of colonel and the state rank of major general. One of his first official acts was to name as the assistant adjutant general for air James C. Pickett of Shelby County. Both were former commanders of the 165th Tac Recon Squadron.

Graduating from undergraduate pilot training at Webb AFB, Tex., on Dec. 10 was 2d Lt Philip T. Frasier of Glasgow, Ky., who was named a distinguished graduate. He had compiled an academic average of more than 98 percent.

The Year 1972— Semonin Commands The Wing (Not A-37s)

In January 1972 an announcement was made by NGB that the 123d Tac Recon Wing and 123d Tac Recon Group at Louisville would undergo a change in mission and assigned aircraft. Supposedly to take place early in Fiscal Year 1973, the change would have involved the A-37 "Dragonfly," a light twin-jet attack aircraft. The mission would have changed to close air support of ground forces, but worse than that, the KyANG would have lost 180 military and 27 ANG technician spaces in the conversion.

Naturally, the proposal was firmly opposed by members of the Kentucky Air National Guard, and by the leaders in particular, Gen

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Frymire led the discussions at higher echelons, as the negotiations continued in these matters for some time.

The 123d Tac Recon Group was given its first no-notice inspection in January, an MEI conducted by a 12th AF inspection team. The Group received an overall rating of satisfactory and the Weather Flight, which received a separate no-notice inspection by AWS also was rated satisfactory.

In April seven of the H-model Voodoos were declared excess to allowable limits for unit aircraft. They were ferried to Davis-Monthan AFB, Ariz., to be placed in dry-weather storage. The transaction reduced the Voodoo fleet of the 165th Squadron to 20 RF-101Hs.

Annual field training was conducted at Travis Field in Savannah, Ga., June 10-24. Over 700 attended summer camp with 125 airmen transported to Georgia in C-124 Globemasters. During the first week training went as planned. The second week Hurricane Agnes changed the schedule considerably, prompting Lt Col James H. McClure, the group commander, to return over half the aircraft to Louisville. The remaining Voodoos were sheltered from the storm in local hangars.

While the group troops were at Savannah several logistics and maintenance officers performed their annual training by visiting Europe. They were members of groups that were given concentrated orientation tours of materiel activities at Ramstein AB, Germany.

The 188th Tac Recon Group of Ft. Smith, Ark., which had been temporarily assigned to the 123d Wing, was notified that it would receive F-100 Super Sabre fighter aircraft instead of continuing the conversion to RF-101Cs. On June 15 the Ft. Smith group was relieved of assignment to the 123d Tac Recon Wing.

Also in June Gen Frymire announced that Kentucky's Air National Guard would not be switched to A-37s and would not change missions from reconnaissance to close air support. It was also announced that the KyANG would keep the Voodoos for the time being.

The Civil Engineers performed their field training at Shewmaker in 1972, completing work on a steel building housing a Snack Bar. It was opened June 26, with the entire construction effort requiring some 2,000 manhours of labor, but reducing the cost of the building by half.

A project in March and April by maintenance personnel was dubbed "Project 84." It involved disassembly of an F-84 Thunderjet fighter from the Ohio Air National Guard. It had been flown to Louisville to be given to the Trooper Island boys camp on Dale Hollow lake. The pieces were conveyed to Dale Hollow and transported over water to the island. Volunteers from the CAM Squadron reassembled it under the direction of Capt Edgar Schulz and MSgt John W. Riche-son.

Awards and decorations presented during the year included the Kentucky Distinguished Service Medal presented to Brig Gen Jack H. Owen of Cynthiana, who retired in February after more than 24 years' service. Owen had been a squadron, group and wing commander as well as chief of staff twice and once assistant adjutant general for air. The Kentucky Medal for Merit went to Capt John C. Ogden, TSgt George E. Townsend, Maj Arthur P. Tesner, Capt Gary Burge, and SSgt Kenneth Kopple.

Marksmanship trophies continued to be amassed by pistol and rifle teams. The rifle team was MSgt Donald L. Durbin, MSgt Sam Conder, TSgt Hugh M. Carberry, SSgt George Amin, and Sgt Allen Hudson. They won the National Guard Bureau match for five-man teams, took first for four-man teams in regional competition, first in the 1972 Kentucky SB Tournament, and first in the 1st Army Area for small-bore competition. Durbin was also selected to compete with nine other Guardsmen in the 12th Annual International Shooting Championships and tryouts for the U.S. Olympic Shooting Team.

The pistol team won trophies in the sharpshooter class for .45 cal. teams, and the aggregate trophy went to the KyANG pistol team for .45 cal. and .22 centerfire at the Kentucky State Pistol Championships for 1972. TSgt Robert E. Denton won an individual award in the marksman class at the Florida Pistol Championships.

July 15-19 the 123d Group participated in "Operation Sentry Cane-cutter III," staged out of Roosevelt Roads NAS, Puerto Rico.

Col Verne M. Yahne, for 17 years base detachment commander and wing commander since 1970, announced his retirement in July. Col William J. Semonin was named to replace Col Yahne July 17 as commander of the 123d Tac Recon Wing and Lt Col John B. Cona-

way was selected as the new base detachment commander to replace Col Yahne Oct. 15.

On Aug. 3 the Air Force formally notified the U.S. Congress that the A-37 conversion affecting the KyANG was being withdrawn. It was also clarified that no personnel cuts would be exacted, and of course, no change in mission. Instead, there would be a switch to the reconnaissance version, or C-model, of the Voodoo.

A dozen RF-101Cs were received by the KyANG in July 1972 to replace the H-model fleet. The C-models, created originally for reconnaissance, were slightly different in appearance. They offered improved reconnaissance capabilities because of the way their cameras were installed, and because of their optical viewfinder. The latter was a device which assisted the recon pilot to sight his actual target before attempting to film it. By August 19 were on hand and in September the last of the 20 C-models had been received.

The H-models, so recently acquired in the trades with Reno and Little Rock, were ferried to Davis-Monthan AFB for storage. The C-models had come to the KyANG from the Air Guard of Michigan, located at Selfridge ANGB.

On Sept. 16-17 an unusual occasion, the 25th Anniversary of the U.S. Air Force, took six Voodoos to the Washington D.C., area for the celebration. It involved 42 flying sorties (the KyANG was representing all RF-101s in the Air Force) and a static display of the Voodoos. Leader of the KyANG detachment was Col Larry Quebbeman with pilots being Captains Gary Burge, Stewart Byrne, Don Ryan, and Maj John Smith. The static display was manned by Capt Joe Kottak.

Concern for the status of American prisoners being held captive and uncertainty over the plight of those "missing in action" brought about the planting of a tree at Shewmaker Oct. 16. About 75 Air Guardsmen stood silently as a "freedom tree" was planted in front of the O&T Building in honor of Lt Col Charles E. Shelton of Louisville, missing since he was shot down April 29, 1965. Although Shelton was not a member of the KyANG, he was symbolic of the concern over POWs and MIAs, missing longer than any other Kentuckian lost in the Vietnam War. Witnessing the ceremony was Mrs. Shelton, who said she hoped the flowering cherry tree did not grow very much before her husband was released. Unfortunately, he never was.

It was another ceremony Oct. 13 at which the retiring wing and detachment commander, Col Verne M. Yahne, 53, was honored for his long career and service. He joined the KyANG in 1953 and became detachment commander in 1956. The veteran command pilot had over 4,000 hours' total flying time, 1,023 hours of which were in the RF-101. Yahne's retirement was Oct. 15 and the time intervening between July and October allowed an orderly transition period for his replacement, Lt Col John B. Conaway. As Conaway moved into his new post Lt Col Carl D. Black also moved up to supervisor of operations in the technician detachment, replacing Col Eugene Kinnaird, who moved to the Department of Military Affairs as a personnel officer.

Beginning on Nov. 30 for the first two weeks of December the KyANG sent three Voodoos to Shaw AFB, S.C., to assist the 363d Tac Recon Wing in a U.S. Readiness Command joint training exercise, "Brave Shield III." Under simulated deployment conditions at Shaw, they provided pre-exercise photography and tactical reconnaissance for the operation. Despite bad weather, the "fair weather" RF-101s of the KyANG got their targets and delivered the film. Participants included the squadron commander, Lt Col Fred Arnold, and Captains Joe Kottak, Stew Byrne, Bill Leslie and Jake Counts. Also along were Sgt Fred White and Sgt Stuart Dunaway who helped process 3,920 feet of recon film and about 1,600 prints during the

two weeks.

The Year 1973— Runway Problems, Wright-Patt Deployment

The factor which dominated the operations for the 123d Tac Recon Group during most of 1973 was a runway repair project at Standiford Field on runway 1-19. The repairs forced the KyANG to find a new base of operations at Wright-Patterson AFB, Dayton, Ohio.

In March the CBPO (Consolidated Base Personnel Office) acquired a new computer system called "BLMPS." That stands for base-level military personnel system, and it hooked Shewmaker to a B-3500 computer at Wright-Patterson AFB also. Card decks of data processing software provided input as well as a typewriter keyboard and a high-speed printer which received as well as transmitted requests.

On April 2, 16 Voodoos were deployed to Wright-Patt as Standiford shut down 1-19. Aircraft shuttles aboard the C-54 went daily from Louisville to Dayton to support the deployment, which continued until the end of the year. Crews and other personnel were shuttled 130 air miles to and from by the expanded "KyANG Airlines," which was allotted a second C-54 to help bear the traffic of men and parts. No passenger comforts were overlooked by the cabin crew. Doing most of the piloting were Lt Col William P. "Willy" Gast and Col Gene Kinnaird.

Personnel rotated on assignment to perform maintenance, supply, and other essential support functions. The strain on the technician detachment, who stayed in motels and provided themselves with their own entertainment, was finally relieved by a "Texas Plan" summer camp which placed part-time Air Guardsman in a position to take their field training as they were needed. Because of this, no specific summer training program (AFT) was performed as a unit in 1973 aside from the Wright-Patt commitment.

The Civil Engineers, as was becoming customary, did their own summer program—in January. First they went to Tyndall AFB, Fla., to be tested in certain programs required of Prime Beef teams as field exercises. Next they went to Ramey AFB, Puerto Rico, to assist with some construction for the Air Guard there.

The Weather Flight received recognition as an "outstanding Air National Guard Weather Unit," a designation conferred by the commanding general of the Air Weather Service (AWS). Lt Col Robert Mansfield and the flight celebrated by taking field training in March at MacDill AFB, Fla.

The marksmen of the Kentucky Air Guard were still at it, completing their most successful efforts yet. Firing at the Winston P. Wilson matches the Shewmaker rifle team won first place, beating their nearest opponent by 119 points with a score of 1907 of a possible 2000 points.

As flying operations wound to the end of the fiscal year in June, the annual requirements were not only met early, but more hours were requested. The NGB responded with an extra 100 hours, bringing total hours to 4,421 for the year.

Effective July 1, inactivation of the Supply Squadron reduced the authorized military spaces of the KyANG from 1,012 to 995. In order to compensate for losses being experienced, the Air Guard began a serious effort to recruit female members. Miss Karen Goeing,

1965-76:

The Voodoo Years

an 18-year-old Bellarmine freshman, became the first woman to enter a "technical" career area. She became an instrument systems repair person. Mrs. Jane Hunter, a 30-year-old secretary and mother, became the first woman with children allowed to join the Air Guard. There were already six women in the KyANG when those two joined, and many more were to follow in what had been almost exclusively a male domain. Initial efforts by SSgt Nancy Marchand of CBPO and SSgt Jerry Alred of the recruiter staff were instrumental in much of the success in adding women to the units of the KyANG.

An improved aircraft arresting system (BAK 12/14) was installed at Standiford during the runway improvements project. It attracted national attention because it was the first of a more modern kind of arresting cable to be installed on a joint-use (civilian/military) airfield such as Standiford. The BAK 14 system was about the same as the BAK 12, but with the added capability of retracting the arresting cable into the runway, located in a groove. The BAK 12/14 would be necessary if the KyANG were to be assigned more modern jets (such as the Phantom III).

Operations resumed at Standiford Dec. 17, and it was a big relief to everyone concerned. There were the good times on deployment at Wright-Patt, but there's nothing like home to an Air Guardsman. The Ohio venture received notice in an article in Airman Magazine, "Flying by Long Distance—It Takes More than Lack of a Runway to Stop the Kentucky Air National Guard." Written by a regular staff member of Airman, Sgt. Richard J. Anderson, it proved to be a way for him not only to visit his former hometown, but a way to leave active duty—and join the KyANG himself.

December's parting shot was a stand-down in flying because of a developing nationwide fuel shortage. At the same time, the new closed-circuit television system (CCTV), KyANG-TV, went into operation. Members of the Office of Information responsible for placing the system on the air were Maj Jack Crowner, SSgt David Voegele, Sgt Tim Berscheidt and AIC Alex Feliniski. It was a good show!

The Year 1974

Quebbeman, Bradley Command the Wing

Curtailment of flying ended Jan. 15 with an abatement in the fuel situation. Regardless, the KyANG had successfully maintained its C-2 combat readiness rating, with flying hour allocations slightly reduced.

On Jan. 1, Col Lawrence A. Quebbeman, a veteran member of the technician staff for many years, became wing commander. He replaced Col William J. Semonin, who moved to the post of assistant adjutant general for air, effective Jan. 17. Quebbeman had been commander of the 123d Tac Recon Group and the enlarged 165th Tac Recon Squadron during the 1968-69 recall period when the group was temporarily shelved.

In March the Group was given another TAC no-notice ORI. Undergoing this strenuous test March 8-12, the entire unit achieved a satisfactory result. Several flying portions of the test were given outstanding ratings. Earlier, plaudits had come from Maj Gen I. G. Brown, director of the Air Guard at NGB: "The maintenance of a high state of combat readiness by the 123d Tactical Reconnaissance Group during a deployment . . . is truly an outstanding achievement. Obviously, holding a C-2 status under the demanding and trying circumstance of a deployment required extraordinary efforts on the part of all Ken-

tucky Air Guardsmen."

A series of tornados struck the state April 3 with the most devastating effects, destroying property worth many millions and bringing with it death and injuries throughout Kentuckiana. Responding to the needs of people, the Kentucky Air and Army National Guard helped in many ways. A reliable list of those who worked in the disaster would be impossible, but here are some of the names:

123d Civil Engineering Flight—Maj William D. Seiber, SMSgt Norman A. Thomas, MSgt Donald E. Maddox, Tech Sergeants: James E. Lambert, Walter F. McClellan and Lowell T. Webb; Staff Sergeants: Larry D. Daugherty, Richard W. Goatley, Gregory A. Goodman, Edward R. Knight, Philip T. McKenna, Carl M. Mills, Ernest E. Phillips, Ronald D. Stallings, Dean Thomas, and Norman Thomas Jr.; Sergeants: Robert L. Bailey, Douglas T. Leavitt, Don L. Foley, Donald P. O'Toole, James L. Schuster, Thomas J. Sheehan, Gerald J. Soete, Donald L. Throgmorton II, and Larry W. Walker; Airmen First Class: James M. Braun, Garvis C. Buis, Gary D. Knight, Gary S. Hellman, James T. O'Mahoney, Dallas R. Prunty, Melvin L. Schafer, Daryl N. Wheeler, and Airmen Joseph M. Ciolek and Dennis D. Wethington.

123d Combat Support Squadron—Sgt Gerald L. Lester, Sgt Gregory L. Lewis, Sgt Stephen H. White and AIC John B. Humbert.

123d Tac Hospital—Capt Jacquelyn D. Reid, SSgt Joseph M. Conti, and Sgt Joel M. Ellis.

123d Wing Headquarters—Sgt Edward A. Parrish.

Some of the more significant aerial photos ever taken by the unit were made in April in support of the recovery following the tornados. One tragedy which touched the unit was the death of a former member, Lt Col Cephas "Cy" Hermansen, who was killed in a fall while supervising repair of the roof at Freedom Hall. He was an Ace in World War II.

As of May 1 a veteran of the KyANG retired who had been with the units since the beginning. Col Robert K. Hendricks stepped down from his position as wing vice commander, and also from his job as an air technician. Lt Col Fred F. Bradley of Frankfort moved up from wing operations director to become vice commander and Lt Col John Conaway became director of operations.

Another change about the same time effected a modernization of procedures in the CBPO. The personnel data flow was connected with an Air Force-wide system terminating at the Military Personnel Center at Randolph AFB, Tex. It meant for the first time that data on all Air Guard, Air Reserve and active duty personnel were available instantly throughout the Air Force.

The number of persons attending field training at Savannah, Ga., this year, June 1-15, was curtailed sharply because of the energy crisis. Honored with medals were Col Robert P. Coombs, the senior air adviser who was leaving, and Lt Col Samuel A. Blythe, a pilot of many years. Service plaques were also awarded during the year to 10 officers and 14 non-commissioned officers who had 30 years or more of total service, and 31 officers and 83 enlisted personnel with 20 or more years of service.

Lt Col John Conaway, base detachment commander, was one out of only eight base detachment commanders selected by NGB to serve on their national policy committee. TSgt Robert G. Allen completed the ANG NCO Academy at McGhee-Tyson as a distinguished student.

During the year several other honors were bestowed. MSgt John D. Layman, a procurement specialist, was named the outstanding enlisted man of the Kentucky Air Guard. It was a recognition well justified by Layman's loyalty and abilities.

In marksmanship TSgt Virgil C. Crouch won a silver pistol badge for his growing collection of championships, including the Indiana Regional. MSgt Donald L. Durbin won a bronze badge in the same

competition, placed first in the All-Air Force and first in the National Guard Indoor Championships. Crouch was first in the NGA state meet for the second consecutive year and both men were members of pistol and rifle teams of the Air Guard which placed high in state and national competitions.

Five major construction projects during the year were completed at a total of \$630,000. The prime project was completion of a concrete pad for installation of one-half of a WS-430B air-mobile photo processing van complex. It consisted of 13 metal vans worth about \$760,000, which need only water and power to operate a complete photo processing and intelligence complex. It was a piece of equipment long desired to complete a modern capability under TAC recon guidelines.

The Civil Engineering Flight took annual training at Howard AFB, Panama Canal Zone. They made several building alterations and created more good will for the KyANG, at least most of the time. Several members of the unit, including Maj Jim Kline, learned how to take a small can of tomato juice and turn it into real refreshments.

TAC issued orders effective Dec. 10 which effected a major reorganization of the Kentucky Air National Guard, from top to bottom. The 123d Group Headquarters and the Combat Support Squadron were returned to the control of the National Guard Bureau, and were thus inactivated. The Wing Headquarters was changed so that in addition to the traditional positions for commander and vice commander there were now two additional deputy commander positions—one for operations and the other for logistics. A new 123d Combat Support Group was also created in the alterations.

Appointed to command the new structure was Col Fred F. Bradley, with Lt Col John B. Conaway becoming vice commander. Col L. A. Quebbeman took an early retirement as a technician and stepped up to State Headquarters as part of the transaction. Lt Col Carl D. Black became the new deputy commander for operations and Col William P. Gast became deputy commander for logistics.

At the same time, the 189th Tac Recon Group with its 154th Tac Recon squadron, both at Little Rock AFB, Ark., were separated from the 123d Wing Headquarters assignment which had been in effect since 1958. However, the 123d Reconnaissance Technical Squadron at Adams Field, Ark., was retained under the Kentucky-based Wing Headquarters, as it had in the past.

The Year 1975— Combat Rating Is Confirmed

The Kentucky Air Guard now entered its final full year flying the RF-101. Operationally, the 123d Tac Recon Group had previously forecast itself as C-1, the top combat readiness rating. No other unit flying the reconnaissance mission, whether on active duty, Air Guard, or reserve status, was C-1. All that remained was an ORI to confirm that claim.

The 123d Communications Flight's communications center won a "Tributary Award" this year for handling more than 8700 messages without error. At the same time the Comm Flight was rated C-1 for the third consecutive year!

John B. Conaway, now called the air commander of the base detachment of full-time air technicians, was promoted to full colonel on Feb. 8. Carl D. Black, operations supervisor, was elevated to colonel on Feb. 9, and Richard L. Frymire, the Kentucky adjutant general, was recognized federally as a brigadier general as of Feb. 12. A new generation of Air Guard leaders was coming into its own.

Finalizing the changes which had begun Dec. 10, on Feb. 28 Col Lawrence A. Quebbeman was confirmed as assistant adjutant general for air on the State Headquarters staff. He replaced Col William J. Semonin, who retired.

A team of Air Force inspectors from 12th AF, Bergstrom AFB, Tex., arrived at Shewmaker on April 4 to evaluate the management, organizational and mission capability of the Wing Headquarters and its subordinate units. Most of all there was the test of the C-1 readiness rating of the 165th Tac Recon Squadron, to see if the unit's own estimates would be confirmed.

After four days of rigid inspection, the inspectors declared the ORI was satisfactory and that the C-1 rating was verified. It was a high moment for the KyANG, and their hard work and long hours had been realized. Certainly credit would be due to many, many persons for the accomplishment, but none more than Col Carl D. Black who had worked on the operations firing line for months to bring this to fruition. It was a cherished dream, too, of Maj Gen Richard L. Frymire, Col Fred Bradley, and Col John Conaway, and so many more. Never was there a sweeter triumph in the history of the Air Guard of Kentucky!

In May the C-1 KyANG sent its Voodoos to Shaw AFB for a two-week exercise called "Solid Shield." It was an extensive commitment which exercised tactical warfare capability of the Army, Air Force, Navy, and Marines. The RF-101Cs of Kentucky flew 94 pre-strike and post-strike sorties with excellent results.

As of June 1, Col Fred W. Cross was named to succeed Col William P. Gast as deputy commander for logistics. Col Gast ascended to State Headquarters where he continues to serve as chief of staff.

Through coordination with NGB it was decided to test the capability of the KyANG to operate from a remote (almost "bare") base for field training in 1975. From June 15-29 the unit took 15 Voodoos and 400 members to Volk Field near Mauston, Wisc., testing the air mobility and operating capacity of the WS-430B. Within six hours of their arrival at Volk Field, the 430B was in operation, processing film and yielding photo intelligence.

The Tactical Hospital, always a proud unit of the KyANG, was called upon during field training to hear a cry for help. A soldier at nearby Camp McCoy, Wisc., was severely injured in a military vehicle accident. He was brought to Volk Field by helicopter and cared for by the Tac Hospital until a med evacuation aircraft could get through severe weather to pick him up. The soldier later recovered at an Army hospital.

Another activity of the Tac Hospital has been physical exams for underprivileged children attending Guard-sponsored youth camp each summer for several years. Hospital staff performed 70 physicals for camp youth so they could go to camp.

Yet another example of fine work done by the Hospital occurred in the winter when ice-covered roads isolated an asthmatic girl at Nelson County, Ky. The hospital commander, Maj John M. Karibo, who is a specialist in children's allergies as well as a flight surgeon, sent an Army helicopter after the girl. A waiting ambulance met the 'copter at Shewmaker and rushed her to a Louisville hospital for recovery.

Many of the members of the Air Guard who enlisted during the Vietnam era to escape the draft were now coming to the ends of their enlistments. In a year's time the KyANG experienced a progressive exit of members who had been "obligors" under the old system. Now, without a national Selective Service draft, recruitment became the only way to obtain new members. There were no more waiting lists, and retention of existing members of the Air Guard assumed even greater importance.

One major construction contract was awarded during the year,

to begin a \$424,000 project to construct an Avionics/Non-Destructive Inspection Building. Other construction during the period included modifications inside the Hanger Building, mainly to conserve energy and stop heat losses.

On Aug. 1, federal recognition was granted for promotion of Lawrence Quebbeman to the rank of brigadier general, holding the post of assistant adjutant general for air.

Despite a last-minute conflict with demonstrations in Louisville related to busing of school children, an Open House was held at Shewmaker ANGB on Sept. 6. It was highly successful under the circumstances, attracting about 2,000 people.

The wing commander, Col Fred Bradley, and the senior air adviser, Col Robert Williams, were present Oct. 18 for the federal recognition of the 124th Tac Recon Group at Boise, Idaho. The Boise unit had just converted to RF-4Cs and had left ADC to come under TAC.

By this time it was realized that the days of the Voodoo were coming to an end. With the 192d Tac Recon Squadron at Reno, Nev., already making the transition to RF-4C Phantom II jets, and the Boise group now part of the Wing, it was only a matter of a short time.

The switch finally came in the early part of 1976 when another unit refused a transition and the NGB called upon the 123d Tac Recon Wing (the 165th Squadron) to make the change. As it was, the change was abrupt and without any time for adjustments as normally required.

The Years of the Voodoo came to a close after about 11 years, 1965-1976, with the G- and H-models, then with the C-model of the RF-101. The last of the RF-101Cs were flown to desert storage at Davis-Monthan AFB, Ariz., with the final one leaving Standiford Field on April 29, 1976. There they joined the older Voodoo models already taken to the "bone yard" several years earlier.

The venerable Voodoos in those 11 years had served for a total of 43,569 hours in the air, flying half-way around the world and back again in support of the mission of the Air Force and Air National Guard. Two of the H-models were retained for permanent static display, one at the Air Guard Base on Grade Lane, the other at Boone National Guard Center in Frankfort.

In the end, 20 months of C-1 combat readiness were brought to a close, something that was hard to see ended. The Voodoos had done a real job, and for their high speed and sometimes violent antics, they were steeds worthy of the best.

The C-47 'Skytrain' Faithful Gooney Bird



C-47 SKYTRAIN: This lovable old workhorse was more commonly known as the "Gooney-Bird." Built by Douglas Aircraft Co., it hauled cargo and people all over the world. A prototype of this exceptional plane, DC-1, flew from a field near Santa Monica, Cal., in July 1933. Large demands from the commercial airlines and the production improvements which resulted led to the DC-3 in June 1936. During the second World War, when it acquired its nickname, it was used by all services. Legends and records set by the old and reliable "Goon" are so numerous it would take a large book to relate all of them. One story may illustrate: A pilot flying the air route over the Himalayas ("the Hump") was in a rear area evacuating refugees. The C-47, designed to carry 27 people, was loaded with 60 and the faithful Goon flew the load without incident; back on the ground the pilot discovered eight more "stowaways," meaning that the C-47 had carried 68 passengers and four crew, or a total of 72 people! One of the passengers was Lt Col Jimmy Doolittle on his way out of China after the famous raid on Tokyo in B-25s. One highly-decorated war hero said the C-47 should have had the Congressional Medal of Honor. The C-47 kept flying through the Korean War and into the Vietnam era when it was discovered the Good-old-Goon would make an excellent gun ship: the AC-47 was born, and nicknamed the "Dragonship." The KY-ANG started its history with two C-47s and kept the last one until 1966.

SPECIFICATIONS: Wing span 95 feet; length 64, four inches; height 16 feet, 10 inches; speed 230 mph; ceiling above 24,000 feet; range beyond 2,000 miles; load 7,500 pounds or 27 passengers; crew of three; maximum gross weight 33,000 pounds; power plant two Pratt & Whitney R-1830-90 piston engines of 1,200 hp each.



OLD SOLDIER GOES TO WAR: Of all of the C-47s ever built, and there were more than 10,000 manufactured, none was more dearly loved than one which served the KyANG from 1947-66. All aircraft, of course, have different "tail numbers" which identify them. And this is the story of No. 4348101, a C-47A built in 1943. This sturdy old bird first flew in the China-Burma-India theater during World War II where it logged 2,500 hours "flying the Hump" over the Himalayas between China and India for the Army Air Corps. In 1950 it was called to war again, flying with the Air Guard on active duty and returning to Kentucky in 1952. Lt Col William H. Beck, chief of maintenance of the KyANG for many years, estimated the Goon had flown over 25,000 hours. It had been used to haul ground crews of mechanics, electricians and other maintenance personnel, Army and Air Guardsmen on their ways to schools and meetings of all descriptions, and occasionally "VIPs" like the adjutant general or the governor. Only one time in its long service career was it ever in trouble—on its way to a National Guard Association convention in Denver. It encountered a heavy hail storm which tore holes in its aluminum skin and broke holes in its windshield. "It looked like it had been beat up with a ball-peen hammer," Beck said. When the Air Force decided that it would recall C-47s from the ANG, No. 4348101 had to go. It was put through modifications by Air International at Miami, Fla. where they added armament of three 7.62mm miniguns. In Vietnam the gunships operated above 3,000 out of range of most small arms fire. Used mostly at night, the camouflaged AC-47s carried flares of 2-million candlepower to light target areas before a strike.



FAREWELL, OLD FRIEND: Many there were who lamented the departure of the ever-faithful C-47 which had been with the unit for so many years. Some came to say goodbye (from left), kneeling: Ralph Bronger, Mo Ward, Chris Baker, Robert Botkin, Paul Bronger, Sam Duncan, Willie Marks, and Ed Stowers. Standing: Ed Shaughnessy, Jack Gowan, Bill Beck, Jack Owen, Dunn Ott, and Theo Dezarn. Gen Owen was flying the Goon when its only incident occurred, heavy damage from a hail storm.

**Old '101'
Went to War in 1966**

The Year 1965—

The Voodoo Years Begin



MAN ON THE MIKE: A veteran flightline supervisor and crew chief speaks on the radio equipped maintenance vehicle, speeding up communications with maintenance control. It was (above) Willie Goatley, manning "Maintenance One." **WOOPS:** In the midst of pilot transition to the new Voodoos, the Standiford Field FAA refused to allow the KyANG to install a new landing barrier cable. Flying training switched to Knoxville, Tenn., and due to the unfamiliar taxiways, no doubt, Capt Bill Seiber stuck the right landing gear in the Tennessee turf. Nothing hurt, though, and 003 was back in action shortly.





TOP PHOTO: The first Voodoo arrived at Shewmaker ANGB July 6 and training began immediately to transition pilots and the ground crews in the supersonic jets.

CENTER: It was a time for emphasis on a subject which gathered more and more attention, on-the-job training (OJT). Here one of the first classes for administrators and supervisors was held with an ATC instructor organized by Ray T. Price, **VOODOO TALES** (below, right) became the new name of the base paper, which earlier had been known as "Vapor Trails" and "Canberra Tales." From left were Clifford Knopf, B.J. Brown, and Bob Branson of the Info Office.





The Year 1965

KEEPING UP THE IMAGE: With the transition to the RF-101, the chief of maintenance, Lt Col William H. Beck (top photo, far right) had a spiffy gray T-shirt designed and printed with "Kentucky Air National Guard," and showing a picture of the Voodoo right in the center of the chest. With all of the men wearing the new shirts, they posed for this photograph. The punch line is that the shirts were not a legal uniform combination and couldn't be worn after all!

CHAMPS: One of the great all-time group of shooters were (from left) Jack Finck, Clarence Ruffin, Lou Colgate, Paul Coyle, Jim Snodgrass, Francis Westerman and Bob Denton, all members of the 1965 pistol team. **HAND SALUTE:** Capt Don Draper (bottom photo, at right) gives the hand salute to Lt Col William H. "Big Robbie" Robertson during a personal inspection.



The Year 1966—

Owen Assumes Command



ZEBRA CLUB: The Air Force added two extra pay grades and changed the chevrons worn by the master sergeants to include a senior grade (seven stripes) and a chief master sergeant (eight stripes). With all of those stripes, they did look a little like "zebras"—from left, Russell Brown, Ed Stowers, Carl Schuster, Vince Michelena, Harold Smith, Gene Eisenmenger, and (kneeling) Dick Zimmerman, Roy Adams, Mo Ward, William Marks, and Warren DuBois. **AWARD PRESENTATION:** Brig Gen William D. Ott presented state decorations to six old-timers at 1966 field training (from left): Col William H. Senn, Maj Thaddeus C. McHugh, Maj Willard A. Olson, Maj Stanley Worsham, SMSgt Clarence E. Napier and MSgt Hurst R. Forster.





The Year 1966

AERIAL REFUELING: One of the prime tasks to be mastered by the pilots of the new Voodoos was that of air-to-air refueling. Here a tanker of the Illinois Air National Guard extends life-giving JP4 to a C-model Voodoo . . . a type of RF-101 which would come to the KyANG several years later.

TWO-TERM 'AG': Almost at the end of his eight-year tenure as adjutant general of Kentucky was Maj Gen A. Y. Lloyd (lower photo, at center), who had served Governors Combs and Breathitt as head of Military Affairs Department. With the AG are Don Baker (left) and Rick Schoeffler, both members of CAM Squadron.

THE FINCHVILLE MAFIA: The tiny town of Finchville in Shelby County boasted three members of the KyANG, all lieutenant colonels and all at one time squadron commanders. From left, they were James C. Pickett, William H. "Big Robbie" Robertson, and Charles B. "Little Robbie" Robertson.



The Year 1967—

Voodoo Training Continues



NEW GOVERNOR, NEW AG: The incoming governor in 1967, Louie B. Nunn (seated), brought in a new adjutant general, Allen K. Carroll, an Army Guardsman who served about one year in the post. **NEW TIRES:** The heavy, high-speed Voodoos touched down on the runway with such force that each set of tires was good only for a limited time. Here Jim Snodgrass, Bob Kinser, and Jim Cline work on changing one of the tires.





The Year 1967

SOFTBALL CHAMPS: Bluegrass Field Champs for 1967 were, from left, (kneeling) Ed Schulz, Bob Orwick, Dexter DeVore, K.Y. Will, Paul Kessler, Bob Kinser, Tom Seay; (standing) J.R. Mack, Steve Hunley, Bob Dougherty, Bill Burke, Jim Looney, Jack Dunn, Dick Gravatte, and Lou Baynes.

NGA WASHINGTON: Shown representing KyANG at the 89th General Conference of the National Guard Association of the U.S. (in white coats) were Col Verne Yahne and Brig Gen Jack Owen. Third from left is also Capt Bill Seiber.

NGA KENTUCKY: Receiving the approval of the Air Guard delegation at the 1967 meeting were two second lieutenant nurses, Pat Cochrane (left) and Beverly O'Bryan, both of whom eventually married husbands in the KyANG. Other officers visible are Bob Hendricks, Harold Scott, William Hisle, Walter Baker, Bob Byrd, Marvin Perryman, Jay Paxton, Dick Senn, Harry Greschel, and Stan Worsham.



The Year 1968—

The Pueblo Recall



TENTING ON THE OLD CAMP GROUND: One of the requirements for a tactical hospital is that of assembling a mobile dispensary under field conditions. **TOP:** Rondall Thornton, long-time chief of enlisted personnel in the hospital, gets assistance from two younger helpers in getting up a support pole. **BOTTOM:** You might say this was stretching things, but it took just about everyone in Tac Hospital to get the tent unfolded and ready to go up, including the hospital commander, Maj Donald L. Harmon (second from right).





The Year 1968—

AIRCREWS GET WET: One of the first types of training provided pilots of the Voodoos was Sea Survival School at Homestead AFB, Fla. The routines were varied, but involved all KyAND pilots rotating to Florida in groups, in how to bail out over the ocean and make it home safely. The month these shots were taken was March, and the water wasn't all that warm.

Sea Survival School





HIGH BLOOD PRESSURE: Publicity photos taken around the start of the call-up found 2d Lt Tina Kline and 1st Lt Bev O'Bryan testing out new fatigue uniforms while they gave Allen Miller a blood pressure and pulse check. If Miller was typical of most recalled Guardsmen, the readings were fairly high.



"WOULD YOU SAY YOU'RE LEAVING THINGS IN PRETTY GOOD SHAPE, SERGEANT?"

THREE SQUARES: One of the sudden transitions of the recall was for sections like Food Services which suddenly found itself preparing three meals a day, week after week. Larry Singleton and Charles Leachman don't seem too perturbed by KP duty. (Don't put in too much sage there, Charlie!) **COMBAT TRAINING:** All smiles but all business were, Maj Fred Bradley, Lt Col William J. Semonin, Col Williams of TAC Col Verne Yahne (not on active duty), and Lt Col D. L. Oter of Tac. They were at Shaw AFB, S.C., where Bradley, Semonin, and Yahne were getting combat tactics training in the RF-101.

1968— At Shewmaker





The Year 1968

AIRLINE PILOTS: These five pilots all flew for American Airlines prior to the Pueblo Recall. They were, from left: Albert "Dub" Shean, Kenny Glass, Marty Case, Buz Sawyer, and Austin Bond. Unfortunately, Capt Sawyer was killed in an aircraft crash near Kansas City, Mo., Aug. 5, 1968. **VIP TOUR:** Lt Col William Robertson, wing director of materiel, led a tour group through the hangar, part of the Base Community Council effort.





Base Community Council

COUNCIL RECEPTION: The community relations effort of the Base Community Council was highlighted by a reception and base open house with tours. Here Tina Kline serves the punch to Ed Hessel, a member of the council. Standing by, from left, are Capt Paul DeMeuth, Maj Bruce Blythe of State Headquarters (not on active duty), Mayor Kenneth Schmied, Kline, and MSgt Rondall Thornton. **ALL SMILES:** Others at the council meeting were, from left, Mayor Schmied, former assistant AG W. D. Ott, wing commander Brig Gen Jack H. Owen, and County Judge Marlow Cook. Project officer for the event was Maj Don Armstrong, wing information officer. **SUPPLY GUYS:** Members of Supply Squadron were, from left (kneeling) Overby, Link, Seay, Woodward, Merrick, Board, King; (middle) Will, Snyder, Lollis, Wells, Skees, Bizzell, Hawkins, Phillips, and Byrd; (rear) Mays, Bowling, Kessler, Jones, Abbott, Brown, and Rice.





KAPPA ALPHA MEMBERS: Someone involved began checking around and found 11 members of Kappa Alpha fraternity in the unit on active duty. They were, from left, Bob MacNamara, Wayne Lollis, Harry Lee Waterfield Jr., Kyle Hubbard, Bill Irion, Tom Dunker (not with unit), Jay Paxton, William Hays, Bob Walters, Ted Schneider, Anthony Overbey, and Leroy Dale. **SOUTHERN BELL:** This group of eight from the Kentucky Bell System got together for coffee at the invitation of Win Appleby (right). One member of the group, Roger M. Sanders (seated, center) was killed Sept 14, 1971, in the crash of his aircraft at Standiford Field.



The Year 1968





SIGNIFICANCE: The emblem reflects the Squadron's history and general function. The Kentucky Colonel, shown in uniform (black boots and white helmet) is riding in standing position astride the wings of a white stylized aircraft in flight. Beneath the plane radiates a white cone shape to symbolize the photographic reconnaissance mission. The Colonel looks ahead in profile view with a determined, aggressive expression, holding the left hand upon his hip and in his right hand the staff of an ultramarine blue flag depicting thirteen white stars in circle and three fleur-de-lis. The moving flag is significant in local history and the Kentucky Colonel is well known as a symbol of the state. The elements of design are shown upon a field of yellow, the squadron's traditional color, which is repeated in a blank scroll below the disc, and on which will be placed the squadron designation. The insignia has a border of ultramarine blue.

DESCRIPTION: On an Air Force disc or, palewise, a Kentucky Colonel proper in uniform, boots sable, beard, mustache, eyebrows and helmet all argent, with goggles of azure. In fighting spirit he rides standing on the wings of a stylized aircraft, fesswise of the third, with cone beneath of the last in reconnaissance for the mission. He holds forward a blue flag in chief displaying thirteen white stars in circle and three yellow fleur-de-lis. Beneath the disc a yellow scroll blank and surrounding the whole achievement a bordure blue.

New Squadron Emblem Designed

July 1968— KyANG Moves to Richards- Gebaur



THE BIG MOVE: After being recalled to active duty Jan. 26 and staying at Louisville nearly six months, orders arrived moving the 123d Tac Recon Wing to near Kansas City, Mo. Richards-Gebaur AFB (AT RIGHT) was minus an operational unit just transferred elsewhere by Air Defense Command. It provided a location where the Wing Headquarters and a much-augmented 165th Tac Recon Squadron were combined with sister units from the Nevada Air Guard, including the 192nd Tac Recon Squadron. The 123d Field Maintenance Squadron was formed at Richards-Gebaur out of personnel from both Kentucky and Nevada. Units of the Arkansas Air Guard at Little Rock remained in place there, and did not make the move to Missouri at all.







WELCOME TO 'R-G': Crew chief Bob Kinser welcomes the Voodoos of the 165th Tac Recon Squadron to Richards-Gebaur AFB near Kansas City, Mo., on July 12, 1968. He was part of the advance party sent earlier to receive the aircraft when they reached Missouri.



July 1968—Arrival at Richards-Gebaur



WE SHOWED THOSE DART GUYS: After a certain amount of subtle abuse from the on-base population of "regulars," the flag football season got underway at Richards-Gebaur. That's one place our "Fangs" were really showed. Who can forget that night the R-G "Apes" watched in disbelief as Benny Russell uncorked a long touchdown bomb to Marty Kamer? Proudly displaying the big trophy is Lt Col Larry Quebbeman, 165th Squadron commander (center, front). Others are, from left (standing): Dudukovich, Carney, Long, unknown, Blakely, McCoy, unknown, McDevitt, and Dailey; (kneeling) Ezell, Hawkins, Ballard, Kamer, (Quebbeman), Schmetzer, unknown, Keyer, and Russell. **CLEAN UP THE BARRACKS:** Two members of the Kentucky contingent follow through on the order by "Colonel Brush" to clean-up, paint-up, fix-up!





MISSION TO THE TOP: Maj Fred Arnold is silhouetted against the early dawn sky in the nation's 49th state—Alaska. It was one of the missions being flown for the Alaskan Air Command as part of Operation Cool Optic II. **RUNWAY MAINTENANCE:** Part of the mission was to keep the aircraft operational, often at the cost of a great amount of overtime work by ground crews, including Ronnie Siddons and Melvin Davis with two other friends.



September 1968—'Cool Optic II'



ALASKAN DEPLOYMENT: The second group to go to Elmendorf AFB was led by squadron commander Lt Col Lawrence Quebbeman (center, front). Others were, from left: (kneeling) Gowan, Irion, Paxton, Matlock, Smith, Long, Quebbeman, Tesner, Sanders, Bradley, Arnold, Deusch, Dunn, sunglasses; (standing) staff, Baer, Daugherty, Foster, Mooney, Foster, Ezell, Eppler, Moore, unknown, Ardery, unidentified, Higgins, next four not identifiable, Ryan, Harmon, Richardson, Bowles, unknown, Benedict, Hall, Smith, next four unidentified; (on wing) Bronger, Lundigan, Roland, Lurker, two unidentified, Hall, Westerman, Thomas, Jones, Siddons, unknown, Willis, Pohl, and Kinser. **FILM TITLES:** Stan Worsham and Bob Lawrence added identification to the film shot on Cool Optic recon missions. **ARRIVING AT ELMENDORF:** It took two increments of personnel to complete the Alaskan deployment, moved long distance, courtesy of Military Airlift Command.





PANAMA CANAL: Another backlog of photo recon requests was the target of Operation Coronet Sombrero. It took the Voodooos and crews of the 165th to Howard AFB, Panama Canal Zone, following the first rotation by the 192d Tac Recon Squadron of the Nevada Air Guard. TAKING OFF from the strip at Howard are two of the RF-101s, on their way to photograph another mission for the U.S. Southern Command.



October 1968—'Coronet Sombrero'



SOUTH OF THE BORDER: These members of the 165th Tac Recon Squadron took the trip to Howard AFB, Panama, for Operation Coronet Sombrero. In the group photo, from left are (kneeling): Ken Glass, Glenn Duhs, Melvin Richardson, unidentifiable, Dick Ellingsworth, Tom Lamb, Paul Cauffield, Charles Beanblossom, Lou Dusch, Phil Hodges; (standing) Jim Evens, Bob King, Ed Logsdon, Frank Devan, Ed Brennan, Taylor Davidson Jr., John Hill, Bob Bronger, Bob Banet, Ron Siddons, Norman Busch, Melvin Davis, Mike Abbott, Don Krigbaum, Frank Devan, Bill Seiber, Jim Snodgrass, Fred Bradley, and Mike Ryan. **HOWARD BARRACKS:** Tiled roofs and permanent buildings were pelted by the persistent rains of the tropics. **SO LONG TO PANAMA:** Lt Col Elwood Storrs, an ops officer for the 24th Special Operations Wing, bids farewell to/Maj Fred Bradley, Maj Billy Joe Yeiser, and Maj Sam Blythe, who took the Voodoos back to Missouri.



SOME STAYED HOME: With the squadron deployments to first Alaska, then Panama, most of the aircraft of the 165th Tac Recon Squadron remained at Richards-Gebaur. So also did the personnel of Wing Headquarters, the 123d Field Maintenance Squadron, and those not on a current rotation elsewhere. In the meantime, old man winter sneaked in and deposited a thick coating of ice on aircraft and runways, shutting down flying at R-G for a time. It was a little hectic with plane-loads of Tac Squadron crews coming and going, but those who remained kept the home fires burning, played a little basketball (below right) and kept making those weekend trips back to Louisville on TWA or, if you were really lucky, on the C-54.

The Year 1968: Missouri in Winter



The Year 1969—

Japan, Korea
. . . and Home



FIRST STOP, JAPAN: When the 165th took its turn in January 1969 the men began to see some unfamiliar sights. The first part of the deployment they remained at Itazuke AB near Fukuoka on the island of Kyushu. Their cameras clicked for 5th Air Force but an occasional panorama of interest to the Kentucky pilots also crept in from time to time, such as a series of volcano craters on Kyushu (above) or the historic city of Hiroshima (below), once leveled by an atom bomb by another visiting American aircraft.





The Year 1969 . . .

FROZEN RICE: The Koreans call their own country "Land of the Morning Calm," but the area around the 38th parallel can be both very hot and very cold. Here a lead Voodoo is caught by the other plane in the flight, soaring over the ice-covered terraces constructed for rice paddies in the growing season. **WATCH OUT:** Squadron Commander Quebbeman seems to be telling Roger Sanders, Bill Seiber, and Marty Case to watch out and not stray over North Korean territory above the DMZ.

Republic of Korea



Spring 1969—Korea



"YOU SHOULD SEE THE
PATCHES THEY WEAR!
LET ME WEAR!"



OPERATING FROM OSAN: The forward operating station of the squadron in Korea was Osan Air Base, Korea. It was from here that the Voodoos filmed pre-strike recon for drop zones used for Operation Focus Retina, the longest airborne assault in history. Here (above, left) Lt Col William J. Semonin caught some tourists by surprise as he took a picture of this armor-clad medieval statue, Capt Mick Gannon caught Maj Jim Long in his forward oblique sights, filming a bridge over the Han River.

