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DEDICATION

This book is dedicated to the airmen - past and present - who as members of the 163rd Fighter Interceptor Group, California Air National Guard, have and will continue to serve as citizen-airmen dedicated to the security of home, state and nation.

FOREWARD

pay tribute to the many outstanding men and women whose exemplary
have served to glorify the thirty year history of the 163rd Fighter Interceptor

ce its inception in August of 1943, the 163rd has been an active force on both
ate and national levels. Participation in two wars and round-the-clock air
se of the California coastline typify the essential role undertaken by the

e men and women of the 163rd Fighter Interceptor Group are justly proud of
heritage which today stands as a testimonial to the hard work, vision and
ility of those who have served.

those of the past, we offer our profound thanks for your devotion to duty. To
s force, we urge your continued excellence. To those of future years, we ask
ou give of yourself as those who preceded you. We can thus be assured that
63rd Fighter Interceptor Group will continue to grow, accepting new
enges - dedicated to the security of home, state and nation.

th this book we hope to recapture the moments of years gone by. We of the
Fighter Interceptor Group are proud of our heritage!





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Preface

Before progressing with the history of the 163rd Fighter Interceptor Group, it is appropriate to provide a brief resume of the history of the California Air National Guard.

The history of the State's Air Arm reaches back to January 1911, when Major General E. A. Forbes, the then Adjutant General, witnessed the first airplane landing on the deck of a ship. A special platform 127 feet long and 32 feet wide, built on the cruiser Pennsylvania, served as the "field" for not only the landing but the take-off as well.

A month later, an Aeronautical Detachment of the 7th Company, Coast Artillery Corps, National Guard of California, was formed. Eugene Burton Ely was enlisted as the first private. It was this same gentleman who had successfully piloted his Curtiss biplane to and from the deck of the Pennsylvania. Through General Forbes' imagination and initial foresight the California Air National Guard has progressed to its present state.

The next milestone occurred on 11 December, 1915, when 22 men were mustered into an Aeronautical Section of the State Naval Militia. These men provided the funds with which a biplane was purchased. Practice was held every Sunday. Eventually three men qualified for pilot's licenses. Records indicated that this aero section was inducted into federal service on 6 April, 1917, for duty during World War I.

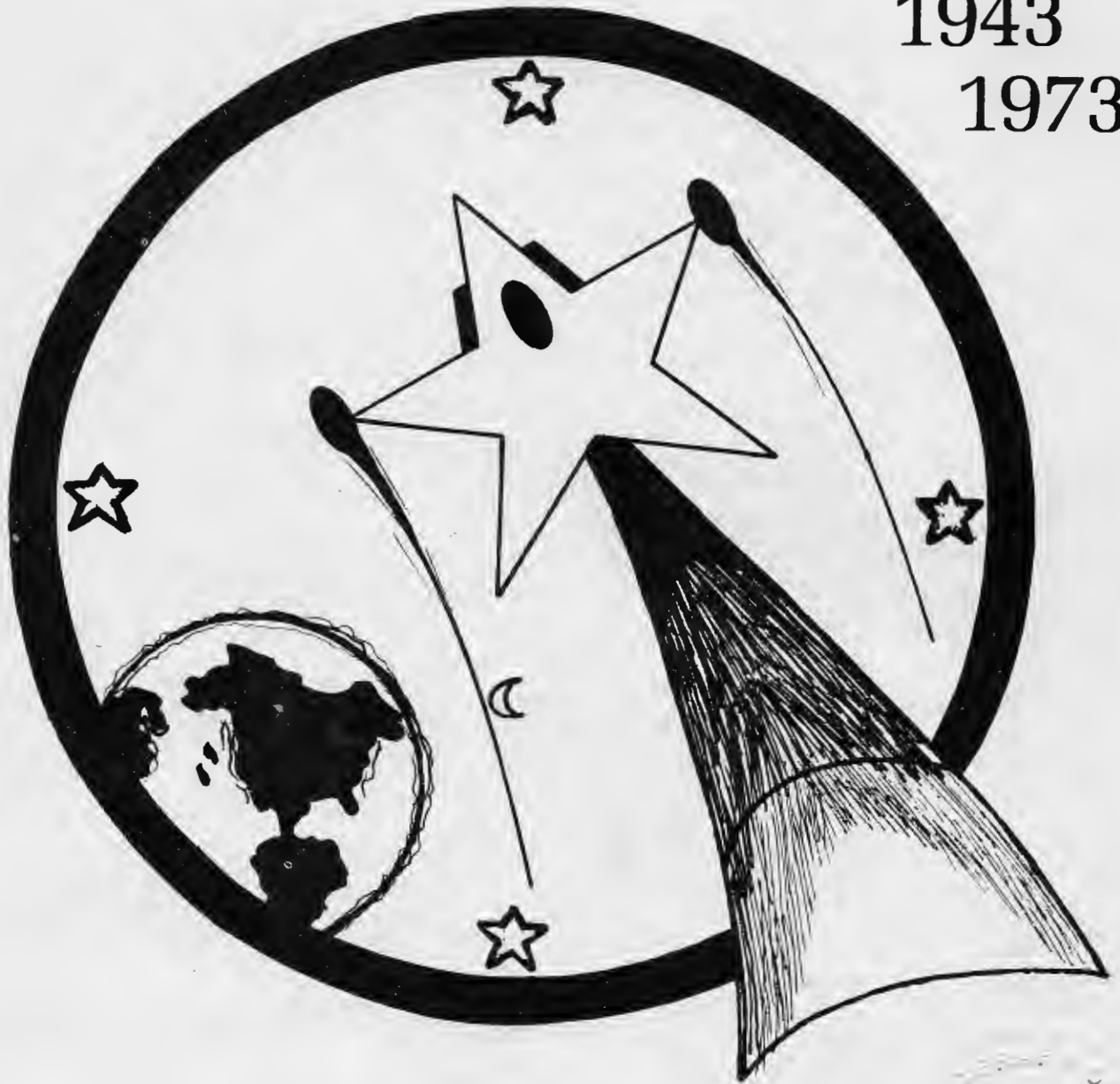
The California Naval Militia was not reorganized as part of the State military forces following World War I. Seven years later on 16 June, 1924, the 115th Observation Squadron was formed as part of the 40th Infantry Division, California National Guard. The Squadron was stationed at Clover Field, Santa Monica. It boasted a strength of 11 officers, 95 enlisted men, and eight Curtiss Airplanes. The 115th served with distinction during World War II in the China-Burma-India theater under the 10th Air Force. Today the 115th is located at Van Nuys Air National Guard Base and is known as the 115th Tactical Airlift Squadron.

After World War II, 41 Air units were assigned to the State of California including the 62nd Fighter Wing, 146th Fighter Group and the 196th Fighter Squadron. The wing and group were federally recognized in September 1946 and the 196th Fighter Squadron was extended federal recognition on 9 November, 1946.

This was the beginning —

UNIT HISTORY

1943
1973



196th Fighter Squadron Official Insignia

“The Shooting Star”

The following is the official description of the insignia as recorded in official records: “Over and through an ultramarine blue disc, marked at each extremity of the vertical and horizontal axes with a small, white, five-pointed star border yellow, a large, white shooting star with exhaust trail graduated from yellow to red toward sinister base, in flight over a small, dark green and light blue replica of the world and a small, white, crescent moon in dexter base; star equipped with light blue bubble canopy, jet units, and wing tanks, emitting light blue vapor toward rear.”

Chapter I

World War II

1943 - 1945

In tracing the history of the 163rd Fighter Interceptor Group, we must delve into the era of World War II. On 15 August, 1943, the 411th Fighter Squadron, our predecessor, was activated at Westover Field, Massachusetts.

The original personnel for the 411th came from the 373rd Fighter Group. The unit was commanded by Major Ansel J. Wheeler. Keep in mind that the 411th was part of the United States Army Air Corps. It was not until 1947 that the United States Air Force came into existence as a separate branch of the armed forces, having equal status with the Army and the Navy.

Training began at Westover Field, in September 1943, and was continued at Blackstone Army Air Base, Virginia, where the unit moved on 22 October, 1943. The P-47 Fighter was the assigned weapon system.

In February 1944, training skidded to a standstill while the squadron prepared for overseas departure. On 23 March, 1944, the unit sailed from New York aboard the HMS Duchess of Bedford, bound for its new station at Woodchurch, Kent, England. Another month was spent preparing for combat missions.

On 8 May, 1944, a short nine months after its inception, the 411th flew its first combat mission — a fighter sweep over the coast of France. No opposition was encountered and all planes returned safely. Overall, during the month of May 1944, the unit completed more than 50 combat missions including its first dive-bombing mission, a strike against a railway bridge in the vicinity of Rouen.

These missions prepared the unit for the tremendous task it was to undertake the following month. On 6 June, 1944, fourteen missions were flown on D-Day when it patrolled the beaches and provided top cover for other outfits in dive-bombing attacks against enemy targets. In the days succeeding the establishment of the Normandy beachhead, the fighters swept behind enemy lines and attacked motor convoys, troops, transportation facilities, and other targets of opportunity.

Although the 411th was primarily concerned with ground support and interdiction, there were engagements with the enemy in aerial combat. On 29 June, 1944, while providing top cover for a dive-bombing strike against rolling stock in the Le Mans-Tours area, they encountered seven ME-109's. At the battle's climax only two ME-109's remained.

In July 1944, the squadron had moved to France. Most of the missions were flown in support of General George Patton's Third Army which had advanced from Normandy into Brittany, conquering all of that peninsula except for three port cities, and had swept 140 miles past liberated Paris to within 60 miles of the German Border.

On 1 August, 1944, Lt. Col. Donald T. Bennink replaced Lt. Col. Wheeler as commander of the 411th. It is recorded that Colonel Bennink was lost in action on 27 August, 1944, presumably while attacking the fortifications at Brest. Command passed briefly to Major Harry L. Downing and then to Major (later Lieutenant Colonel) John W. Gaff.

August and September found this gallant unit continuing its air attacks in support of the allied armies and, in particular, the front line elements of General Patton's Third Army. Late in October the squadron moved to Le Culot, Belgium, where it was located when, on 16 December, the Germans began their historic breakthrough which resulted in the famous Battle of the Bulge. From 19 to 23 December, allied airpower was bound down by unfavorable weather. However, on 24 December, the 411th along with other units were back in the air, flying attack after attack in support of our beleaguered ground forces. History records the outcome of the Battle of the Bulge and the continued retreat of the German Armies when the war came to an end in early May 1945.

Before closing the combat chapter of our predecessor, mention should be made of the mission conducted on 20 March, 1945. The squadron's pilots, along with the 410th and 412th Fighter Squadrons, destroyed or damaged 119 enemy aircraft on the ground. In the words of Colonel James C. McGehee,

Ontario Army Air Base during World War II. 163rd would locate here in 1952. P-38 and P-59 (jet) aircraft are shown.



Commanding Officer of the 373rd Fighter Group, "Our boys got tired of waiting for the Krauts to come up and fight so they went down and got the Boche on the ground."

Chapter II

Post World War II

1945 - 1950

The 411th Fighter Squadron was inactivated on 7 November, 1945, at Mitchel Field, New York, a little over three months after returning to the state on 1 August, 1945. The unit was redesignated as the 196th Fighter Squadron and allotted to the California Air National Guard. The 196th was extended Federal Recognition at San Bernardino Army Air Base, California (later known as Norton Air Force Base) effective 9 November, 1946, and it was assigned to the 146th Fighter Group. It is of interest to note that the 146th Fighter Group was reconstituted from the 373rd Fighter Group to which our predecessor unit the 411th was assigned during World War II.

At the same time that the 196th Fighter Squadron



was extended Federal Recognition, two other units joined the ranks of the California Air National Guard. They were the Utility Flight of the 196th Fighter Squadron and the 196th Weather Station.

At the time of Federal Recognition, the 196th Fighter Squadron had a compliment of 12 officers and 28 airmen and no airplanes. Captain Donald L. Frisbie was one of the 12 officers present that day at San Bernardino. He was later to serve as commander of the 196th and the 163rd with the rank of Colonel. The following month witnessed the assignment of two L-5G Sentinel Liaison type aircraft and two T-6 "Texas" Trainers. The unit grew rapidly in size and received the P-51D "Mustang" in February 1947. In the meantime, a C-47 "Dakota" and a B-26 "Invader" were assigned.

The facilities at Norton found Operations in an abandoned Fire Station and Supply in the old Pre-World War II Civilian Hangar. The rest of the unit was in an old ramshackled "bare bones" building. Motor Pool and the Dispensary were the only "lucky" sections, inheriting facilities that had been used for this function. There were abandoned but good club facilities and better mess halls than anything the unit was to have until our present mess facilities were finally constructed in December 1962. The Weather Flight also enjoyed the use of the Weather facilities in the west side of Norton, all which had been nearly abandoned.

One of the more memorable incidents occurred shortly after the formation of the unit. In April of 1947 disaster struck the port city of Texas City, Texas, when a ship moored in the port caught fire and exploded, causing great damage. In response to the disaster, the assigned C-47 was dispatched to that city carrying relief supplies.

Because of the lack of a field training site during 1947, annual field training was not scheduled; however, a mini-training period of five days was



held in early November.

January 1948 was the dawn of a new era for the 196th and the California Air National Guard. The squadron received official word that jet fighters would be assigned in the near future! Planning and preparations were made in anticipation of receiving the new jet fighters. Pilots were scheduled and assigned temporarily to Williams Air Force Base, Arizona, for training in jet fighters. Another five day training period was conducted for the squadron in late March in anticipation of receiving the new jets.

25 June, 1948, stands out as the red letter day in the history of the 196th. That was the day the F-80C "Shooting Star" jet fighters were received. These F-80's were brand new, just off the production line and one of the first jets assigned to the Air National Guard. Two other units of the Air National Guard also received the model of the F-80 at approximately the same time. They were the 158th Fighter Squadron, Georgia Air National Guard, and the 159th Fighter Squadron, Florida Air National Guard. These birds were the first new aircraft (direct off the production line) that the Air National Guard had ever received. Transition into the F-80 was made directly from the P-51 into the single seat fighter without the luxury of the two place T-33 and the simulators that modern day pilots take for granted.

Recruiting was the priority of the 1947 Era. Each officer applicant had to recruit and have sworn in two enlisted men prior to their own acceptance. Also 60% enlisted men attendance was required before officers could get paid, so pilots would stop by the houses of men to hurry them to drill. "Drill" (currently known as unit training assembly) was held on Monday nights and Sunday mornings. The pilots stayed and flew Sunday afternoons and also on Saturdays.

The first full fifteen day summer encampment, since Federal Recognition in November 1946, occurred during the last half of August 1948. The

unit's strength was 25 officers and 200 airmen. Training was conducted at home station, Norton Air Force Base, San Bernardino, California. It is interesting to note that all was not peaches and cream during this first encampment. History has dictated that with every new venture there is always some anxiety, confusion, and unforeseen problems. The first encampment was no exception. Lieutenant Colonel Nester E. Cole (Air Instructor) in his comments about the third day of encampment said, "Much confusion started this day with officers on K.P. in the 196th Mess Hall." Apparently some of the officers had volunteered to perform K.P. because recruits receiving schooling in the basic training course were being detailed for K.P.

In spite of the anxieties and initial confusion, the encampment progressed satisfactorily with some aircraft deploying to Santa Maria as part of an alert exercise. Of the approximately 200 airmen assigned, 120 were basics participating in the basic training program. The basic training program was effective. Lieutenant (later Colonel) Moorman commanded the basic training program with SSgt. (later Lieutenant Colonel) Robert L. Martinez acting as First Sergeant. In summary of the first encampment, Lt. Col. Cole is again quoted, "The encampment as a whole, was much better than expected and without question, much was accomplished. The men and officers are to be congratulated."

During the ensuing year, the last of the F-51 aircraft were phased out and the F-80's were truly the primary aircraft of the unit. In March 1949, approval was given for the 196th Fighter Squadron "Shooting Star" insignia. Lieutenant Doug Fortner, a member of the unit, is credited with designing the insignia. (The description and replica appear elsewhere in this publication.)

Field training for 1949 was held at Victorville (George) Air Force Base during the first part of August. The Base had been abandoned from World



War II. The plumbing in the mess hall was plugged, refueling systems would not work, and the barracks and BOQ were piled with dust from several years of desert windstorms. It was all good experience for the younger troops and "old hat" for the many World War II people that were in the unit. Immediately following this second period of field training, the unit entered in the competition of the Cleveland Air Race in Ohio. The unit's representative was Lieutenant (later Colonel) Walter C. Rew. A quotation from the San Bernardino Sun Newspaper describes the event: "CLEVELAND, September 5, Lt. Walter C. Rew of the 196th Fighter Squadron, California Air National Guard, based at San Bernardino, today won the Allison Jet Trophy Race from Indianapolis to Cleveland at a record speed of 594.8 miles per hour.

"The old Allison record was set in 1947 at 495 miles an hour in an early model of the F-80.

"Rew covered the 259 miles in a Lockheed F-80C Shooting Star in just over 26 minutes to lead a field of four planes from as many Air National Guard Squadrons."

A few days prior to the Cleveland race, Lieutenant Rew was in Indianapolis making preparation for the race and is credited with saving the life of a test pilot. The San Bernardino Sun is quoted, "In a heroic and spectacular piece of air teamwork, Lt. Walter C. Rew, 30 year old San Bernardino National Guard flier, was credited with saving a test pilot's life in Indianapolis.

"Helpless when his instruments went dead in an experimental jet fighter plane, the test pilot was "talked" down to a perfect landing by Lieutenant Rew from his accompanying aircraft."

Emphasis on combat readiness was the keynote for the year 1950. Gunnery training in Phoenix was conducted in May with 19 pilots participating. Some of the pilots were: Captains Arthur Bridge, Frisbie, Warren and Rew; Lieutenants Moran, Van Salter, Vautherot and Vassar.

Field training was in August; the training site was Santa Rosa. The site was an abandoned Navy Base. An incident of the Santa Rosa encampment was the checkout of Senator Barry Goldwater, then a Colonel in the Arizona Air National Guard, in the P-80. He received a good cockpit check, was started and sent off. He was sweated out a bit but he had a successful flight and made a beautiful landing. The unit had about 300 men assigned. Transportation to Santa Rosa was provided by several C-46 type aircraft. By this time the Korean situation was deteriorating, and in anticipation of possible mobilization for Federal Service, combat tactics, gunnery, and dive bombing were stressed to attain the highest proficiency possible.

As had been anticipated, the unit was ordered into active military service on 10 October, 1950. So closes the chapter of the unit's activities between wars.

Chapter III

Korea

The 196th Fighter Squadron and Detachment were ordered into active military service 10 October, 1950,



Capt. Walter C. Rew



Senator Barry Goldwater

for a period of twenty-one months. The organization stayed at Norton Air Force Base, San Bernardino, California, from date of activation until November, 1950, at which time the unit was transferred to George Air Force Base, Victorville, California. At that time the 196th Fighter Squadron and Detachment were assigned to the 116th Fighter Bomber Wing. The 116th Fighter Bomber Wing, Groups, and one fighter squadron were from the Georgia Air National Guard. The other fighter squadron was from the Florida Air National Guard. Training as a Fighter Bomber Wing was started immediately in F-80C type aircraft of which all three fighter squadrons were equipped in 1948.

Request for air defense in support of "Operation Greenhouse" was received by the Wing Commander in January, 1951. Operation Greenhouse was the testing of the Atom Bomb on Eniwetok Atoll in the Pacific. Six F-80C aircraft and eight pilots were specified as the detachment to be sent TDY to Eniwetok. Major Arthur H. Bridge was appointed detachment commander. Three pilots and eight key airmen from the 196th were chosen as part of the detachment to participate in Operation Greenhouse. This detachment received a commendation from General Quesada for the excellent support provided. Colonel Bridge recalls: "The mission of Greenhouse was supposedly air defense but the most useful thing we did was to fly out seventy-five miles or so and give honor escort to transport aircraft with VIP's on board. We watched the explosion of four nuclear bombs, one type of which was used the following year to trigger the first H bomb."

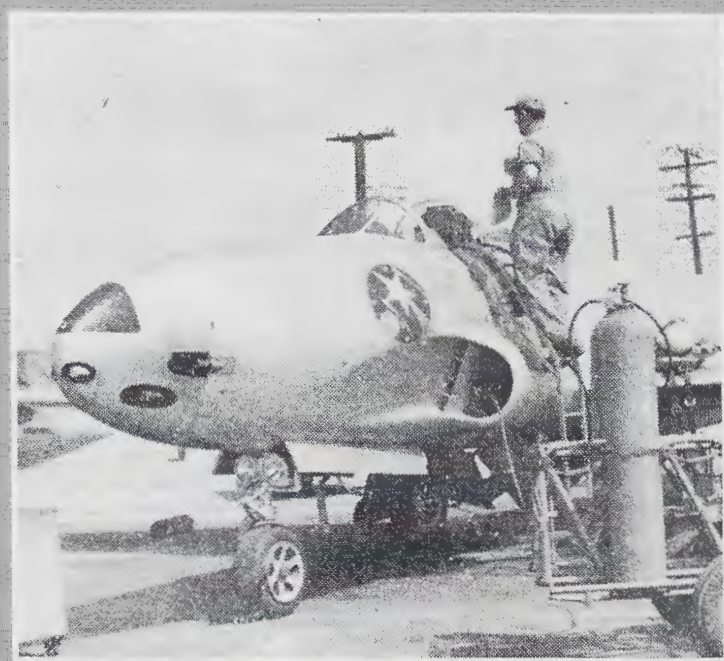
The detachment returned from TDY in June, 1951, and rejoined the squadron. During the spring months of 1951 the squadron's primary type aircraft was changed to F-84E's. The F-84 Thunderjets were ferried from the Republic Factory, Farmingdale, New York, to George Air Force Base by members of the squadrons. Colonel Bridge relates the experience at



George AFB as a frustrating one. "We watched the combat efficiency deteriorate. We had constant levies on both our pilots and mechanics. The unit was scarcely recognizable when we finally got our overseas shipping order."

Overseas orders were received in July, 1951, and the aircraft were flown to Oakland, California, where they were loaded aboard aircraft carriers for the Far East. The majority of the personnel were also taken on the carriers but, some embarked from San Francisco on a troop transport. The overseas movement orders were received approximately one week before the sailing date; however, all equipment and aircraft arrived on schedule for sailing. Up to the receipt of these orders, the organization was scheduled for the European Theater and a number of aircraft and personnel were in the port of New York processing aircraft for shipment to Europe.

Arrival at Misawa Air Force Base, Japan, was 25 July, 1951. The 196th Fighter Squadron stayed with the Wing and Fighter Group at Misawa until 1 September, 1951, at which time the 196th was transferred north to the island of Hokkaido and established operations at Chitose Army Base. Again the 196th was to operate as a single unit, away from its Group or Wing and be responsible for its own base and support functions. The 196th was augmented by elements of all the supporting units of the 116th Wing at Misawa and operated as the Base Air Force activity at Chitose. Lt. Col. Arthur H. Bridge was Air Force Base Detachment Commander. The primary mission of the squadron at this time was air defense of northern Japan. Fortunately for the unit there was no actual fighting in this Air Defense role, for although the F-84E was an excellent ground support fighter it was no match for the MIG fighter of that day. The secondary mission included testing of mid-air tip tank refueling in conjunction with "Operation Hightide." The 196th Squadron was the first tactical organization to use mid-air refueling on actual combat missions from northern Japan to Korea and return to Japan. The refueling consisted of





making two insertions of receiving probes on the front of each tip tank into a cone that was on the end of a long hose trailing behind a KB50. There were no boom operators on these converted bombers to assist the fighter pilot. Colonel Bridge goes on to say: "The year spent on Hokkaido was an interesting experience. In spite of the loss of Guard personnel and heavy influx of new personnel, including commanders, the unit stuck together and did a fine job. For many of us Southern Californians the northern Japan winter with problems of snow plowing runways and parking ramps were novel. There were so many new Air Force people that it became policy for all of the maintenance people to have tool boxes and when a requirement came up for a high commission rate, all the old Guard mechanics rolled out their "Dog Houses" and worked through the night on the aircraft, regardless of their assigned

position. This was very disconcerting to the "Supervisors" that we had received from the Air Force, and at times downright rebellion was threatened on the part of the Air Force "fillers." The old Guard attitude and respect was much in evidence. One senior AF type remarked once that the former Guard units could always be counted on doing an especially outstanding job on the weekends, a hangover from the pre-activation days.

During this time, Captain Robert J. Love requested transfer to the 4th Interceptor Wing at Kimpo Air Base, Korea, and while flying F-86 Aircraft became the first Air National Guard jet ace. Immediately following Captain Love, Captain Clifford D. Jolley, a former member of the 196th Squadron joined the 4th Interceptor Wing and also became one of the Air National Guard aces of the Korean Conflict. Captain Love had the distinction of contacting the enemy eight times in his F86A and being credited with seven MIG kills.

Captain Dick Donahue relates the following account of his near fatal mid-air collision while serving in Japan with the 196th.

"It was Valentine's Day, 1952, and I was the element leader of a flight of four F84E's. We were returning from a routine training mission, completing a crossover maneuver when another aircraft and my own became involved in a mid-air collision.

While the other aircraft exploded instantaneously, my ship, which had caught fire and lost a wing, began descending rapidly in a spin.

I ejected at the extremely dangerous altitude of 600 feet hitting the ocean with tremendous force. A person can survive in this area of the ocean for a maximum of two minutes. Fortunately a nearby fishing boat had witnessed the collision and hurried to my rescue and pulled me from the water.

Once the boat beached I was taken by ambulance to the Air Force Hospital at Misawa, where I was

F-84E with probes for mid-air refueling





Korean Ace Robert Love

treated for the cold and some minor injuries."

The 196th Squadron was moved TDY to Korea to fly combat missions in October and December 1951. These missions were flown from Tague and consisted mainly of interdiction and ground support. The last period of TDY extended into January 1952. These exercises were accomplished completely by air movement and were excellent training in mobility for all concerned.

The 196th returned to California Air National Guard State status on 10 July, 1952, after completing twenty-one months of active duty. During the period of active duty this organization had five pilots killed, one in combat and four during normal flying training.

Chapter IV

Post Korea

Prior to the return of the 196th Fighter Squadron from its assignment at Chitose Air Base, Japan, the 8196th Air Base Squadron was organized in February 1952 in anticipation of the return of the 196th on 1 July, 1952. It was commanded by Captain Glen A. Woodfin of Ontario and later by Lt. Cecil L. Sanders. The 8196th was a temporary unit. Its purpose was to prepare facilities for the return of the 196th and to provide a media for enlistments to replace individuals who would not be returning upon release from duty with the Air Force.

Because of over-crowded conditions at Norton Air Force Base, the decision was made to assign the 196th Fighter Squadron at the Ontario International Airport. It was to occupy the former facilities of the

149th Aircraft Control and Warning Squadron, currently on active duty at Ellington Air Force Base.

The 196th Fighter Squadron was welcomed home on 20 July, 1952, to the strains of 562nd Air Force Band and a fly-by of Twenty F-51 "Mustangs" provided by two other Air National Guard units, the 195th at Van Nuys, California, and the 194th at Hayward, California. Lt. Col. Arthur H. Bridge commanded the 196th Fighter Squadron and later became Commander of the 163rd Fighter Group.

The unit settled down to the business of recruiting and assignment of aircraft. Recruiting virtually had to start from scratch. Personnel had been released from active duty on an individual basis. Many had stayed on active duty in Japan and Korea and others had scattered to their civilian pursuits. Through the ensuing months, these people were tracked down and many rejoined the unit. Talent was sought from many sources, - transfers from other Guard units, a few former World War II people who had missed the Korea "fun" came forth. A training detachment was established for the airman basics entering the unit. In preparation for flying activities at Ontario, nearly two million dollars was programmed for improvement of the base. This figure, of course, included the existing structures that had been constructed in 1950 and added such facilities as a \$600,000 hangar, aircraft parking apron, 100,000 gallon fuel storage site and an 800 foot extension to the existing runway.

The first aircraft received were the T-6 Texas Trainer and the F-51H version of the Mustang. During 1953, a T-33/Lockheed jet trainer was assigned as a preliminary to eventual conversion to jet fighter aircraft. Initially the F-51's and T-6 were located on the north side of the airport pending completion of the new hangar, on which construction had begun in December 1952 and

Dick Donahue . . . rescued at sea



Completed in February 1954. During this time supporting maintenance equipment for the F-51 was limited. Stories reflect using a fork-lift for removal and installation of aircraft engines as opposed to utilizing a crane designed for such engine changes. Such ingenuity was typical of the Guard. Another story comes to mind to exemplify the ingenuity of the unit. A new flag pole had been raised in front of the administration building when it was discovered that the ornamental ball from the top was missing. The tallest ladder available would reach only half-way. The solution came when someone thought of placing a fork-lift on the bed of a 1 1/2 ton truck, a ladder on the forks of the lift and Sergeant Charles A. Redd atop the ladder. Result — the new flag pole complete with ornament.

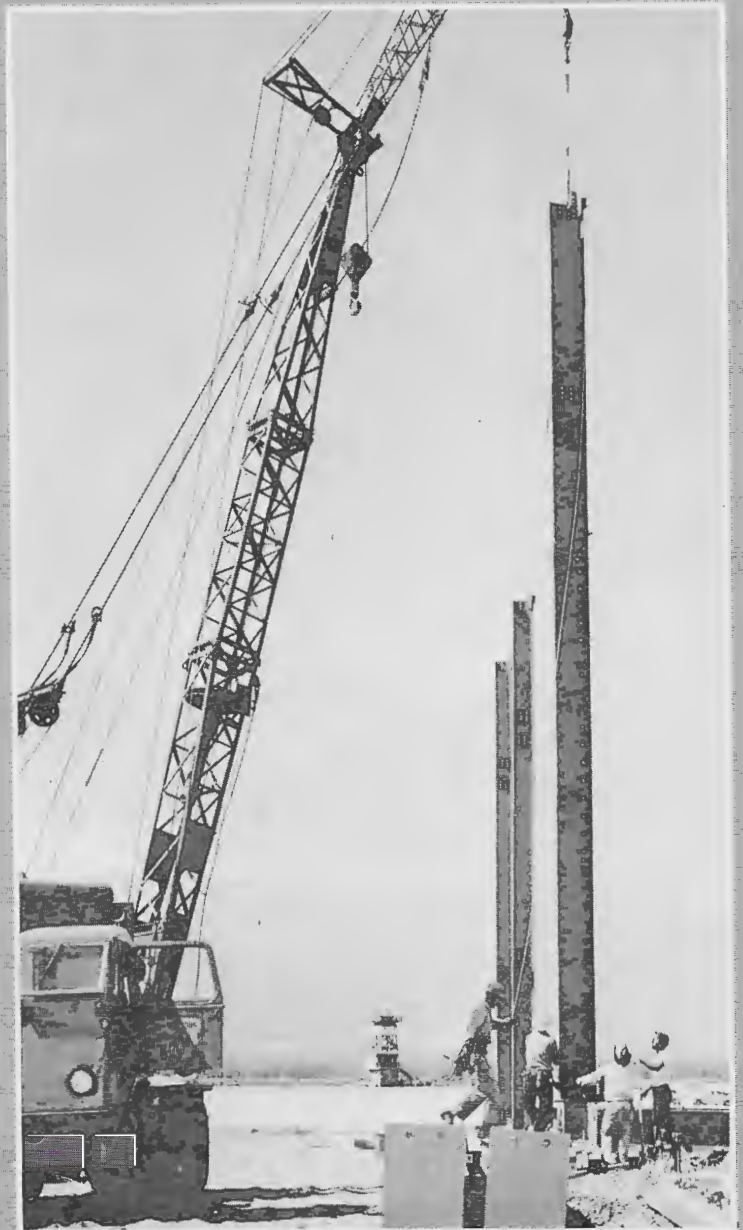
Outstanding in the memory of those early days at Ontario were the winds. When we moved to the 149th's old location, the place was nothing but sand dunes. As they were cleaned up they were almost immediately blown back. Aircraft and motor vehicles suffered and required constant wheel and brake maintenance. Our training tent was blown to shreds several times. The farmer instinct of the Base Detachment Commander came to the fore and the thousands of trees that are still on the base were planted. Also at that time the lawns and the "honeysuckle fence" up the east side of the base were established. The portable runway material was scrounged and fastened to the fence to also help slow down the Santa Ana winds.

The first of seven consecutive summer field training encampments was held at Gowen Field, Boise, Idaho, in the summer of 1953. The F-51's along with the T-6 and C-47 were flown to Gowen Field. The main body of troops were flown by commercial chartered aircraft. During this time the unit was assigned to the 146th Fighter-Bomber Wing. Other units assigned were the 115th and 195th from Van Nuys and the 197th from Phoenix. Records fail to indicate the activities of this first encampment, but it can be presumed that considerable training took place, from peeling spuds to flying gunnery.

In late 1953 came word that the 196th would once more be converting from the F-51 to jet fighters. In March 1954, the first of the F-86A "Sabre" jets were received. The F-86A remained as the primary aircraft until May 1958.

With the assignment of the F-86A, the unit became engrossed with the phasing out of the F-51 and the receiving of new support equipment for the F-86A's. The training program went into high gear in preparation for the field training deployment to Boise. Twelve F-86's, two T-33's and three T-6's made the flight to Gowen in the summer of 1954 followed by the main body of troops in five commercial airliners.

24 July, 1954, witnessed the first annual Ricks Memorial Trophy Race originating in Ontario and ending in Detroit. Fourteen Air National Guard pilots from across the country participated with Major Robert J. Love representing the 196th. Lt. Charles Young of Ft. Dix, New Jersey, flew the course distance of 1960 miles in three hours, 27 minutes and



13 seconds. Love was forced out of the race because of brake trouble on his F-86 Sabre. The 196th hosted the Ricks Race again in 1955.

In 1955, the 196th along with other guard units participated in "Operation Minuteman," a nationwide recall exercise in observance of the 180th anniversary of the midnight ride of the first minuteman, Paul Revere. This unit responded with 22 officers and 266 airmen present after the alert was sounded.

The years 1955 through 1957 were spent in refining the art of aerial warfare in the F-86A. Emphasis during field training stressed aerial gunnery, pilot proficiency, aircraft maintenance capability, and other support functions. Frequent weekend deployments of the F-86's and maintenance personnel to Yuma AFB were made to supplement training. This project developed under the direction of Major Don Frisbie and Captain James Rohrer and was instrumental in upgrading the quality of the unit.

During these years, the unit had grown to a personnel strength of 500 officers and airmen.

During the latter part of 1957, the announcement was made that the unit would expand to an Air Defense Group and that the authorized strength would nearly double. Lt. Col. Arthur H. Bridge said, "The local squadron will receive a number of F-86D rocket-bearing jet planes within the year. The changeover from a squadron to a group and the use of rocket-bearing planes will not change our mission. Our job is still to defend the southern California area against any air attack."

A ceremony on 12 May, 1958, marked the



beginning of the 163rd Fighter Group. Lt. Col. Arthur H. Bridge assumed command of the group. Taking his place as commander of the 196th Fighter Squadron was Major Robert J. Love. New units assigned to the group at this time were the 163rd Consolidated Aircraft Maintenance Squadron commanded by Major Rafael Galcerin, the 163rd Air Base Squadron commanded by Captain William H. Warren, and the 163rd USAF Dispensary commanded by Major Daniel J. Rothenberger. At the same time twenty-five F-86A Sabre jet day fighters came under the Air Defense Command for call in the event of an emergency. At approximately this same time the unit started converting from the F-86A to the F-86D model. This model was retained until February 1961. By late summer or early fall, the unit

assumed the Air Defense Command alert commitment. "ADC Runway Alert" comprised two aircraft on five minute status and two on fifteen minutes standby. Pilots volunteered for active duty status for periods up to fifty-nine days. The alert program was scheduled for fourteen hours a day, seven days a week. The "five minute scrambles" simply defined that the pilot has five minutes to get his airplane airborne from the time the alert call is received. It is interesting to note that the "ADC Runway Alert" program was later expanded to twenty-four hours a day and is still in effect today.

At this time, the 163rd Fighter Group was reassigned from control of the 146 Tactical Fighter Wing located at Van Nuys and reassigned to the 144th Air Defense Wing headquartered at Fresno, California.

1959 was a year of expansion for the Air Guard's facilities at Ontario. A 1200 foot extension to the existing 7200 foot runway was begun on 1 June at a cost of \$348,931. The aircraft parking ramp was expanded and a 10,761 square foot addition to the administration building was made.

In addition to its military role, the unit has supported community projects and humanitarian endeavors. For a number of years, the 163rd sponsored an Air Explorer Squadron, a senior division of the Boy Scouts of America. Adult leadership was provided by MSgt. J. R. Menard (later Major), Lieutenant (later Lt. Col.) Thomas R. Jennings, CMSgt. James D. Rodgers, and MSgt. Dan Lyman.

The Ontario A.N.G. Base hosted many explorer units for C-47 orientation flights. Probably the most memorable experience for the 196th Air Explorer Squadron was a deployment to Stead AFS (Reno) for one week survival training course.





Max Clover (base photo) did a documentary film on the Stead trip that was in demand for years. Track of the young men in the Explorer Squadron has been lost. However, several of them eventually joined the Air Guard, one became a Marine Helicopter pilot and another worked for the U.S. Embassy in Mexico City.

Another incident took place in 1959 when Lt. Col. Donald L. Frisbie flew the "City of Ontario" (the assigned C-47) loaded with clothing, food and medicines destined for the Navajo Indians at Houck, Arizona.

At one time the "City of Ontario" made hay drops to starving cattle trapped by deep snows in Arizona and New Mexico. These are only examples of many involvements in community projects that the Group pursues today.

1959 was the last of seven consecutive summer encampments at Gowan Field, Boise, Idaho. The men of the Group each year looked forward to the field training exercises at Gowan, but because of budget limitations this was to be the last of the deployments for a number of years.

1961 was ushered in with the assignment of a later model aircraft, the F-86L. The F-86L served as the primary aircraft during the four ensuing years. Maintenance crews worked diligently to bring the new models to peak performance and reliability. The 163rd Consolidated Aircraft Maintenance Squadron has a well established reputation for outstanding aircraft maintenance. Eventually twenty-five F-86L's were assigned.

The 1961 annual field training was performed at Ontario Air National Guard Base. Because of the lack of a dining hall, improvisation was made by erecting a large circus tent to provide dining facilities for the 800 officers and airmen in attendance. This was a decided improvement over cooking on the black top south of the fire house and eating on the hangar floor, as we had been doing since 1953. Wherever we were, WO Art Smart and his crew always put out excellent meals. Training emphasized proficiency in the various aspects of the Air Defense Mission.

In July, the unit went on 24 hour ADC alert, seven days a week. Up to that time the Group was performing a 14 hour per day alert.

A new concept of field training was inaugurated during 1962. The "Texas Plan" (originating in Texas), increment field training or year-round field training as it is sometimes called, is a program where an individual may attend field training for a few days at a time throughout the year until he has attended a total of fifteen days. This concept still prevails today. An exception to this plan occurs when the unit deploys to another base for field training.

A quotation from the 15 September editorial of the



Ontario newspaper, "The Daily Report" best describes the year 1964 in the history of the 163rd Fighter Group:

"The Sunday ceremonies at Ontario International Airport served to remind us that we have one of the top — if not the top — Air National Guard units in the nation based in our community.

"The 163rd Fighter Group was presented the U.S. Air Force Flying Safety Plaque, which can be earned by no more than two Air National Guard units a year, and was congratulated on being second place winner in competition for the coveted Spatz Trophy.

"In making the presentation, General I. G. Brown noted that, besides its matchless safety record for the previous year, the 163rd had flown a total of 46,750

hours without an accident.

"This accomplishment, he said, has not been equalled by any other unit in the Air National Guard or by any Air Defense Command unit of the United States Air Force.

"Residents of the West End can be justly proud of their homebased Air Guard flyers, technicians and maintenance crews."

The year 1964 was devoted not only to the training of assigned officers and airmen, but to some of our allies as well. Members of the Thai Air Force, the Phillipine Air Force, and South Korean Air Force were attached for training and operation of the weapon control system of the F-86L jet fighters. All in all 27 members of our allied military forces, including Thailand, the Phillipines, South Korea and Iran passed through the training program provided by the 163rd Fighter Group.

In February 1965, the highest peacetime award, the Air Force Outstanding Unit Award, was presented by Major General William B. Keese, Chief of Staff, Headquarters, Air Defense Command. Colonel Arthur H. Bridge, Commander of the 163rd Fighter Group accepted the award on behalf of the officers and airmen. It is second only to the Distinguished Unit Citation Award for extraordinary heroism during wartime. The citation reads:

By order of the Secretary of the Air Force, the Air Force Outstanding Unit Award is awarded to the 163rd Fighter Group for exceptionally meritorious achievement in support of military operations from 1 July, 1962, to 31 May, 1964. During this time period, the outstanding professional ability and devotion to duty of the members of the 163rd Fighter Group resulted in an outstanding rating in an operational readiness inspection and an accident free flying record.

Through their resourcefulness and outstanding efforts, the members of the 163rd Fighter Group and component units successfully initiated a smooth and



effective training program for foreign students. The distinctive accomplishments of the members of the 163rd Fighter Group reflect great credit upon themselves and the United States Air Force.

In the latter part of February 1965, the first of the century series aircraft, the F-102 "Delta Dagger" was assigned to the Group. The F-102A is still, in 1973, the primary fighter assigned to the 163rd Fighter Group. Once again, the challenge to convert to a new aircraft was present. The tremendous job of qualifying pilots in the F-102 and the training of maintenance crews in the varied and complex systems was paramount. In the traditional fashion, the guardsmen overcame these hurdles to become a viable air defense fighter unit in a relatively short time. Throughout the years of 1965 and 1966 the activities of the Group were pretty much confined to proficiency training in the various functions and phases to support the Air Defense mission.

12 November, 1967, marked the 21st Anniversary of the unit since its Federal Recognition in 1946 as an Air National Guard unit. The occasion was celebrated by a base open house which featured F-102 displays and base tours. Music was provided by the 561st Air Force Band from Van Nuys ANG Base, California. Visitors that day numbered between 8,000 and 10,000.

1968 began with something new being added! Thanks to the efforts of Major Bronco Aleksich and CMSGT. Elbert H. Wright, the F-102's were sporting a new and distinctive tail insignia. The design, four white stars on a strip of blue.

The first change of command occurred on 14 July, 1968, when Lt. Col. (later Colonel) Donald L. Frisbie succeeded Colonel Arthur H. Bridge, who had been in command since the Group's inception in 1958. The ceremony was marked by Colonel Bridge's inspection of the 800 officers and airmen and a pass in review for the new commander, Lt. Col. Frisbie. It





was at this time that Colonel James Bradford of the National Guard Bureau, presented the Missile Safety Award to the Group. During the presentation, Colonel Bradford said, "The accomplishments of this tactical organization required a high degree of dedication and proficiency and reflects excellent supervisory, coordination and maintenance support. The effective accident prevention efforts of the 163rd Fighter Group perpetuate the highest traditional and standards established for the award."

"Operation Cool Ride" plucked the unit from its familiar home base and set down 2,200 miles away in Alaska marked the first mass deployment since 1959. It was the first full scale deployment out of the contiguous United States. The following account of the deployment was written by Sergeant Mike Murphy of the 163rd Fighter Group and appeared in the December 1968 issue of the Guardsman Magazine:

"Aerospace Defense Command-affiliated flying units of the Air Guard are, in their unique peacetime mission, pretty well tied-down to 'Home Plate' by responsibility for protection against manned enemy bombers. But they also must be geared to pack-up and move - every man, every plan, every bit of equipment - and function promptly from distant base.

"So it was 'good experience' when the California Air National Guard's 163rd Fighter Group pulled its feet out of the concrete of Ontario ANG Base, so to speak, last August, and was transplanted 2,200 miles North to unfamiliar Alaskan terrain. Not only was it the first time since 1959 that the Group had pulled field training away from home - it was the first mass deployment by a complete Air Guard Air Defense unit outside the contiguous United States.

"It was also good experience for the Alaskan Air Command and the officers and men of the Regular Air Force's 317th Ftr-Intcp Squadron of the 21st

Composite Wing, who were excellent hosts, in that they were able to work alongside a brother F-102 outfit and share in the experience provided by the Guardsmen of an outstanding ANG/ADC unit.

"Officers of the parent 144th Air Defense Wing had dreamed-up the idea sometime ago, 'liaised' with the Alaska Air National Guard, Alaskan Air Command, ADC, the National Guard Bureau and others, and laid-on the venture. A primary reason was to take advantage of the almost unlimited 'wild blue yonder' over the Northernmost State, in contrast to the cramped Southern California skies. At the same time, of course, it would (and did) test the Group's capability to load and to establish an operational base as early as possible after arrival. And coincidentally it gave a change of pace and of scene to all hands, bringing a fringe benefit of sharpened interest, esprit and morale. It had the unit planning and moving as a unit - a change from the pattern of year-round field training by individuals and small clumps of individuals.

"It was no small trick to pull-off the move in an unmobilized peacetime status. It meant getting 709 officers and airmen and 101,422 pounds of cargo, in addition to the Group's F-102 Interceptors and T-33 Trainers, to their new environment, drawing an array of equipment and supplies, settling-in on a strange Base, operating and getting home again.

'COOL RIDE' was the code name for the exercise, and an apt one it proved to be.

"Initial planning for a deployment by the 163rd Fighter Group was begun in early January. At that time only a partial deployment was suggested, but four months of planning saw it grow into a mass deployment. Things jelled in June when a contingent from the 163rd met with host commanders of the Alaskan Air Command, 21st Composite Wing, U. S. Army and the Alaska Army and Air Guard.

"The deployment began 30 July when an advance party was flown to Alaska to prepare the assigned



billets at Camp Thomas P. Carroll, located on Ft. Richardson, adjacent to Elmendorf AFB. The detachment was responsible for receiving all expendable supplies, equipment and vehicles from the training site commander in addition to cargo airlifted from Ontario.

"Five C-97's from the 146th Military Airlift Wing carried more than 50 tons of cargo during the week preceding the deployment.

"On 2 August, most of the Group's F-102's and two T-33's departed Ontario enroute to Elmendorf via Comox Royal Canadian Air Force Base, Vancouver, B. C., and White Horse, Yukon Territory. A command post was established at White Horse, Yukon Territory, to maintain control of aircraft movement. An HC97 rescue aircraft from the 303rd Aerospace Rescue & Recovery Sq., AFRes, March



Cheryl Sanders being enlisted by her father, Group Commander, Col. Cecil Sanders.

AFB, Riverside, California, provided airborne rescue stand-by in the vicinity of Biorka Island for the deployment to and from Alaska.

"The main body mustered at the Ontario Base, 3 August. The troops were loaded on ten C-97's from the Guard's 146th MAW at Van Nuys and the 151st and 161st Groups from Salt Lake City, Utah, and Phoenix, Arizona, respectively. Ahead lay an eleven hour flight. By early next day - Sunday - most personnel were settled-in at the Army Guard Camp.

"Location posed one problem, for it entailed providing bus and taxi service 18 hours a day to get 500 officers and men to and from Elmendorf. There, they trained alongside Regular Air Force counterparts, supporting units of the 21st Composite Wing. To do this, vehicles assigned to the Group logged 50,000 miles during the 15-day exercise.

"At Camp Carroll, primary support services were provided by Personnel, Motor Pool, Supply, Fire/Rescue, Communications, Security Police, Food Services, Civil Engineering, Special Services and USAF Dispensary Sections.

"An estimated 600 men were processed through records check by personnel staff. Group training NCO's conducted general military training classes in code of conduct, first aid, disaster control, accident prevention, security, firearms, and range firing.

"The Dispensary provided routine and emergency medical aid including instruction of first aid classes. Airmen in the section also worked with personnel at the Elmendorf USAF Hospital.

"The whole purpose of 'COOL RIDE,' of course, was to put interceptors into the air on realistic missions - and there were plenty of those. The Group's 37 pilots, operations people and maintenance crews were melded-in with the 317th to fly tactical missions at the keystone of America's air defense network. Under supervision of the Alaskan NORAD Region, the California pilots flew their

Soft ball champions, 1971 field training, Kingsley. Transportation Section.





Capt. Pat Sampson, officer in charge of Fish Detail.

'Delta Daggers' on 158 sorties in seven flying days. They did those not only from the Elmendorf Base, but from smaller fields at King Salmon, Fairbanks (Eilson AFB) and Galena, accumulating about 273 flying hours.

"Departure saw the Group's F-102's refueling at Comex; the T-33's and TF-102's at White Horse. The same comradely airlifters who flew the troops North — plus two Tennessee ANG C-124's — hauled them home.

"From the Commander's viewpoint, Lt. Col. Donald L. Frisbie concluded: 'The deployment was satisfactory and beneficial in all respects. The experience we have gained will be a definite asset to us in case of mobilization and deploy.' And at the Indian level, the consensus was similar. Specifically, several section chiefs said it provided an opportunity for their men to observe and receive training that they couldn't have had under ordinary circumstances; in fact, some went so far as to state that where Air Guardsmen worked alongside Active Air Force people, the Guardsmen's performance was



equal or even superior to that of their career counterparts. "Said one senior NCO: "We proved we could do the job if we are ever activated." "After all, that's what the whole thing's about." "Lt. Col. (later Colonel) Cecil L. Sanders assumed command of the Group from Colonel Donald L. Frisbie on 1 February, 1969. Colonel Sanders had previously served as the 8196th holding detachment commander in 1952, flight leader, and group operations officer prior to this assumption of command.

In April 1969, came the announcement that the 163rd Fighter Group would move to Norton Air Force Base by 1971, and become an associate unit of

the military Airlift Command. This meant converting from the F-102A Fighters to the C-141 Starlifter and participating in worldwide missions as scheduled by the Military Airlift Command. However, by October 1969, the National Guard Bureau announced a change in policy which set aside the controversial "Associate" unit concept. The 163rd was to continue the Air Defense mission and retain the F-102 Delta Dagger.

Traditionally the guard was man's outfit, but that changed in 1971 when Cheryl Sanders, daughter of Colonel Cecil L. Sanders opened the door to other women by being the first woman to enlist in th 163rd Fighter Group in January 1971. Today there are 25 women standing in the ranks of the 163rd Fighter Group.



Kingsley Field, Klamath Falls, Oregon, was the site of the field training exercises for 1971. In some ways, logistics for this deployment were more difficult than the 1968 Alaska deployment. Kingsley was simply not prepared to handle the total needs of the 700 men involved in the deployment. To alleviate some of the problems two C-119 aircraft were dispatched from Hayward ANG Base to Paso Robles, California, to meet a team headed up by Major Giles R. Miller to load cots and mattresses borrowed from Camp Roberts, California. A C-130 from Van Nuys ANG Base was dispatched to Gowan ANG Base, Idaho, to transport required bedding to Kingsley. It was commented that if any one had stubbed his toe during this particular segment, there could have been individuals sleeping on the floor with or without blankets or sheets. But as was typical, the Air Guard came through without a hitch. The main body of troops arrived at Kingsley on 31 July. However, it was about seven days later before the F-102's arrived. All the F-102's had been grounded the previous Thursday pending the results of an investigation of a recent accident involving an F-102 of another unit. Once the Delta Daggers arrived, time was made up by the pilots by flying 30 sorties a day.

In a community relations effort, the Group volunteered to help the City of Klamath Falls dispose of dead fish that were dying by the millions in Klamath Lake. The Roach or Chub were perishing from an infestation of copepod, a parasite. A three day clean-up effort by volunteers of the Group brought much praise from city officials and citizens of the community. The Klamath Falls Herald and News rewarded the volunteers by donating 15 cases of beer.

1972 was marked with an open house in celebration of the unit's 26th year of service in the California Air National Guard. The open house offered displays including the F-102, the Apollo 16 space capsule and a sample rock from the moon. A flying demonstration of the F-102's included formation take-offs and low-level approaches. A fire-fighting demonstration was performed by SMSgt. Duane Ophus and his fire-fighters. Many local dignitaries were on hand for the festivities.

In closing this, but not the final chapter of the history of the 163rd Fighter Group, it would be appropriate to focus on the supporting units of the 163rd Fighter Group. History traditionally deals with "front line" organizations, but just as important are the "unsung heroes" of the support units. The 163rd Combat Support Squadron is continually faced with the monumental tasks of feeding, paying, and the recording of personnel data of the officers and airmen of the Group, and of providing base security through its Security Police.

The 163rd Supply Squadron provides the means through computerized equipment of supplying essential materials in support of the flying mission.

The 163rd Civil Engineering Flight provides building maintenance, construction programs and provides the all-important firefighting and rescue capabilities as essential to a flying base.

The 196th Weather Flight, although small in size,

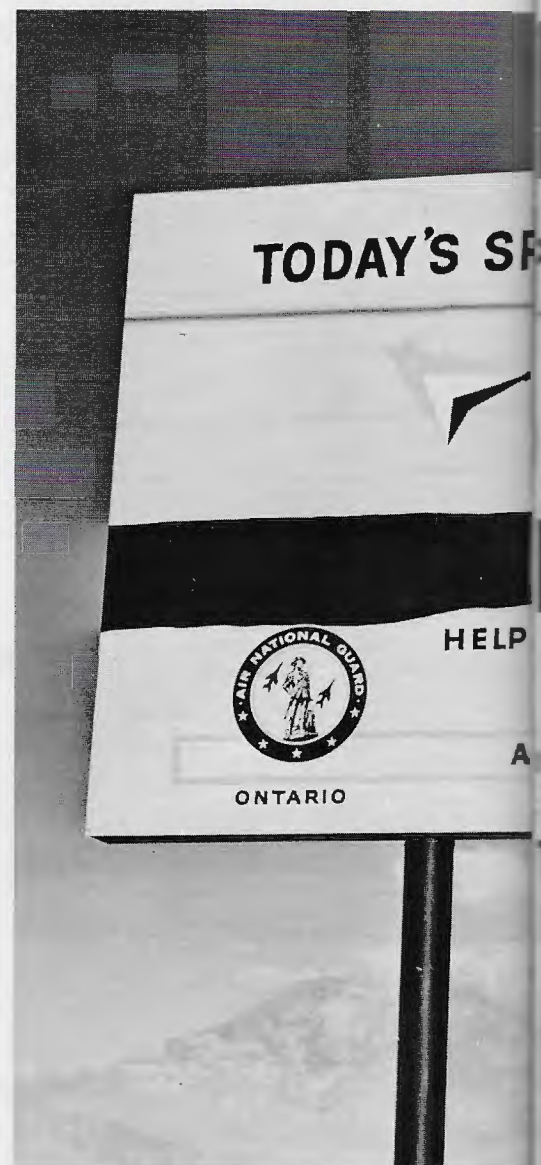
provides the aircrews with essential weather data.

The 163rd USAF Clinic provides an outstanding facility to meet the medical care and needs of the assigned personnel.

The largest of the support units is the 163rd Consolidated Aircraft Maintenance Squadron. It is charged with the responsibility of total maintenance of the F-102 weapons system. They proudly stand for the quality of workmanship displayed in maintenance of the assigned aircraft.

It is the combined effort of the men and women of these units that the success of the 163rd Fighter Group can be attributed.

To the members of the 163rd Fighter Group, past and present, you may be proud of the contribution you have made to your country. To future members, you are charged with the responsibility to carry-on with the high traditions that have been set before you.



SPACE AGE MINUTEMAN



**YOUR COUNTRY
... HELP YOURSELF
JOIN THE CALIFORNIA
NATIONAL GUARD**



HIGH FLIGHT

By John Gillespie Magee, Jr.

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

UNIT AIRCRAFT

1943

1973





Above: REPUBLIC AVIATION P-47D "THUNDERBOLT." The mighty "Jug" flown by the 411th Fighter Squadron, the parent squadron of the 196th. The 411th flew its first combat mission of WWII during the D-day invasion of Europe. The mission was close air support of our forces. Switched to fighter escort of 9th Air Force B-26 bombers after the invasion, the 411th completed a one year tour of combat duty.



Left and Above: NORTH AMERICAN F-51D "MUSTANG." Considered the world's finest propeller driven fighter, the Mustang was assigned to the 196th Fighter Squadron in Feb. 1947. (The 411th Fighter Squadron had been redesignated as the 196th in Nov. 1946.) After conversion to jets in 1948, the 196th again flew Mustangs after the Korean War.





Above and Right: LOCKHEED F-80C "SHOOTING STAR." The 196th was one of the first squadrons to be equipped with America's first jet fighter. 196th pilots picked brand new aircraft at the factory. The aircraft shown flying in formation were assigned to the "Acro-Jets," the USAF's first precision acrobatic flight team.



Left: REPUBLIC AVIATION F-84E "THUNDERJET." The F-84E was the second type of jet flown by the 196th, and the second aircraft type to be flown in combat by the squadron. These aircraft, shown on board the escort carrier USS Sitkoh Bay, are being deployed to Japan in April, 1951.

Right: F-84's OVER NORTH KOREA — Led by aircraft from the 49th Fighter Wing, aircraft of the 196th Fighter Bomber Squadron and the 158th Fighter Squadron head north on a bombing mission to cut rail lines between Pyongyang and Sinanju, North Korea. The armament load consists of two 500 lb. bombs per aircraft.





Above: NORTH AMERICAN F-51H "MUSTANG." In Oct., 1952, after the 196th Fighter Squadron was released from active duty, the unit was reassigned propeller driven aircraft. The uprated H model of the Mustang was the most powerful of the series. This is the first aircraft assigned to the Ontario ANG base.



NORTH AMERICAN F-86-A "SABRE JET." Nicknamed the "mig killer" of the Korean War, the Sabre brought a new era of combat aircraft. The swept-wing fighter's assignment not only marked the return to jet aircraft for the 196th, but was the beginning of a long period of operating various models of F-86 aircraft. The model was assigned in March, 1954.



Left: NORTH AMERICAN F-86D "SABRE." In March 1958, after the formation of the 163rd Fighter Group (Air Defense), a new F-86 model arrived at Ontario. The F-86D, more often referred to as the "Dog," provided the squadron with its first all weather capability. This air interceptor version of the F-86 carried no guns. Instead, it was equipped with the Hughes E-4 fire control system and armed with 24 2.75 inch rockets. This lethal punch could destroy any known manned bomber, and the aircraft could find and kill its target in any kind of weather.

Right: Along with other Air National Guard fighter units, the 163rd Fighter Group (Air Defense) assumed the vital mission of defending the United States against the manned bomber threat. The F-86D, shown here landing with drag chute deployed, served with the unit for three years.



Left: NORTH AMERICAN F-86L "SABRE." In Feb., 1961, the 163rd Fighter Group (Air Defense) traded in its F-86D aircraft for F-86L's. This aircraft, although it looks much like the F-86D, contained many improvements. Some of the modifications included changes in cockpit instrumentation, and a lengthened wing. The group flew this aircraft from 1961 to 1965, when it received the first of its F-102 "Delta Daggers."



CONVAIR F-102A "DELTA DAGGER." In Feb., 1965, the 163rd Fighter Group re-equipped with the F-102A. This heavily armed all-weather fighter interceptor was eagerly accepted by the pilots and maintenance crews. The aircraft has an extremely complex fire control system and is armed with both guided missiles and rockets. Capable of supersonic flight, the F-102A is an important part of today's Aerospace Defense Command.



UNIT ORGANIZATION



Emblem of the 163rd Fighter Interceptor Group

SIGNIFICANCE OF ELEMENTS IN EMBLEM OF THE 163RD FIGHTER INTERCEPTOR GROUP

1. The upper portion of the shield contains a representation of the Southern California land mass and the Pacific Ocean coast line, identifying the organization of the Group as part of the California Air National Guard and its heritage as a member and long-time resident of this particular community. This depiction — with a portion of the land mass divided by grid lines indicating cities, farms, and ranches — is symbolic also of the people and resources served and protected by the Group. Voluntary membership in the Group is also derived from the population represented.
2. The two stylized aircraft are depicted in performance of the flying mission and represent both past and future aircraft flown by the Group. The colors red, white, and blue signify that the equipment is provided by the Federal government and that this unit is part of the United States Air Force Team.
3. The lower portion of the shield is white and contains an image of the Southern California Grizzly Bear. This symbol is a more obvious portrayal of the state affiliation of the Group. This portion is indicative of the state mission, while the upper area represents the Federal mission. The fact that this bear is now extinct serves as a constant reminder that these missions are essential to the preservation of the American way of life, and we must be ever mindful that freedom, too, can be lost to extinction.

COMMANDER 163RD



Col. Cecil L. Sanders
Commander



Commanders of the 163rd, past and present.



PAST COMMANDERS



Col. Arthur H. Bridge



Col. Donald L. Frisbie



GROUP OFFICERS



Maj. Richard Hillman, Lt. Col. Robert Martinez, Maj. John Riederich, Lt. Col. Steve Hovanas, Maj. James Lobeck, Lt. Col. Lloyd Hutton, Col. Cecil Sanders, Lt. Col. William Marshall, Maj. George Andre, Maj. Paul Ebner, Maj. Belmont Hensick, Capt. Raymond Bruce.



Presentation of ADC "A" Award. Col. Cecil Sanders, Gen. Randell Adams, (commander 26th Air Division), and Lt. Col. William Marshall.



Lt. Col. Lloyd Hutton, Director of Operations



Lt. Col. William Marshall
Executive Officer



Lt. Col. Steve Hovanas, Director of Logistics



Maj. George Andre,
Flying Safety Officer

196TH FIGHTER INTERCEPTOR SQUADRON



Lt. Col. Edward Hoffmann, Commander



Left: Lt. Col. Robert Boehringer, Operations Officer



Right: Maj. Richard Hillman, Chief, Standardization and Training Pilot



Left: Maj. Paul Ebner, Chief, Operational Plans



Right: Maj. John Riederich, Air Operations Officer



Dueces over Mount Baldy



Left: Maj. Norman Edwards, Base Operations Officer



Right: Maj. John Bockelman, Assistant Air Operations Officer

WILLIAM J. HOBBS MEMORIAL

Right: The William J. Hobbs Memorial Trophy winners (formerly the 196th FIS Outstanding Pilots' Award) occupies a place of honor in the lobby of the Base Operations section.



Maj. William J. Hobbs receiving the 196th FIS Outstanding Pilots' Award for 1969 from Col. Cecil L. Sanders



The William J. Hobbs Memorial Trophy was established in 1971. Maj. Melvin E. Younker was the first pilot to receive the newly named trophy.



The Earl T. Ricks Memorial Trophy was awarded to Capts. George Neusse and Roger Coakley for their "brilliant performance in the flight of a TF-102A aircraft on the night of Feb. 2, 1971" after the windshield shattered.



Capt. Ralph Sirek receives the Airman's Medal and citation for his heroic success in steering his powerless F-102 past an inhabited area. Sirek bailed out of the aircraft at about 250'. The award is presented by Col. Cecil Sanders. 1968.

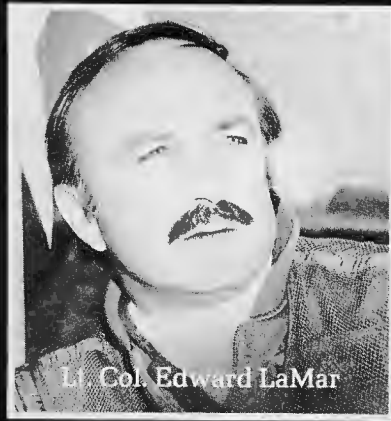


Lt. Darrell Olson is congratulated by Lt. Col. Lloyd Hutton upon his selection as the Top Pilot from a class of 75 in the Undergraduate pilot training program at Webb AFB, Texas. 1970.



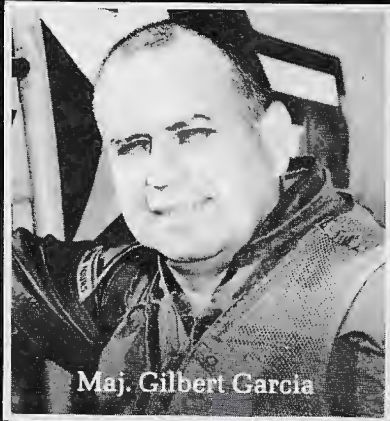
Maj. Edward (Blake) LaMar, Capt. George Andre and Maj. Bronce Alexsich, discuss their tours of combat duty in Southeast Asia under the Palace Alert program. Their tour of duty included Clark AFB in the Philippines, Bangkok, Thailand, Udorn, Nakhom Phanom, DaNang, and Taiwan.

RED

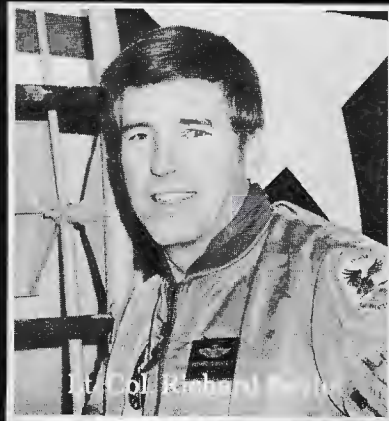


Lt. Col. Edward LaMar

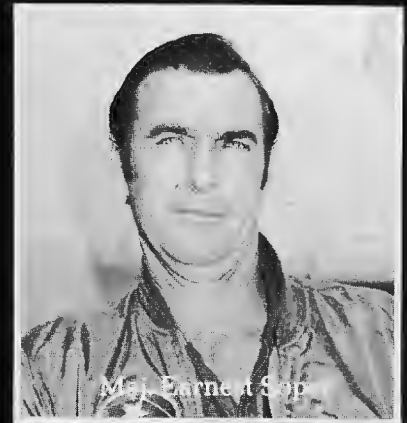
FLIGHT



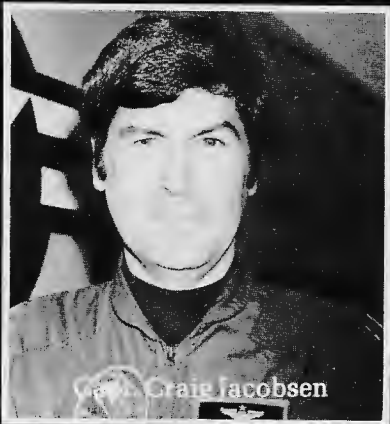
Maj. Gilbert Garcia



Lt. Col. Richard Smith



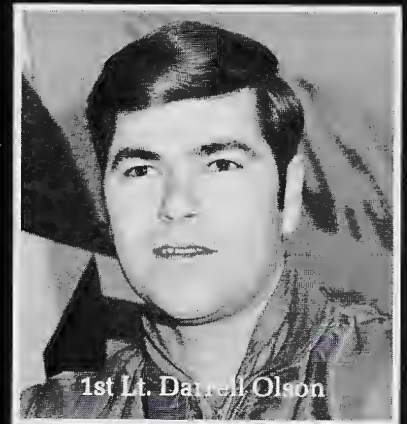
Maj. Earnest Soper



Capt. Craig Jacobsen



Capt. Stephen Zavitz



1st Lt. Darrell Olson

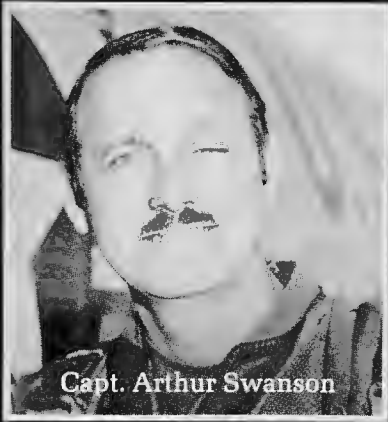


WHITE



Maj. James Gorman

FLIGHT



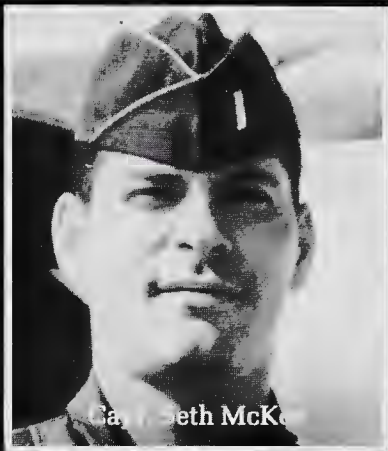
Capt. Arthur Swanson



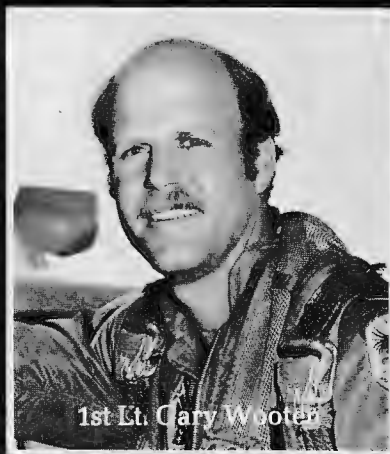
Capt. Roger Coakley



Survival training 1971, on San Clemente Island



Capt. Beth McKee



1st Lt. Gary Wooten

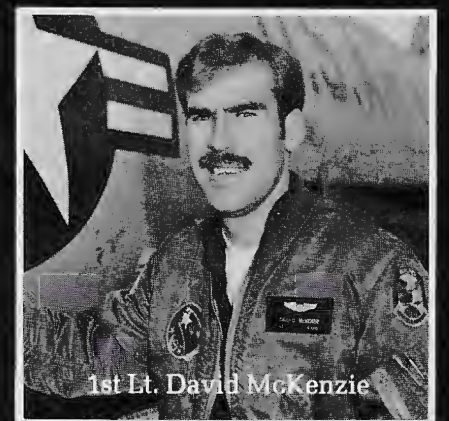
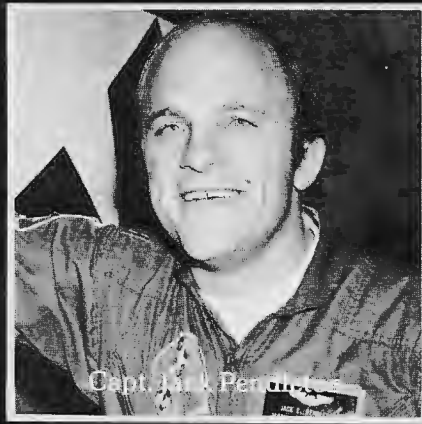
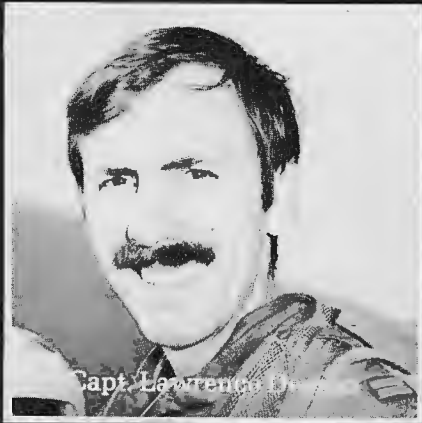


Capt. Carl Hill

BLUE



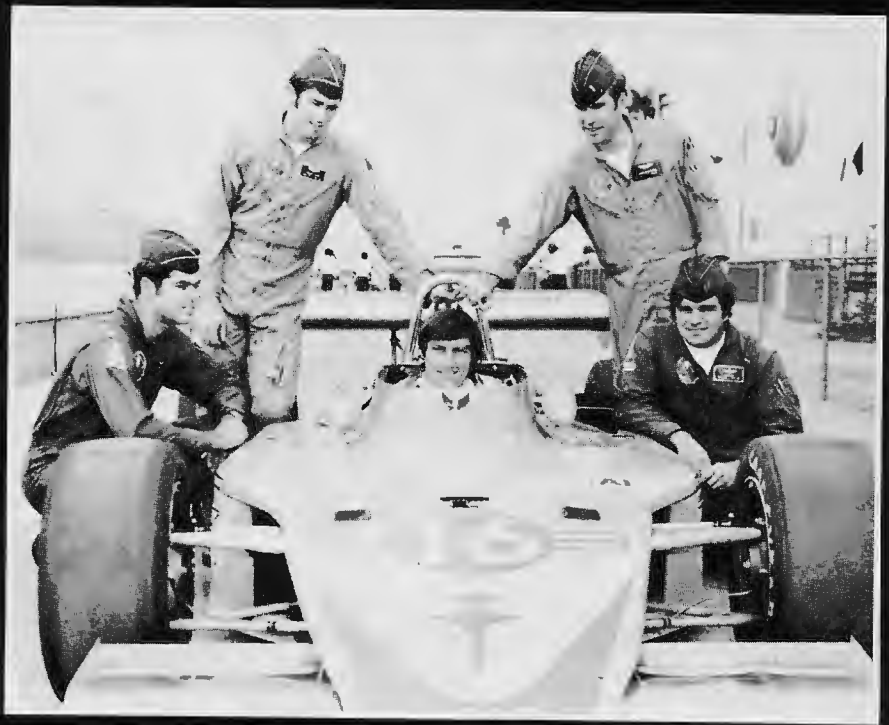
FLIGHT



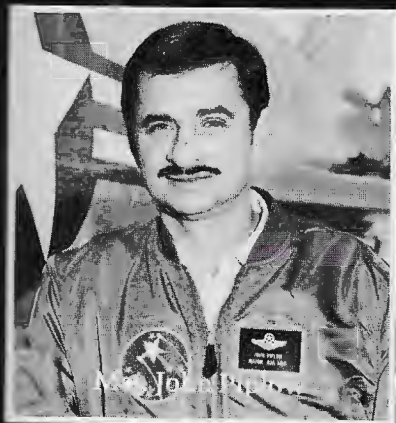
GREEN FLIGHT



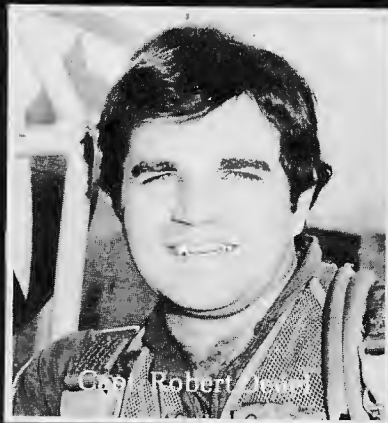
Maj. Frank Beck



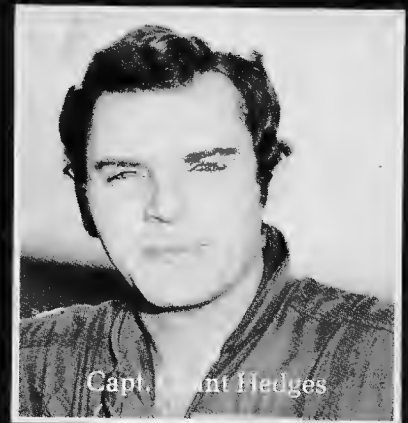
Air Force sponsored car at California 500 race, Ontario Motor Speedway 1973. Driver is Bentley Warren.



Capt. John [Name]



Capt. Robert [Name]



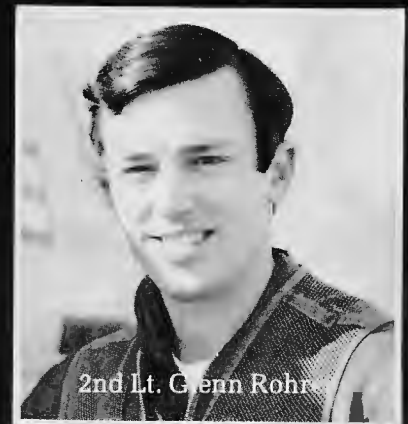
Capt. [Name] Hedges



1st Lt. Roy Gustavson



1st Lt. [Name] Harris



2nd Lt. Glenn Rohrer



Fighter Squadron Operations personnel. Standing left to right: Kenneth Crane, Arthur Bridge, Michael Rodriguez, William Haaker, Cindy Shelton, Jared Scott, Kenneth Schaiterer. Sitting left to right: James Lampi, Jeffrey Huffman, Robert Evangelista.



Fighter Squadron Operations. M/Sgt. Patrick Cooney, Grp. Hqs., S/Sgt. Kevin Lindsay FIS



Fighter Squadron Simulator personnel. Mike Murphy, Charles Berlingeri, Alaric Johnson, and Fred Lorenz



First Sergeant, Headquarters,
MSgt Patrick Cooney



LOCKHEED T-33A. This trainer type, commonly referred to as the "T-Bird" has performed as a base support, utility, and target aircraft for the unit since the mid 50's.



Life Support Section. Allen Glines (supervisor), Charles Clemens and Steve Sandy.



163RD MAINTENANCE SQUADRON



Lt. Col. Kenneth Viktor
Commander

Officer Staff: Capt. Gregory Ervice, Munitions, Capt. James Andrews, Aircraft Maintenance, Maj. Jerome McAuliffe, Maintenance Control, Capt. Richard Schmitt, Aircraft Maintenance, Lt. Col. Kenneth Viktor, Commander.





163rd Camron Maintenance Administration. David Peterson (training supervisor), Reynaldo Gloria, James Curl, Francisco Adame, George Trinnich, David Castleman, Thomas Sublette (analysis supervisor), Clark Burnett, Thomas Kraus, Joseph Esparza, John Donahue, Robert Morgan (First Sergeant)



Maintenance Control. Heriberto Lozano (supervisor), Robert Fickas, Willie Green, Eugene Cosby, Joseph Thompson, Gregory Villegas, George Watkins.



Materiel Control. Thomas Whiffen, Willie Ferreira, David Basoco (supervisor).



Quality Control. Front Row: Abran Acosta, James Andrews, Vincent Folonis. Back Row: Robert Bahnsen (supervisor), Thomas Garcia, Irl Laird, Robert Ritz, Minoru Miyashiro, David Caso, Fred Harden.



Flight Line. Standing: Carl Crews, Jim Thornell, Kenneth Paullus, David Link, Arthur Farmer, Robert Pavelich, William Edwards, Ted Duncan, David Hoeke, William Roberts, Robert Witt, Roy Jennings, Dwayne Norris, Ronald Doyle, Alan Upman, David Maillet, Steven Wede, George Boullain, Douglas Watt, Jerry Garalione, Mark Dotta, Steven Hickey, Jerry Otten, Daniel Garcia, Roger Foor, Joseph Bashaw, Michael Merkl, Steve Alexander. Sitting: Stanley Olson, Allen Luttio, Concordio Allosada, Daniel Wesley, Griffith Browning, Michael Brooks, Roger Francisco, George Fogg, John Donovan, Francesco Finazzo (line chief), Jerry Reagan.

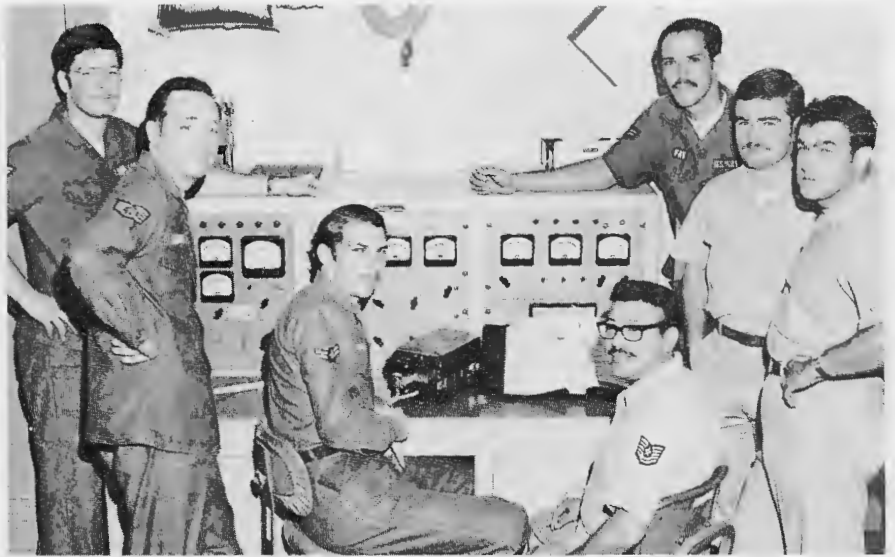


Inspection. Roy Jennings, Bill Roberts, Bobby Griggs, Donald Schramm, Dean Whitson, Michael Wearn, Donald Smart, Ed Wright (inspection supervisor). Sitting: Irl Laird, Dale Grant, Leslie Shor, Brent Groza.



Engine Shop. Seated: Pete Centeno, Tom Gasper, Bill Watson, Sam Owens, Farrell Gallagher, Bill Riley. Standing: Bill Larson, Ron Honea, Roy Beierle, Jerry Baldrige, Marc Schafer, Roger Duffy, Gary Wagner, Nick Dalton, Dennis Michael, Bill Layne (shop supervisor), Jay Hudkins, (Field Maint. Supervisor).

Electrical Repair Shop. Robert Williams, Jim Leislle, James Stoneman, Tony Garcia (shop chief), Christopher Faye, David Betkey, Walter Harr.



Aerospace Ground Equipment. Reed McNutt, Pat Davies, Jaime Aquino, Fred Walden, Ernest Dulaney, Brian Abellar.



Parachute Repair Shop. Anthony Mathews (shop chief), Shigehisa Baba, Patrick Leff, Leonard Brugger, Duke Crosiar.



Pneudraulics Shop. Dean Harley, Lee Blumenshine, Ed Clarke. Lou Pachiano (supervisor), Jack Van Grouw, Hal Young.



Instrument Shop. Lester Beiter, John Collins (shop chief), Galard Mills, Robert Lindsey.



Fabrication Section. Jack Smith, Robert Gehrls, Ronald Smith, Rodney Farrar, George Marshall, Rolads Johnson, Richard Davenport, Glenn Disselkoen, Steven Gailliot, James Miller, Jimmy Goodin, Charles Russell. (Missing: John King, supervisor)

Egress Shop.
Jim Fish

Weapons Control Systems Shop. Row 1: John Bryant, Frank Mora, Richard Gatzke, Joe Taguchi, Brian Williams, Jim Matsumura, Gary Reed, Robert Dominger, Joe Potts, Greg Villegas, George Placko. Row 2: Ron Fortner, Lyn Danish, Arvin Bowen, Frank Hay, Galen Casey, Bill Cummings, Bob McGarigle, Steve Duvall, Ron Goldstein, John Holgrem, John Cox, Jim Hansen, Gene Reinke, Armando Bustos, Gary Plambeck, Norman Johnston, Art Kolar, Scott Fogarty, Dave Myers, Jerry Pickens, Rudy Armijo. (Missing: Donald Mazanec, Branch Supervisor).



Airborne Communications. Row 1: Stephen Baker, Randolph Wight, Richard Bean. Row 2: Lawrence Cochrane, John Flinn, Fred Williams, Pete Ferrero, William Bussey. Row 3: Don Brenton.



Munitions Services. Standing: John Jennings, George Ervice, Tom Garcia, Ronald DeLangie, Roger Ott, John Kallaker, David Johnson, Richard Rizzo, Gary Knabenbauer, Glenn Stoddart, Steven Eggleston, Dennis Mathers, Richard Ledesma, Gary Brennen. Down: George Sutliff, Robert Clinton, Timothy White, Curtis Farren, Timothy Arthur, William Gervais, Ronald Smith, Donald Courtney.



Air Interceptor Missile Shop. Standing: Patrick Clear, supervisor, Joe Parrino, Harvey Frank, Alan Hobbs. Kneeling: Fred Harden, Lou Williams.

Explosives Ordnance Disposal. Fred Jackson, Joe Reynolds, supervisor, Klaus Cuthbert.



163RD SUPPLY SQUADRON



Base Supply. Lt. Col. Robert Martinez
(Chief)
Maj. Joseph Menard (Assistant)



Supply Orderly Room. William Clinton, John Tullis, Jim Monks.



Equipment Management Office. Giles Miller, James Rodgers, Alan Delahoyde, Bill Carpenter, Roy Webb, Don McBain, Ron Nagel.



Supplies Management Base Supply. Seated: Dave Tucker, Joe Kropko, Wayne Behymer. Standing: Steve Burns, Steve Jennings, Steve Ritchie, Paul Roener.



Supply Item Accounting Management and Procedures. Willie Ferreira, Paul Runquist, Wes Harrison, Bill Stephens, Marsh Thornton, Dave Alexander.



Material Facilities. Alan McConaghy, Manuel Perez, Rachel Delreal, Richard Anfinson, Gary Steinle. 2nd Row: Mardin Tuttle, Clark Hawley, Albert Van Varick, Joseph White, Dennis Bradford, James Thomas. 3rd Row: William Tuma, Hugh Doyle, Richard Manuel, Thomas Guilfoyle.



POL - James Hummer, Rusty Cushing, David Post, Rodney Marrelli, Steven Arenas, Edward Whiteside. (On the truck) Daniel Farmer, Gary Arcoraci.

163RD COMBAT SUPPORT SQUADRON



Lt. Col. Robert Laughlin
Commander



Standing: James Naylor, James Hurley, Floyd Clayton, Kenneth Magers, Roger Skinner, Patrick Sampson, Neel Schmitt, William Dickie, Allen Brusewitz, Charles Wolf. Sitting: Norman Edwards, Carl Wright, Charles Mitchell, Robert Laughlin, Calvin Good, Antonia Lambiris, Elosie Haven.



Orderly Room (CBS). James R. Bollinger.



CBPO. Front Row: Mark Hayden, Lorinda Allen, Judy Tyson. 2nd Row: Antonio Lambiris, Bruce Stewart, Mike Witters, Edward Erdtsieck, Thomas Moluihill, Thomas Calalano, William Bailey. 3rd Row: Jimmie Cook, Michael Jones, Gary VanVliet.



Motor Pool. Kneeling: Dave Sadler, Ron Napier, David Shane, George Kirka, Ignacio Castro, Andy Bessette, Chuck Ledesma, Jerry Kopec. Standing: Floyd (Rusty) Clayton, Jim Hurley, Jack Schneider, Art Camou, Dennis Gagley, Martin Grisso, Bob Ogle, Dan Miller, Dave Bargelski, Ray Thomas, Dennis Caresio, Randy Roper, Steve Belyea, Hoot Gibson, Richard Flauin, Bob Levers, Don Gorecki, Dave Urena, Trent McGee, Al Schneider, Joe Harley.



Ground Communications. Front Row: Jeff Tonkin, Dennis Morman, Cheryl Sanders, Richard Downey, Richard Martinez. 2nd Row: Elmer Faubion, Clifford Stunden, Earl Watkins, Ben Zollo, Billy Wise, Ralph Struve, Tom Hunt.

Combat Support Administration. Front Row: Don Daley, Martha Moreno, Rick Cook, Cindy Shelton. Middle Row: Bob Piniagua, Ron Manders. Back Row: Monte Gillespie, Clyde Jex, Bob Albid, Mike Wysocki, Tom Tyson.



WE CARE. Janet Bray, David Bargielski, Thomas Zeiger, Charles Mitchell.



Legal Section. Patrick J. Sampson, Robert T. Harter Jr., William K. Koscska.



Security. Front Row: Brad Bolton, James Sublett, Kirk Lothringer, Ray Ballou, Robert Kevari, John Mitchell, John Hill. Back Row: Jeff Stringham, Robert Lansing, Mike Bell, Keith Buchanan, Bruce Coffin, Bill McKane, Dan Mellon, Steve Disselkoe, Larry Roberts, Tim Munro, Bob O'Connor.



Finance Section. Front Row: Brad Grote, Jan Meisner. 2nd Row: Darrell Martin, Steve Kuhne, Walter Himmerreich, Chris Wena, Frank Piluso, George Slouka, Bruce McAdams, Jere Wolf, Norm Curlett. 3rd Row: Terry Young, Charles Doe, Chris Massey, Jim Bollinger, Bob Pasterski, Stan Sanford.



Disaster Preparedness. James Naylor, Eloise Haven, Douglas Jones.



Food Service. Scott Carmiencke, Dennis Wile, Neil Gold, Jim Ross, Michael Cullen, Robert Havis, Richard Cervantes, Kirk McNutt, Arthur Smart.



Photo Lab. Phillippe Mouvet, James Sonia, Roger Skinner, William Nicoletti.

163RD USAF CLINIC



Paul Irigoin, Larry Holder



Lt. Col. Richard Pihl
Commander

Dispensary. Front Row: Jose Perez, Richard Fawcett, Duane Delyser, Mark Gray, Steve Bigelow, Karl Keck, Keith Langley, Vincent Ferradino, Tom Housel, Edubiges Hernandez. 2nd Row: Richard Pihl, Richard Hull, Paul Irigoin, Steven Koenig, Larry Holder, Robert Yetter, Mike Stakley, Steven Lelievre, Robert Foster, David Symonds, George VanAllen, Lloyd Byus, Edward Barstow, Brent Kalemkarian, Dwaine Ogden.



CIVIL ENGINEERING FLIGHT



Lt. Col. Robert Mitton, Commander



A crash-fire demonstration staged by firemen of the 163rd Civil Engineering Flight during the unit's open house Oct. 29, 1972.

Civil Engineering. Front Row: Howard Jackman, Terry Williams, John Meyer, Kenneth Shibley, Kelley Tetzlaff, Gary Riba, Alan Owens, Kenneth Betts, Charles Hermes, Ira Leader, William Greenhalgh, Earl Millard, Richard Maginnis. Row 2: Michael Vadnais, Raymond Strebe, Melvin Morrison, Billy Dickey, Larry Smiley, Henry Kass, Kenneth Hefley, Frank Piermarini, Dennis Moncrief, William Bennett, Steve Pistone, Bruce McMahon, Dwayne Ophus, Ryan Maule, David Willis, David Dupuy, Jim Draper, Richard Foy, Randolph Clays, James LaRue, James Corliss, Mario Delapiedia, Richard Sill, Michael Knox, Chris Saltonstall, Garry Scott, Myrl Hollick, Dan Schnore, Harlon Fillon, Joe Johnson.



196TH WEATHER FLIGHT



Maj. Joseph Hess
Commander

Officer Staff. Ted
Isabelle, Melvin
Zeldin, Travis
Howland, Joseph
Hess.



Front Row: Clarence Chamberlain, Joseph Hess, Michael O'Collell, Allen Thoma, Ted Isabelle, Jacque Cashman. 2nd Row: David Reinhardt, Melvin Zeldin, William Storm, Edward Edling, Thomas Merry, Anthony Stone, George MacKay.



Left: Col. Chalmer
Day, Retiring
Commander and
Maj. Joseph Hess.

Right: MSGT
Clarence C.
Chamberlain,
USAF Advisor
1970, received the
Outstanding Air
Weather Service
Observer Com-
mendation. Lt.
Col. Day and Col.
Sanders are
shown with him.



AIR FORCE ADVISOR STAFF



Lt. Col. Frank Jepson
Air Force Advisor



Wayne Langel, Frank Jepson, and
Clarence Chamberlain. The USAF
Advisors are the only active duty
personnel assigned permanently
to OANG Base.



Custodian Personnel. John Winen, Marvin Chilcote, John Bennett, Bradley Nye, Benito Lopez, Frank Macinka, Theodore Leibrock, Kenneth Shibler.



Base Snack Bar Personnel. Elizabeth McLeod, Peggy Nuckolls, Lyle Patterson (owner).



Secretaries. Front Row: Lea Ritz, Betty Core, Sylvia Riekstins, Flo Collins. 2nd Row: Frankie Towne, Polly Baker, Corena Burton, Judy Inscore, Jean Williams.



Rifle and Pistol team members.
 Standing: Ronald Anderson, Bob Morgan, Joe Johnson, Ron Goldstein, Ray Ballou, Lester Joslin.
 Kneeling: Tim Munro, Harvey Frank, Dick Schmitt, Claude Anderson.



Bowling Team.
 Standing: Roy McDonald, Wayne Behymer, Bob Mitton, Jack Walker.
 Seated: Carl Crews, Harvey Frank, Mark Dotta, Frank Finazzo, Richard McIntire.



Unit First Sergeants. Robert Morgan, Howard Jackman, James Monks, Patrick Cooney, James Bollinger.

SPECIAL



Steve Zavits with Miss OIA contestants.

Col. Bridge and Miss OIA.



Open House Ontario ANGB 1972



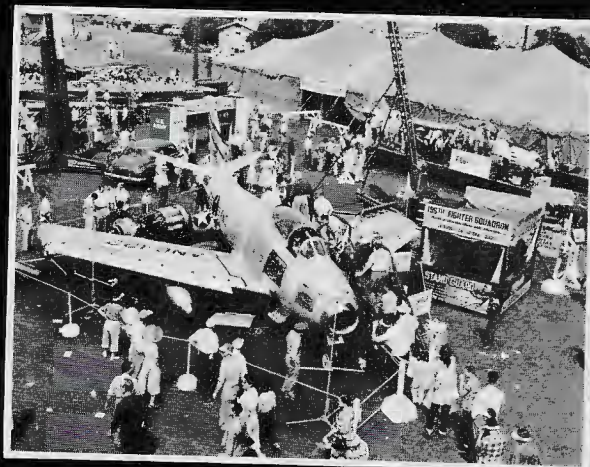
Miss OIA, Maggie Holroyd, with Maj. Dick Hillman Open House 1972.



ACTIVITIES



Glen Rohrer with trophy won in March of Dimes Bike Marathon at the Ontario Motor Speedway in 1971.



The 196th FIS exhibit at the Los Angeles County Fair. A long time ago!



Fred Jackson represented the 163rd in both the 1972 and 73 March of Dimes Bike Marathon and won first place each year. Then donated the prizes to other charities.

Vance Brand NASA Astronaut and former member of the 196th FIS visits Ontario ANGB. Ken Viktor, Jim Rohrer, Vance Brand, Lloyd Hutton, George Neusse, and Gil Garcia. Brand is assigned to the first combined USA/USSR space mission.



OLDIES BUT GOODIES



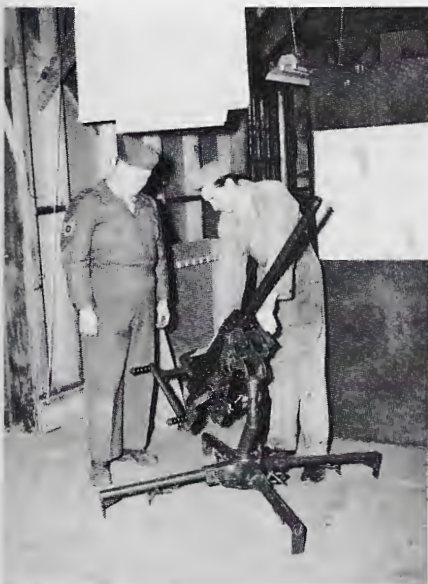
Bob Love, Don Frisbie, Marvin Van Salter, Art Bridge, Cecil Sanders, Dick Donahue.



Support Aircraft (C-47). Woody Pounds, Jack Roberts, Royce Mansfield, Steve Hovanas, Charlie Redd.

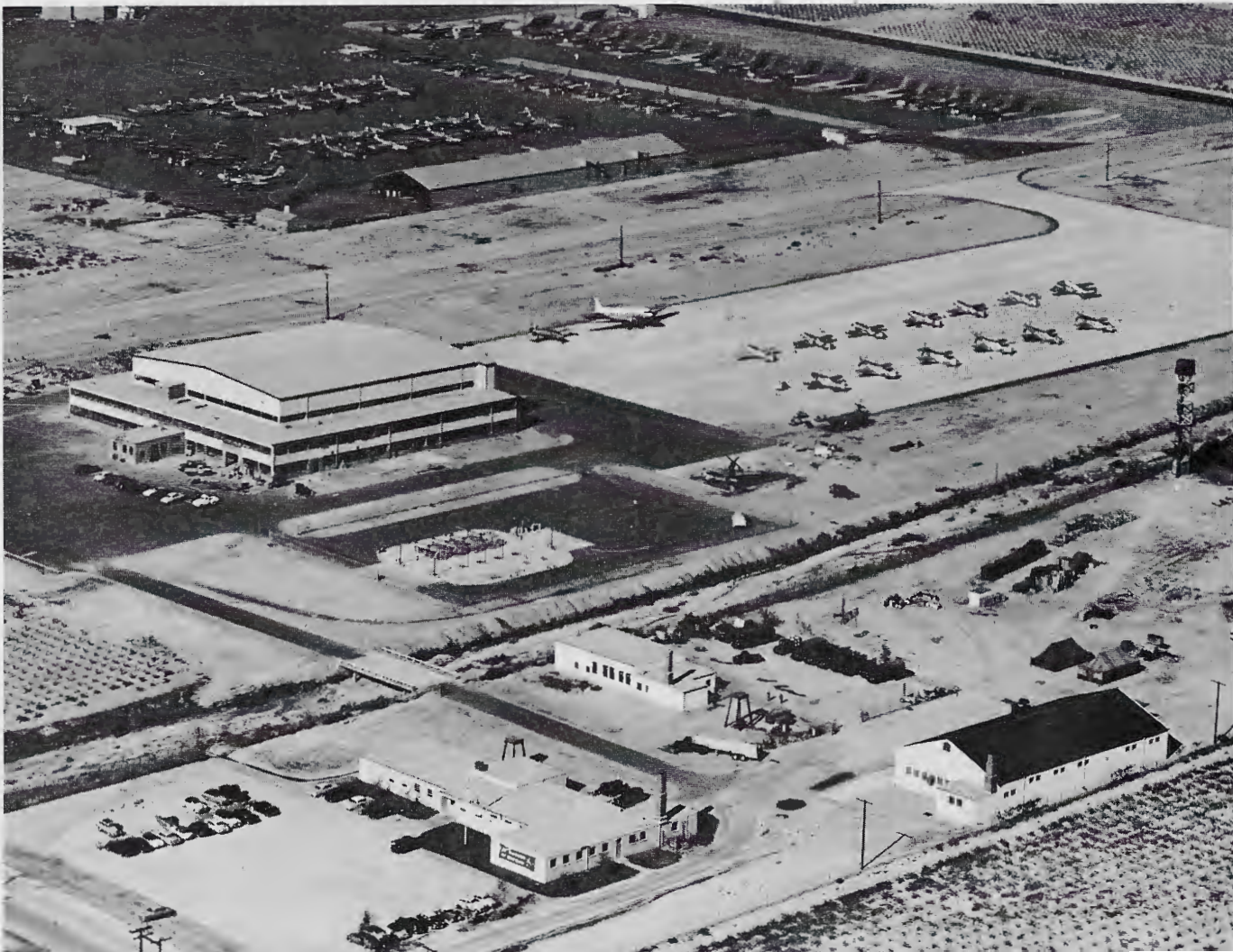


Mechanics. Standing: Earl Hart, Eddie Lozano, Bill Balding, Ed Anderson, Royce Mansfield, John Lake, Frank Orton. Sitting: Steve Hovanas, Ed Oueilhe, Bob Follett, Bob Mitton, Claude Fuller





THOSE WERE THE DAYS





GOWAN ANGB BOISE IDAHO FIELD TRAINING 1954-1960











Warrant Officer, Arthur Smart

FIELD TRAINING ONTARIO ANGB 1961-1967 “TEXAS PLAN”





“OPERATION COOL RIDE” - FIELD TRAINING 1968 ELMENDORF AFB, ALASKA







“COOL
RIDE”



KINGSLEY AFB, OREGON

FIELD TRAINING 1971



OPERATION "DEAD FISH"



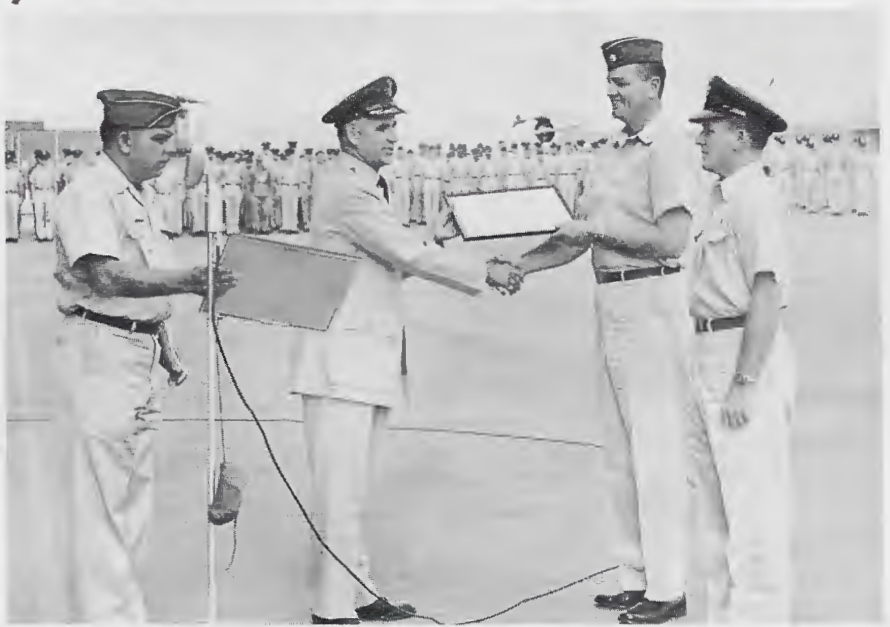
POTPOURRI





















I fly 'em — I'll fix 'em.



What do you mean Bingham, It was that way when you took-off!!!



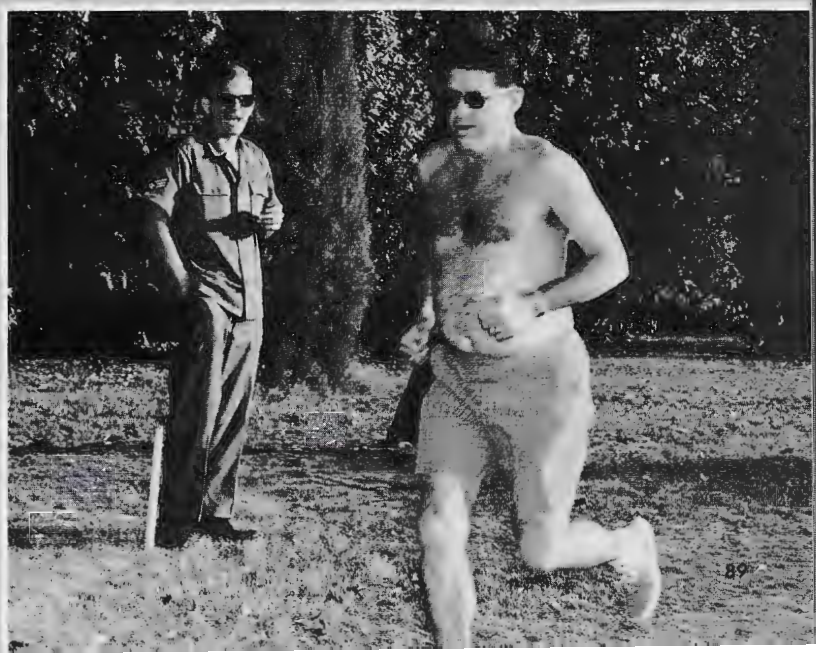
Yours don't smell all that great either. I didn't mean anything personal son



I'm still going to vote for the one with the hat on, I like her eyes.



WRITE YOUR OWN







Guard graduates of the USAF pilot training course. 1958, 7 of 22 brand new 2nd Lt. that graduated from flight school in 1956, 1957 and 1958 when the guard pilot training program first started. At one time the squadron had 22 2nd Lt. fresh out of flight school.



PILOT
CAPT. R.J. LOVE
 CREW CHIEF
CPL N.C. ZEIGLER







IN MEMORIAM



Lt. Col. Howard L. Galbreath

Maj. Warren H. Hamilton

Maj. Marvin M. Van Salter

Capt. Norman L. Chapman

Capt. Joseph S. Long, Jr.

1st. Lt. Robert E. Dixon

1st. Lt. Billy Latta

1st. Lt. Jack L. Osborn

1st. Lt. William H. Stutt

2nd. Lt. William Fleming

2nd. Lt. Philip Henry

2nd. Lt. Edward Thompson

2nd. Lt. Gary A. Thrall

Airmen who lost their lives in aircraft accidents while affiliated with the 196th FIS/163rd FIG.



Sitting: Gil Garcia, Cindy Shelton, Nancy Skinner, Bob Morgan, Norm Naylor. Standing: Roger Skinner, Bill Nicoletti, Bob Martinez, J.R. Menard.

THE STAFF

As the book ends may it be the beginning of many memories, hopefully the majority of which are humorous and happy. To those who have been offended or omitted I ask your tolerance and understanding.

I would also take this opportunity to recognize and thank some special people for their generous gift of time and talent in making this book a reality. First, Maj. J. R. Menard, for preparing the narrative for the unit history, a truly professional job. Col. Arthur Bridge, for proofing and enriching the final draft. Dick Donahue for providing many pictures and comments for the early history. Max Clover for his work in the past which has provided a pictorial history of high professional quality (a particularly outstanding photo taken by Max is used on the dedication page). Bob Morgan for his general assistance and specifically for his work regarding unit aircraft. Bob was also responsible for the design of the new group emblem. Bill Nicoletti for serving as assistant editor and accepting a multitude of responsibilities in addition to providing all current photos. Last but far from least, my wife Nancy, who is indeed the better half, for her constant enthusiasm and providing the skills necessary for the layout of this book.

Roger C. Skinner
Editor