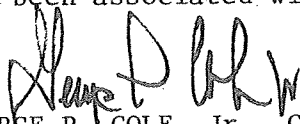


**9th  
BOMBARDMENT  
SQUADRON**

## FOREWORD

Those of us who have had the privilege to serve as crewmembers on bomber aircraft will never forget that tremendous feeling you experience taking one of those hugh planes into the air nor the great rush of accomplishment once the mission is complete. The comradery and closeness you develop, first with your crew and second within the squadron, is something that a single-seat fighter pilot will never feel. This monograph has been developed to preserve the dynamic history of the 9th Bomb Squadron and all the people who made it possible. Staff Sergeant George H. McLaughlin, assistant Wing Historian, spent a great many hours over the past six months researching, drafting, compiling and assembling this product into its final form. It was a personal labor of love for him as well as an attempt to bring to light some of the significant events and accomplishments made by the 9th and its people since activation as the 9th Aero Squadron in 1917. Presently the 9th is the oldest bombardment squadron in the Strategic Air Command. I hope that everyone who reads this work will share the love, time, and effort expended in bringing it into print. It is dedicated to everyone who is now, or ever has been associated with this proud unit! I salute you all.



GEORGE P. COLE, Jr., Colonel, USAF  
Commander, 7th Bombardment Wing

## INTRODUCTION

Since becoming a Historian in April 1986, I have had the privilege to learn many new and fascinating facts about Air Force operations. But, none have been more interesting than the B-36 operations conducted by the 7th Bombardment Wing from 1948 to 1958. Members of the B-36 Association have helped me to learn more about that historical era. People like Lieutenant Colonel (Ret) Frank Kleinwechter, Colonel (Ret) Richard George, and Chief Master Sergeant (Ret) Gail Adams. The dedication of all people who participated in the development of the B-36 should be proud of their contribution to aviation history. I am very proud to have been able to meet and associate with this group. Your efforts will not be forgotten.



GEORGE W. McLAUGHLIN, SSgt, USAF  
Historian, 7th Bombardment Wing

## 9TH BOMBARDMENT SQUADRON

The 9th Bombardment Squadron began as the 9th Aero Squadron at Camp Kelly, Texas on 14 June 1917. World War I had begun in April of that year and the unit was targeted for overseas combat duty. Their first European stop was Winchester, England in December 1917. Following the holidays the unit moved on to Grantham, England to train for combat flying the Sopwith Scout. After eight months of intensive training, the unit moved to the front in August 1918. While in Colombyles-Belles, France, the 9th was assigned to the 1st Army Observation Group. Also, after arrival in France, the unit began flying a new aircraft; the French Brequet 14. That aircraft would be used extensively to perform the units mission, night reconnaissance. By specializing in night reconnaissance, the 9th gained the unique distinction of being the first in the American Air Service to do so. However, their missions were not without danger. In one case, two of the 9th aircraft were engaged by seven enemy Fokkers. The 9ths aircraft not only shot down two German aircraft, but completed their photographic mission.

As the war progressed the unit participated in many night missions and battles. Most famous of those battles were the Battle of Lorraine, Battle of St Michiel, and the Meuse-Argonne Offensive. For those, the unit earned their first battle streamers. After the war had drawn to a close, the unit was moved to Trier, Germany to serve as part of the occupation force under the Third Army on 5 December 1918. In June 1919, the unit was ordered back to the States where they were stationed at Mitchel Field, New York; Park Field, Tennessee; and at March Field, California. While at March, the 9th was assigned to the Western Department in July 1919 flying border and fire patrols. On 29 June 1922, the unit was inactivated. While inactivated, the 9th was redesignated twice. First as the 9th Observation Squadron on 25 January 1923 and as the 9th Bombardment Squadron on 24 March 1923.

On 1 April 1931, the 9th was activated and assigned to the 7th Bombardment Group at March Field, California. It was in 1932 that the unit had their now familiar squadron patch approved. Designed in black and silver with three piles representing the three World War I battles the squadron took part in forming the Roman numeral IX. While with the group, the 9th flew numerous training flights in a variety of airplanes. In 1935 the unit participated in a mass bomber formation, cross-country flight from California to Florida. In January 1941, the 9th moved along with the 7th Bombardment Group to Salt Lake City, Utah. In October of that year the unit prepared to take part in an exercise with the group in the Pacific area. With the ground echelon setting sail on 13 November 1941, the 9th made ready to fly into Hickam Field, Hawaii the following month; on 7 December 1941. The B-17s of the squadron arrived at Hawaii in the midst of the Japanese attack on Pearl Harbor. Unarmed and unable to fight back, the 9th lost several aircraft to enemy and friendly fire. Following the attack, the remaining aircraft returned to the States before moving on to Java.

The dawn of 13 January 1942 saw the 9th departing for Singosari, Java. The unit arrived many hours later, safe but tired. Major Conrad Necrason, commander of the 9th at this time, directed rest and repairs

before the unit moved on to Jogjakari, Java. Combat missions in Java were performed in the B-17, where the unit used its long combat range to destroy Japanese shipping around the Philippines and assisted in evacuating personnel in the face of a fast moving enemy. On 8 March 1942, the unit moved to Karachi, India. Karachi was located on the coast of the Arabian Sea and proved a welcome change from the humid jungles of Java.

While in Karachi, the 9th ferried troops to and evacuated casualties from the intense fighting in Burma. The seacoast station was to be short lived and the unit was moved 1,300 miles inland to the town of Allahabad, India, located between the Vindhaya Mountain Range and the Himalaya's. The 9th continued to rain havoc upon the Japanese shipping lanes along the coast of Burma. On 2 July 1942, the unit moved again, but to a different front and a new enemy.

Lydda, Palestine, an arid desert area was to be the 9th's new home, for a while at least. From Palestine, their B-17's pounded German shipping and harbors. That effective bombing helped to disrupt the offensive the German Army was attempting against the invading American forces. The Japanese were not idle during that time however, they had extended their reach into China, Siam, Andaman Islands and deeper into Burma. The 9th returned to Karachi, India in October 1942 to assist with the bombing of those new Japanese targets.

The unit was now flying the B-24, a replacement for the older B-17. The longer combat range and heavier bomb capabilities of the B-24 helped the 9th assist in dropping over 2,400,000 pounds of bombs on 123 targets. From 1942 to early 1945, the unit in addition to their bombing missions, transported fuel and supplies over the Himalaya Mountains. In February 1945, the 9th supported the British Army in their drive against Mandalay.

World War II ended on 14 August 1945 with the Japanese surrender. The 9th Bombardment Squadron's combat mission now complete, the unit returned to the States and were stationed at Camp Kilmer, New Jersey where the unit was inactivated on 6 January 1946. Nine months after the 9th was inactivated following an illustrious World War II record, it was activated and assigned to the 7th Bombardment Group at Fort Worth Army Airfield, Texas on 1 October 1946. Along with the 9th, the 436th and 492nd Bombardment Squadrons; the 25th Base Service Squadron; the 35 Air Engineering Squadron; and the 578th Air Material Squadron were assigned to the newly formed 7th Bomb Group.

Training began in the B-29 in November 1946 under the standards established by the Strategic Air Command which was activated on 21 March 1946. Throughout 1947, the unit prepared its people for any combat eventuality that might arise training with assigned B-29s in global bombardment operations. Within the United States SAC units flew many simulated attacks on major metropolitan areas. Those areas included: Los Angeles (11 April), New York (16 May), and Chicago (1 August) as part of the first SAC maximum effort missions. The most significant flight for the 9th was over New York on 16 May 1946 when they, along with other SAC B-29s, theoretically dropped their bombs on New York in a maximum effort operation. The 9th took part in all three of the first maximum effort missions previously listed.

On 12 September 1947, the 9th along with the group deployed to Giebelstadt, West Germany. This flight was the largest bomber formation flown from Fort Worth AAF overseas to date. Enroute the aircraft flew to Maine over Greenland, Iceland, Great Britain and landing in Germany

on 13 September. During the units ten-day deployment, they participated in training operations over Europe and redeployed to Fort Worth Army Air Field on 23 September 1947. On 2 November 1947, the 9th participated in a 30-day Far East Deployment and training exercise. However, the exercise was pushed back to 6 November and on that date the 9th deployed four B-29s to Barbers Point, Hawaii enroute to Yokota AB, Japan. At Hawaii it was discovered that the fuel used in the Pacific was not compatible for the B-29s. Based on that, the aircraft returned to Fort Worth Army Airfield on 8 November 1947. On 7 January 1948, the unit flew in a maximum effort mission to Clovis, New Mexico, and Kansas City, where a simulated bombing mission was carried out. From 15 to 17 January the 9th Bombers participated in the Eighth Air Force Group competition held at Davis-Monthan AFB, Arizona. In February 1948, the 9th deployed to Germany for temporary duty in three flights, flying three different routes to Europe. The first flight of three B-29s departed Carswell on 25 February by way of Westover AFB, Massachusetts; Keflavik, Iceland; and finally landing at Furstenfeldbruck, West Germany.

The next flight departed on 26 February with four B-29 aircraft by way of MacDill AFB, Florida; Lajes Field, Azores to Furstenfeldbruck. The last flight, consisting of the remaining three aircraft in the squadron left Carswell on 27 February and flew to Lajes Field then on to Furstenfeldbruck. By 27 February, all 9th Bomb Squadron aircraft were in place for the 90-day deployment. On 25 April the unit returned to Fort Worth Army Airfield after a very successful deployment in which the unit gained valuable training experience in Europe. On 20 June 1948, one 9th and one 492nd Bomb Squadron B-29 flew to Castle AFB, California to take part in the SAC Competition held 21 through 25 June 1948. Overall, the 9th placed sixth out of 30 crews.

On 1 July 1948, the 9th received its first B-36 followed by a second B-36 on 12 July. Flying the massive B-36, the wing prepared for a maximum effort flight in July over New York City to celebrate the opening of the New York City International Airport. The 7th Bombardment Wing was designated as the lead unit in the formation led by Major General Roger M. Ramey, Eighth Air Force commander. Also, one B-36 was placed on static display at the airport. On 30 July the wing deployed B-36 "The City of Fort Worth" to New York City. The air review was conducted on 31 July 1948 in a very successful manner with the wing placing three assigned B-36s in the formation among other B-29 aircraft. Also, the 9th flew three B-29s in that formation.

During August 1948, the 9th received two more B-36As for a total of nine wing assigned B-36s. During the Cleveland Air Races in Ohio, held during 5 and 7 August 1948, the wing provided one B-36A for static display and flew B-36 flyovers on all three days of the races. On 17 December, four B-36s from the 9th took part in a SAC maximum effort mission. A total of ten wing bombers flew missions to key cities in the United States. Those flights gave the American public their first look at the worlds largest bomber. By October 1948, the wing possessed a total of 18 of the B-36A aircraft. Of those, the 9th Bombardment Squadron had five. On 19 November, the 9th lost their final B-29 to the 97th Bomb Group at Biggs AFB, Texas. That transfer left the 9th an all B-36 squadron.

In January 1949, the United States had a new President, Harry S. Truman, and the 9th participated in the B-36 formation to commemorate

the inauguration at Washington D.C. On 15 February the 9th, along with the wing, flew a sixteen ship formation commemorating air progress in an aerial review over Andrews Field, Maryland. That formation was the largest B-36 formation to date of the worlds largest bomber. On 22 April 1949, two B-36s, one from the 9th and one from the 492nd flew to Muroc, California to perform accelerated service tests at 40,000 feet. That mission tested the suitability of the B-36 as a bombing platform for very-large bombs. The two aircraft returned to Carswell on 10 June 1949. The 9th took part in the 1949 SAC Bombing Competition on 3 through 7 October 1949. The unit helped the 7th Bomb Group place fourth overall.

In August 1950, the unit began participating in simulated bombing missions to Limestone AFB, Maine at the rate of one per day. Maximum training requirements would be met on the missions along with fighter exercises. The missions would consist of simulated radar bombing of St Louis, Missouri. The exercise was very successful and the aircraft recovered at Carswell on 24 August 1950. Also in August the 9th received a "D" model B-36 to add to their inventory. On 20 September 1950, the 9th participated in a simulated night attack on Fort Worth with additional training accomplished by making a simulated bomb run over Birmingham, Alabama. Also, the aircraft conducted a live firing over the Eglin AFB Gunnery Range, Florida before recovering at Carswell.

In December 1950 the unit took part in flight to Ramey AFB, Puerto Rico. This was the first time wing B-36s had landed in Puerto Rico. Next, the 9th along with the wing participated in a special training mission to the United Kingdom. The purpose of the mission was to evaluate the B-36D under simulated war plan conditions. Also, further evaluate the equivalent air speed and compression tactics for heavy bombardment aircraft; and evaluate select crew capability for bombing unfamiliar targets. The aircraft would stage out of Limestone AFB, Maine and land at RAF Lakenheath, United Kingdom following a night radar bombing attack on Helgoland, on the Germany coast. The aircraft would then recover at Lakenheath. Originally 11 bombers launched out of Carswell on 14 January to Limestone AFB. On 15 January all were ready to depart Limestone AFB. Of those, two aborted shortly after takeoff due to engine failures, and three more returned to Carswell the same day. The remaining six (1-9BMS, 2-436BMS) 7th Bomb Group, and (1-26BS, 1-42BS, and 1-98BS) 11th Bomb Group landed at RAF Lakenheath on 16 January following the two bomb runs scheduled. This was the first deployment of wing and SAC B-36 aircraft to England and Europe. For the next four days the flight flew sorties out of England. The aircraft redeployed to the states on 20 January 1951 arriving at Carswell on 21 January.

In February 1951 several organizational changes took place at Carswell due to SAC's reorganization in January. The three bomb squadrons (9th, 436th, and 492nd) were attached to the wing and taken out from under the group on 16 February 1951. From 12 to 16 April the 9th participated in night bombing missions against industrial targets in the Indianapolis, Indiana area. The purpose of the missions was to determine the wing's bombing capability against complex industrial targets. On 12 April 17 B-36s flew the first sorties on Indianapolis. All aircraft completed the long range flight on 13 April. Eight more B-36s flew out of Carswell on 16 April to bomb Indianapolis. The bombers recovered at Carswell on 17 April. Also, secondary targets of New York City and Austin, Texas were attacked before flying the primary mission over Indianapolis. B-36Ds and B-36Bs participated in those flights.

In June 1951 three bomber crews were assigned to Convair, Fort Worth temporarily to participate in the B-36F operational training program. The aircraft flown was 49-2703, a RB-36F. Two flights were flown on 14 and 15 June 1951 out of Carswell. The 9th conducted a third flight on 21 and 22 June.

On 11 October, six B-36D aircraft of the 9th Bomb Squadron deployed to Goose Bay, Labrador for familiarization training. All aircraft landed without incident the same day at Goose Bay. Two days later on 13 October, the squadron flew a polar navigation mission to Thule, Greenland and back. The six aircraft departed Goose Bay on 17 October and flew a modified profile mission enroute to Carswell. This deployment was the third and final squadron familiarization flight in the wing. With this flight all three bomb squadrons were familiar with staging out of Goose Bay. Thus the wing was set to deploy in the future when tasked at a moments notice.

Also on 11 October, the wing conducted a simulated combat mission out of Carswell using three B-36Fs (1-9BS, 1-436BS, 1-492BS). The mission was flown in the Eglin AFB Range, Florida. All three aircraft completed the mission as scheduled and returned to Carswell on 12 October.

The Royal Air Force Bomber Command, United Kingdom, held its first Bombing Competition from 12 to 15 December 1951. SAC entered six aircraft in the competition, officially called the Navigation and Blind Bombing Competition. Operating out of RAF Sculthorpe, Norfolk, United Kingdom, were two B-29s (9BMW, Travis AFB, CA and 301 BMW, Barksdale AFB, LA), two B-36s (7 and 11 BMW, Carswell AFB, TX), and two B-50s (93 BMW, Castle AFB, CA). On 4 December one 7 BMW B-36D and one 11 BMW B-36D deployed from Carswell. Both bombers were to take part on a non-competitive basis to demonstrate equipment in order to effect a mutual exchange of ideas and techniques. Also, to compare techniques in target study and briefing. Both B-36s recovered at RAF Sculthorpe on 5 December. Both aircraft flew the competition route on 12 and 13 December out of Sculthorpe. The Deputy Commander, 7 BMW, Colonel Walter E. Chamber and Air Chief Marshall, Sir Hugh P. Lloyd, Commander in Chief of the British Bomb Command, flew in the wing B-36. The aircraft was piloted by Major Artist Prichard, 9th Bomb Squadron. The SAC B-29 team of the 9th and 301st Bomb Wings placed first overall in the competition. The two Carswell B-36s departed Sculthorpe on 14 December and arrived back home on 15 December.

Throughout 1952 Combat Crews of the 9th continued to train and fly missions. Training was accomplished in every conceivable type of weather and climate from California to Maine and the Arctic to the Yucatan Peninsula. The squadron made a routine training flight for the first time beyond the magnetic pole to Thule, Greenland in April. To test America's defense as well as the wing's offensive capabilities, joint SAC/Air Defense Command exercises were accomplished against Detroit (July), New York City (July), and Philadelphia (August). Also, the squadron took part in several night bombing evaluation missions on St. Louis (March), Dallas (June) and Tampa (November). As 1952 closed the 9th was transitioning into the B-36F model.

The 9th opened 1953 by deploying to RAF Fairford, United Kingdom as part of a unit simulated combat mission. Six B-36F aircraft took part. All year the squadron was involved in stepped-up training missions throughout the world. Evaluation missions were conducted on Springfield,

Missouri (April), Omaha (September, and Eglin AFB (November). Also, a two phase operation nicknamed "TAIL WIND" involved three wing B-36s (1-9BS, 1-436BS, -492BS) which conducted attacks on Air Defense Control Centers in Colorado Springs, Albuquerque, and Buffalo in July. During the September simulated bombing mission over Omaha, the 9th Bomb Squadron crews used a visual K bombing technique for the first time. The primary purpose of this test was to test the visual RBS of SAC crews under optimum conditions. Following this ten wing B-36s (3-9BS, 4-436BS, 3-492) were deployed on a simulated combat mission to Nouasseur AB, French Morocco, North Africa, 7-14 October. This was the first time the wing and 9th deployed to North Africa. The wing and 9th conducted operations throughout 1953 in the B-36D and B-36H aircraft as the B-36B and B-36F were phased out.

The year 1954 was another year in which the 9th flew to all parts of the world. Probably the most outstanding exercise was the 3,800 mile non-stop good will flight to Nicaragua for their Armed Forces Day celebration in April. In March the squadron deployed to Goose Bay and flew unit simulated combat missions under operation "PATHAND." In April and May two 9BS B-36s, along with four other wing B-36s, participated in a SAC Bombing Evaluation nicknamed "ALAMO" against an Industrial Complex in the San Antonio area. Following this the 9th deployed three B-36s to Nouassuer AB, Morocco for 15 days in August and flew simulated combat missions out of the base.

From 11-22 October, 14 wing B-36s (5-9BS, 4-436BS, 5-492) participated in a Combined Operational Readiness test and a unit simulated combat mission. This joint exercise carried the aircraft as far south as Mexico City, Mexico. The squadron closed out 1954 on a high note. On 10 December Captain Berry H. Young landed his B-36 safely at Carswell with all three reciprocating engines on the right wing inoperative, the outboard jets inoperative, and the landing flaps inoperative. Known as the "Miracle Landing," the 9th Bomb Squadron crew was awarded Carswell Crew of the Month and received a personal commendation from General Curtis E. LeMay, CINCSAC.

During February and March 1955 the 9th took part in unit simulated combat missions to Maine and Indiana. Due to construction of runways and taxistrips at Carswell in July, the entire wing complement of B-36Hs deployed to Nouassuer AB, Morocco for a 60-day TDY. While in Morocco the 9th flew in several test and evaluation missions to the northeastern United States and back to Morocco. In September 1955 the wing returned to Carswell. The year closed out with the 9th flying a series of bomber stream missions over central and midwestern United States.

From 14-29 February 1956 the 9th deployed to Nouassuer AB, Morocco for Operation "STYLE SHOW." Following this the 9th took part in operation "SNOW BANK," a SAC Evaluation Mission. Three 9th Bomb Squadron B-36s took part as the wing captured first place among other participating combat wings in SAC. During June the 9th flew in three different unit simulated combat missions conducted throughout the United States and Canada. Once again the 9th B-36s deployed overseas to Morocco in October at Nouasseur Air Base, Morocco and Burtonwood Air Depot, United Kingdom. All the Burtonwood B-36s were redeployed to RAF Greenham Common after two days at Burtonwood. All B-36s flew a unit simulated combat mission from Morocco and the United Kingdom on their return to Carswell on 5 November. In December the "HAPPY BIRTHDAY" exercise was conducted to test the wing's capabilities in launching B-36 aircraft under the free flow plan.

January 1957 opened with the 9th taking part in Bomber Stream missions. On 5 March the squadron flew a simulated combat mission during operation LAST STAND. In April and May the 9th participated in project "LONG RANGE," which checked out squadron crews in a new type mission. Also, in April two 9th Bomb Squadron crews flew in a special weapons exercise nicknamed "BRIAR RABBIT." Again, wing and 9th crews flew bomber stream missions in June, July and August. Finally, but of paramount importance to the wing in 1957, was the proposed change-over of the B-36 to all Jet B-52.

From 1-4 November 1957 the wing took part in the SAC Bombing Competition. Two crews, one 9th and one 436th Bomb Squadron represented the wing. The 9th crew S-03, was commanded by Lieutenant Colonel Clifford M. Schoeffler. No awards were won. The wing closed out 1957 preparing for the conversion to the B-52.

Throughout the early part of 1958 B-36 crews rotated to Castle AFB, California for B-52 training. Also, the first B-36s were retired to the bone yard, Davis-Monthan AFB, Arizona starting in January. On 30 May the last wing B-36 was retired. Following this the first B-52F arrived in the wing on 19 June 1958.

Special research missions were flown by the 9th in the B-52 from October 1959 to June 1960. Also, the unit supported SAC's Worldwide Airborne Alert Force from 1960 to 1965. From May to November 1965, the unit deployed to Andersen AFB, Guam in support of ARC LIGHT missions. Launching from Guam, the 9th struck at several targets in South Vietnam. The unit returned to Carswell in December 1965 to joyful families in time for the holidays. The 9th trained to fly the FB-111 from 1970 to 1971, but returned to the B-52, some in support of alert exercises and some in support of conventional bombing in Vietnam.

In 1972, the unit returned to Andersen AFB, Guam once again in support of ARC LIGHT activities. This time North Vietnam was the target. In October 1972, peace talks with the Vietnamese had reached an impasse. That, combined with increased enemy ground activity, was to see the 9th take part in a historical mission known as LINEBACKER II. Bombing targets in Hanoi and Haiphong, that mission helped bring the Vietnamese back to the peace talks and a cease fire was signed on 28 January 1973, Guam time. The 9th returned to Carswell in September 1973 and returned to their peacetime missions. The 9th Bombardment Squadron has remained at Carswell learning and training for their military mission remaining ever ready to defend our nation at a moment's notice.

## APPENDIX I

LINEAGE

Organized: 9th Aero Squadron at Kelly Field,  
Texas, 14 June 1917

Redesignated: 9th Squadron, 14 March 1917

Inactivated: 29 June 1922

Redesignated: 9th Observation Squadron, 25 January  
1923; 9th Bombardment Squadron, 24  
March 1923

Activated: 1 April 1931, March Field, California

Redesignated: 9th Bombardment Squadron(Heavy), 6  
December 1939; 9th Bombardment Squadron,  
Heavy, 13 July 1943

Inactivated: 6 January 1946

Redesignated: 9th Bombardment Squadron, Very Heavy,  
1 October 1946

Activated: 1 October 1946, Fort Worth Army Air Field

Redesignated: 9th Bombardment Squadron, Heavy, 20 July 1948

Discontinued: 25 June 1968

Redesignated: 9th Bombardment Squadron, Medium, 28 January  
1969

Activated: 2 July 1969, Carswell AFB, Texas

Redesignated: 9th Bombardment Squadron, Heavy, 31  
December 1971

## APPENDIX II

ASSIGNMENTS

Unknown	14 June 1917 - 5 September 1918
1st Army Observation Group (later, 7th Bomb Group)	6 September 1918 - 20 November 1918
3rd Army Air Service	21 November 1918 - 11 May 1919
Unknown	12 May 1919 - 1 July 1919
Western Department	2 July 1919 - 19 August 1920
Ninth Corps Area	20 August 1920 - 29 June 1922
7th Bomb Group (later 7th Bomb Group (Heavy))	1 April 1931 - 6 January 1946 (attached to US Army Middle East Air Force for operations, 28 June - 4 October 1942)
7th Bombardment Group, Very Heavy	1 October 1946 - 15 June 1952
7th Bombardment Wing, Heavy	16 June 1952 - 25 June 1968 (attached to 3rd Air Division, 1 May - 20 November 1965)
340th Bombardment Group, Medium	2 July 1968 - 30 December 1971
7th Bombardment wing, Heavy	31 December 1971 - Present

## APPENDIX III

AWARDS

Distinguished Unit Citation: Netherlands Indies, 14 Jan - 1 Mar 1942  
Thailand, 19 Mar 1945

Philippine Republic Presidential Unit Citation: 1945

Air Force Outstanding Unit Award: 18 Jun - Dec 1965  
1 Jul 1976 - 30 Jun 1977

Service Streamers: None

Campaigns: World War I Lorraine  
St Mihiel  
Meuse-Argonne

World War II Antisubmarine, American Theater  
Phillipine Islands  
East Indies  
Egypt-Libya  
Burma  
India-Burma  
China Defensive  
Central Burma  
China Offensive

Vietnam Vietnam Defense

## APPENDIX IV

STATION LIST

Camp Kelly, Texas	14 June 1917 - 7 July 1917
Selfridge Field, Michigan	8 July 1917 - 27 October 1917
Garden City, New York	28 October - 22 November 1917
Winchester, England	8 December 1917 - 27 December 1917
Grantham, England	28 December 1917 - 7 August 1918
Colombey-les-Belles, France	23 August 1918 - 27 August 1918
Amanty, France	28 August 1918 - 20 September 1918
Vavincourt, France	21 September 1918 - 20 November 1918
Preutim, France	21 November 1918 - 4 December 1918
Trier, Germany	5 December 1918 - 17 May 1919
Colombey-les-Belles, France	18 May 1919 - 24 May 1919
Marseilles, France	25 May 1919 - 7 June 1919
Mitchell Field, New York	23 June 1919 - 11 July 1919
Park Field, Tennessee	12 July 1919 - 21 July 1919
March Field, California	22 July 1919 - 1 August 1919
Rockwell Field, California	2 August 1919 - 14 November 1919 (flight operated out of Calexico, California, until April 1920)
March Field, California	15 November 1919 - 10 December 1919
Rockwell Field, California	11 December 1919 - 26 April 1920
Mather Field, California	27 April 1920 - 29 June 1922 (detachments operated from several places in northern and central California, May-Sep 1920, Jun-Oct 1921; detachment operated from Rockwell Field, Jan-29 Jul 1921)
March Field, California	1 April 1931 - 4 December 1934
Hamilton Field, California	5 December 1934 - 6 September 1940

Fort Douglas, Utah	7 September 1940 - 12 January 1941
Salt Lake City, Utah	13 January 1941 - 15 November 1941
Fort McDowell, California	16 November 1941 - 21 November 1941 (ground echelon)
Brisbane, Australia	22 December 1941 - 4 February 1942 (ground echelon); (air echelon operated from Muroc, California, 8-12 December 1941)
Singosari, Java	13 January 1942 - 19 January 1942
Jogjakatra, Java	19 January 1942 - 1 March 1942
Karachi, India	8 March 1942 - 29 June 1942 (air echelon, 8 March 1942; ground echelon, 14 March 1942)
Lydda, Palestine	2 July 1942 - 4 October 1942
Karachi, India	5 October 1942 - 11 December 1942 (operated from Gaya, India, 14 Nov- 12 Dec 42)
Pandaveswar, India	12 December 1942 - 10 June 1944
Kurmitola, India	11 June 1944 - 30 September 1944
Pandaveswar, India	1 October 1944 - 31 May 1945
Tezpur, India	1 June 1945 - 7 December 1945
Camp Kilmer, New Jersey	5 January 1946 - 6 January 1946
Fort Worth Army Air Field (later, Carswell AFB)	1 October 1946 - 25 June 1968 (deployed at Andersen AFB, Guam, May -30 Nov 1965)
Carswell AFB, TX	2 July 1969 - Present

## APPENDIX V

COMMANDERS

Capt George E.A. Reinburg	14 Jun 1917 - 22 Aug 1917
1st Lt Samuel B. Eckert,	22 Aug 1917 - 8 Dec 1917
None	8 Dec 1917 - 8 Feb 1918
1st Lt J.A. Richards	8 Feb 1918 - 13 Aug 1918
1st Lt Frank H. Miller	13 Aug 1918 - 16 Aug 1918
1st Lt Maury Hill	16 Aug 1918 - 2 Sep 1918
1st Lt Thomas A. Box	2 Sep 1918 - 30 Sep 1918
1st Lt Edward R. Kenneson	30 Sep 1918 - Dec 1918
Capt Willis A. Diekema	Dec 1918 - May 1919
Unknown	May 1919 - 10 Jul 1919
None	10 Jul 1919 - 31 Jul 1919
Lt Col Henry L. Watson	1 Aug 1919 - 1 Nov 1920
Capt Robert L. Walsh	1 Nov 1920 - 2 Aug 1921
Unknown	2 Aug 1921 - 29 Jun 1922
Capt Leo F. Post	1 Apr 1931 - July 1933
2nd Lt William A. Matheny	July 1933 - Dec 1933
Unknown	Dec 1933 - April 1935
Capt John M. Davies	Apr 1935 - 1 June 1935
Capt Donald J. Keirn	1 June 1935 - 17 June 1935
Capt John J. Marrow	17 June 1935 - Aug 1935
Capt Kenneth N. Walker (Capt Jame H. Wallace and Capt Younger Pitts Served as commanders at various times 1936 - 1937)	Oct 1936 - Oct 1938
Capt Wilfred J. Paul	2 Feb 1938 - Sep 1938
Major Thad V. Foster	Sep 1938 - 15 Feb 1940
Unknown	15 Feb 1940 - April 1941
Major Richard H. Carmichael	1 Jul 1941 - 5 Oct 1941

Unknown	5 Oct 1941 - Dec 1941
Major Conrad F. Necrason	Dec 1941 - 15 Mar 1942
Major Donald M. Keiser	15 Mar 1942 - 3 Aug 1942
Major Max R. Fennell	3 Aug 1942 - 3 Nov 1942
Major Willard A. Fountain	3 Nov 1942 - 3 Jan 1943
Capt Homer E. Adams	3 Jan 1943 - Feb 1943
Major William Stark	Feb 1943 - 6 Apr 1943
Major Joseph S. Pirruccello	6 Apr 1943 - 21 Oct 1943
Capt Allan A. Latham	21 Oct 1943 - 29 Dec 1943
Major David N. Kellogg	29 Dec 1943 - 9 May 1944
Major William B. Kyes	9 May 1944 - Nov 1944
Capt William C. Dabney	Nov 1944 - 7 Jun 1945
Capt John M. Dozier	7 Jun 1945 - Unknown
None	1 Oct 1946 - 24 Oct 1946
Lt Col Willard W. Wilson	25 Oct 1946 - 5 Aug 1947
Lt Col William F. Savoic	5 Aug 1947 - Aug 1948
Lt Col George T. Chadwell	Aug 1948 - 8 May 1949
Major Toy B. Husband	8 May 1949 - 24 Jun 1949
Lt Col John B. Carey Jr.	24 Jun 1949 - 26 Jan 1950
Lt Col Richard T. Black	26 Jan 1950 - Jul 1950
Lt Col Francis J. Schuck	Jul 1950 - Jan 1951
Maj Ralph R. Taylor Jr.	Jan 1951 - 1 Jun 1952
Lt Col Norris J. Ansell	1 Jun 1952 - 3 Feb 1953
Lt Col Lester F. Richardson	3 Feb 1953 - 10 May 1953
Lt Col Raymond E. Buckwater	10 May 1953 - Apr 1955
Lt Col William J. Cook	Apr 1955 - Apr 1956
Lt Col Charles W. Johnson Jr.	Apr 1956 - 1 Jul 1956
Lt Col Paul Beard	1 Jul 1956 - 20 May 1957

Lt Col Wesley L. Pendergraft  
 Lt Col Clifford Schoeffler  
 Maj James Gardner  
 Lt Col Jack H. Heinzl  
 Lt Col Clifford Schoeffler  
 Lt Col Jack H. Heinzl  
 Lt Col Clifford Schoeffler  
 Lt Col Harry R. Patrick  
 Lt Col Allen C. Phenis  
 Lt Col James Gardner  
 Lt Col Luther L. Hampton  
 Lt Col George E. Porter  
 Lt Col Junior Hendricks  
 Lt Col Robert S. Montgomery  
 Unknown  
 Lt Col Caryl Wayne Calhoun  
 Lt Col Pintard M. Dyer  
 Lt Col John T. Cornelius  
 Lt Col Donald L. Marks  
 Lt Col Leslie H. Coody Jr.  
 Lt Col Claude L. Branson  
 Lt Col Lloyd L. Moir Jr.  
 Lt Col John C. Dalton  
 Lt Col Thad A. Wolfe  
 Lt Col David F. Johnson  
 Lt Col Harvard L. Lomax  
 Lt Col George T. Conlan  
 Lt Col Michael J. Kehoe  
 Lt Col Arvid P. Pederson

20 May 1957 - 1 Dec 1957  
 1 Dec 1957 - Jun 1958  
 June 1958 - Jun 1958  
 June 1958 - Jul 1958  
 Jul 1958 - Sep 1958  
 Sep 1958 - Oct 1958  
 Oct 1958 - 25 Jul 1959  
 25 July 1959 - 1 Apr 1961  
 1 Apr 1961 - 27 Aug 1962  
 27 Aug 1962 - 1 Jul 1964  
 1 Jul 1964 - 1 Oct 1965  
 1 Oct 1965 - 1 Apr 1967  
 1 Apr 1967 - 25 Jun 1968  
 2 Jul 1969 - 4 Sep 1971  
 4 Sep 1971 - 31 Dec 1971  
 31 Dec 1971 - 18 July 1972  
 18 Jul 1972 - 1 Jun 1973  
 1 Jun 1973 - 1 Jul 1974  
 1 Jul 1974 - 1 Jul 1975  
 1 Jul 1975 - 6 Jul 1976  
 6 Jul 1976 - 21 Nov 1977  
 21 Nov 1977 - 30 May 1979  
 30 May 1979 - 1 May 1981  
 1 May 1981 - 10 Sep 1981  
 10 Sep 1981 - 15 Dec 1982  
 15 Dec 1982 - 25 Jun 1984  
 25 Jun 1984 - 15 Jul 1985  
 15 Jul 1985 - 24 Jan 1986  
 24 Jan 1986 - Present

