

**HISTORY OF**  
**THE**  
**1<sup>ST</sup> RECONNAISSANCE SQUADRON**

**5 March 1913 to 31 August 2012**



9<sup>th</sup> Reconnaissance Wing History Office  
Beale AFB, California

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## Squadron Emblem



EMBLEM: A brown cave man wearing a black breech clout, standing on a black mound, looking to dexter with holding a spear horizontally, in front of right hand shielding his eyes, left hand a rising sun, against a blue background; all within a green bordered gold annulet bearing thirteen black crosses patee. Approved 14 July 1931.

“The insignia of the squadron has considerable historical significance in the symbolism representing World War I participation. Within a green bordered gold amulet bearing fifteen black crosses, patee, a brown cave man stands. He wears a black breach clout and stands on a black ridge in a posture indicating observation. In his right hand he carries a spear, indicating offensive power. In this position he symbolizes the original purpose of the squadron- observation. The rising sun which serves as a background for the figure of the cave man represents, as does the pre-historic figure itself, the fact that the squadron originated in the very

beginning of United States military airpower. The five rays of the sun represents the five campaigns in which the squadron participated in World War I, while the crosses in the border stand for the confirmed victories of the squadron in that war.”

Written by 2 Lt Alvin A. Munn  
First Bombardment Squadron  
Brooksville, Florida  
28 September 1943

## **The Dawn of the Air Age**

On a cold, windy day at Kitty hawk, North Carolina, in December 1903, Wilbur and Orville Wright made a series of four powered flights. The world changed that day, but few were there to see the events. One of the institutions changed was the U.S. Army. A few officers who saw potential in the Wrights' flimsy-looking machine dragged the Army, screaming and kicking, into the 20<sup>th</sup> Century.

On 2 August 1909, the Wrights sold the Army "Signal Corps Airplane No. 1" for \$ 30,000. Congressional reaction to early aircraft purchases could be best summed up by one congressman's reported question: "Why all this fuss about airplanes for the Army, I thought we already had one." And it stayed like that until 1911, when Congress approved an appropriation of \$125,000 for aeronautics.

Mexico provided the first two pushes to the growth of Army aviation. First, in 1913 the revolutionary government of General Victoriano Huerta threatened the peace and security of the U.S. border along Texas and New Mexico. The Army unofficially organized the 1<sup>st</sup> Aero Squadron (Provisional) at Texas City, Texas on 5 March 1913 as part of its expedition preparing for a possible confrontation with Huerta's forces. The unit consisted of nine airplanes, nine officers and fifty-one enlisted men organized into two companies, and it spent much of its time practicing cross-country flying and operating from rough terrain. Luckily for this fledgling unit (proven by events yet to come), no conflict developed, and by June 1913, the squadron transferred to the new Signal Corps Aviation School at San Diego, California. In December 1913, the 1<sup>st</sup> Aero Squadron dropped the "provisional" from its title, making it the U.S. Army's first regular air squadron.

Friction along the border escalated in 1916. The renegade Mexican bandit Pancho Villa and his followers staged several raids into the U.S. As part of General Pershing's Punitive Expedition, the 1<sup>st</sup> Aero Squadron became the first tactical aviation unit to participate in an American military action.

Under the command of Captain Benjamin D. Foulois the 1<sup>st</sup> took eight Curtiss JN-3s into the field. On 16 March 1916 they made their first reconnaissance flight into Mexico, and on 19 March 1916, the entire unit moved across the border. The squadron operated in Mexico until February 1917. But this first tactical use of aircraft was beset by problems: most noticeably the poor quality of these first air machines. The Curtiss “Jennys” could not climb over the 10,000 to 12,000-foot mountains that surrounded the area. The 1<sup>st</sup>, therefore, could not carry out its reconnaissance mission. Also, high winds and dust storms frequently grounded the Jennys. But the unit did the best it could with these fragile machines. The squadron was cited for its excellent work, which largely consisted of carrying dispatches and mail, reconnaissance flights and communications with advanced troops. In April 1917, the squadron moved from Casa Grandes, Mexico, to Columbus, New Mexico.

### **The Great War**

When the United States entered the Great War in April 1917, the 1<sup>st</sup> Aero Squadron was still at Columbus, New Mexico. The Army ordered the unit to New York to accompany the 1<sup>st</sup> Division to France. Ground transportation problems, however, caused the 1<sup>st</sup> to arrive too late to sail with the division. The squadron eventually arrived in New York in August 1917, and sailed for France on the SS. *Laplant*. The 1<sup>st</sup> arrived at Le Havre on 3 September 1917, and, though late, it was the first American squadron in France.

In October, the squadron received French A-R aircraft and began training as an observation unit. Later French Spads replaced the A-Rs. The 1<sup>st</sup> experienced its first combat in the Spads. Three German planes attacked Lieutenant Arthur J. Coyle, flying over the Toul Sector. Luckily, Lieutenant Coyle escaped with only one bullet hole in his airplane.

From then until the Armistice, the 1<sup>st</sup> Aero Squadron was constantly in action. First, flying newer Salmsons over the Champagne-Marne region, the unit aided the stand of U.S. Marines at Chateau-Thierry and prevented the German Army from crossing the Marne River. The squadron also fought at Aisne-Marne (18 July – 6 August 1918), St. Mihiel (12-16 September 1918), and Meuse-Argonne (26 September – 11 November 1918). The four Maltese crosses on the 9<sup>th</sup> Reconnaissance Wing’s emblem represent these battles.

Although the 1<sup>st</sup>'s primary duties were reconnaissance and artillery surveillance, occasionally unit pilots had to fight. Squadron pilots scored 13 aerial victories during the war. Thirteen Maltese crosses on the 1<sup>st</sup>'s emblem commemorate these victories. But the victories came at a price. Sixteen squadron officers lost their lives and three more were missing-in-action.

### **Between Conflicts**

At the end of the Great War, the 1<sup>st</sup> Aero Squadron moved to Germany as part of the Army of Occupation. The unit stayed in Germany until July 1919. After seven months of occupation duty, the 1<sup>st</sup> entrained at Weissenthurm, Germany, on July 14, 1919, for Brest, France, from which it embarked five days later on the USS Pocahontas for Hoboken, New Jersey. Arriving at Hoboken on August 1, 1919, the squadron proceeded to Camp Mills, Long Island, New York (later named Mitchel Field). Mitchel Field became the permanent base of the squadron from the date of its return from overseas through November 1940.

In 1922 the designation of this organization was again changed, it was redesignated the First Observation Squadron (1 OS), Air Service; at the same time it was assigned to the 9<sup>th</sup> Group (Observation).

During the 1920s and 1930s the unit conducted training, experimented with equipment, developed techniques and tactics, and participated in exercises and maneuvers. Some of the aircraft operated by the 1 OS during its early days at Mitchel Field included Curtiss JN4-Ds and DeHavilland DH-4Bs, with more modern Curtiss O-1 observation aircraft being assigned in 1925. Additional observation-type aircraft assigned to the 1 OS in the late 1920s and early 1930s were Douglas O-2s, Y1O-31s and Y1O-35s and Curtiss O-13s, O-39s and Y1O-40s.

The 1<sup>st</sup> Observation Squadron underwent a major change in 1935 when the Army redesignated it the 1<sup>st</sup> Bombardment Squadron (1 BS) and replaced its old observation aircraft with Martin B-10 bombers in 1936 and Douglas B-18 bombers beginning in 1938. With new planes, the 1<sup>st</sup> trained, experimented and developed different tactics and participated in larger-scale Air Corps maneuvers. These operations included Second Wing Field Exercises at Aberdeen, Maryland in 1937 and Lakeland, Florida in 1938; Army-Navy joint exercises held at March Field, California; a Cold Weather Equipment Test in 1937 at Selfridge Field, Michigan; and bombing and gunnery practice at Langley Field, Virginia, 1937-1940.

## World War II

After hostilities started in Europe in the 1939, the War Department sent the 1<sup>st</sup> Bombardment Squadron as part of the 9<sup>th</sup> Bombardment Group transfer to Panama in 1940 to strengthen U.S. defenses around the Panama Canal. In 1941, deadly German U-boat attacks off America's east coast prompted the 1<sup>st</sup>'s move to Trinidad to participate in an anti-submarine campaign against the German submarine threat.

In October 1942, the 1<sup>st</sup> Bombardment Squadron moved to the Army Air Force School of Applied Tactics (later the AAF Tactical Center), Orlando, Florida. The unit practiced formation flying and precision high-altitude bombing in B-17s. In March 1943 the squadron participated in the training of Student Group Cadres, who came to AAFSAT for their final tactical and operational training, under simulated combat conditions before departing for overseas service. The squadron also flew in maneuvers and took part in many experiments at Eglin Field, Florida. During this period, the 1 BS had twelve B-17s, two B-25s and two L-3Cs aircraft assigned.

Following its stint as a training unit, the 1 BS relocated to Dalhart Army Air Field (AAFld), Texas in March 1944 and began combat training. In May 1944, the squadron moved again, to McCook AAFld, Nebraska, where they re-equipped with Boeing B-29 bombers. After finishing B-29 training in December 1944, the 1 BS transferred to North Field, Tinian, in the Marianas Islands, as part of 20<sup>th</sup> Air Force, XXI Bomber Command. On 9 February 1945, the squadron saw its first combat of World War II when it joined a B-29 raid on the Japanese seaplane base at Mouen, Truk Islands. Three days later, the 1 BS bombed gun emplacements on Iwo Jima preparing the way for the upcoming amphibious assault.

Following these missions, the 1 BS flew high-altitude, precision raids on Japanese aircraft engine plants on 25 February and 4 March 1945. On 9-10 March 1945, B-29s of the 1<sup>st</sup> Bombardment Squadron were among the 334 bombers Major General Curtis E. LeMay dispatched on low-level, incendiary attacks, which devastated a 15-square mile area of Tokyo. Later, the squadron flew raids on Nagoya, Osaka, and Kobe.

In April 1945, the 1 BS mined the Shimonoseki Strait and bottled-up Japanese forces in the Inland Sea, preventing their reinforcement of defenders on Okinawa during the Allied



assault. Additionally, when not mining, the 1 BS also bombed Japanese airfields on Kyushu to reduce the Kamikaze attacks that hampered Allied naval operations at Okinawa.

The 1<sup>st</sup> Bombardment Squadron received a Distinguished Unit Citation for an attack on Kawasaki on the evening of 15-16 April 1945, as part of the 9<sup>th</sup> Bombardment Group. The unit succeeded despite heavy flak and fighter opposition and successfully bombed the assigned target which represented a highly important link in the productive capacity of enemy war industries located in Tokyo and Yokohama. During 13 – 28 May 1945, the 1 BS resumed mining operations against the Shimonoseki Strait and won another Distinguished Unit Citation for contributing significantly to the eventual blockade of the key water passage into the enemy's Inland Sea and the isolation of important Japanese northern ports and harbors. From then to its last combat mission on 15 August 1945, the squadron flew incendiary raids on secondary targets throughout Japan, as well as “maximum effort” missions against Nagaoka and the Marifu railroad marshalling yards.

After the war, the 1BS stayed at Tinian until March 1946. The squadron then moved, first, to Clark Field in the Philippines, and, later in June 1947, to Harmon Field, Guam. While at Guam the newly created Department of the Air Force issued orders to inactivate the 1BS, but rescinded the order to continue the 1<sup>st</sup>'s unbroken record of service.

### **The Cold War**

As tensions between the U.S. and Soviet Union gradually increased, the 1<sup>st</sup> relocated from Guam to Topeka AFB, Kansas, in October 1948. There, the unit joined Strategic Air Command as the 1<sup>st</sup> Strategic Reconnaissance Squadron, Photographic (SRS) with assignment to the 55<sup>th</sup> Strategic Reconnaissance Group. Squadron members immediately began training with RB-29s. In May 1949, the squadron moved to Fairfield-Suisun AFB (now Travis AFB), California, and was assigned to the 9<sup>th</sup> Strategic Reconnaissance Wing. Initially equipped with a mix of B-29, RB-29 and RB-17 aircraft, the 1 SRS was earmarked to become an RB-36 unit and did receive three B-36B bombers in preparation for this assignment. However, in April 1950, the Air Force redesignated the 9<sup>th</sup> Strategic Reconnaissance Wing the 9<sup>th</sup> Bombardment Wing and, consequently, the 1<sup>st</sup> SRS became the 1<sup>st</sup> Bombardment Squadron and started to receive

conventional B-29s and also atomic-capable B-29MRs. During the Korean War, the 1<sup>st</sup> Bombardment Squadron participated in several rotations to Harmon AFB, Guam, as a contingency atomic-capable force. The 1 BS along with its parent wing, the 9 BW, would transfer to Mountain Home AFB, Idaho, in May 1953. There the squadron would continue to fly B-29s until 1954 when they started to receive Boeing B-47 Stratojet bombers.

For the next twelve years, the 1 BS remained at the forefront of America's nuclear deterrent force. In November 1955, the squadron helped established a non-stop point-to-point long distance record during a flight from Mountain Home Air Force Base, Idaho, to New Zealand, a distance of 8,300 miles, with the aid of aerial refueling. And from 1955 through 1958, the squadron would deploy to Fairford RAF Station, England; Kadena Air Base, Okinawa; Eielson Air Force Base, Alaska; and Anderson AFB, Guam. But even as the 1<sup>st</sup> was flying around the world with the B-47, Lockheed Aircraft Company was developing a new plane, cloaked in secrecy, which would become part of the 1<sup>st</sup>'s future legacy

### **New Horizons**

This plane, publicly announced by President Lyndon B. Johnson as the SR-71, joined the Air Force inventory in 1966. The 1<sup>st</sup> moved to Beale AFB, California on 25 June 1966 to fly the SR-71. This new and advanced aircraft gave the Strategic Air Command a reconnaissance capability far greater than any then available in terms of speed, altitude, and increased area coverage. The SR-71 could fly at more than three times the speed of sound and would operate at altitudes in excess of 80,000 feet. From Beale and several overseas operating locations, the 1<sup>st</sup> Strategic Reconnaissance Squadron conducted worldwide strategic reconnaissance missions, supporting national intelligence gathering requirements.

The "Blackbird" carried a crew of two—a pilot and a reconnaissance systems operator (RSO). The SR-71's versatility included simple battlefield surveillance, multiple-sensor high-performance interdiction reconnaissance, and strategic surveillance over large areas of the world. It used the most advanced observation equipment in the world. Flying over 2,000 mph at approximately 80,000 feet, the SR-71 carried sensors with a 45 degree viewing angle on each side that could survey 100,000 square miles in an hour.

During the Vietnam era of the late sixties and early seventies, the 1<sup>st</sup> Strategic Reconnaissance Squadron gathered photographic and electronic intelligence products of the Southeast Asian nations involved in the conflict. SR-71 crews risked their lives each day to obtain the information that was vitally important for the American war effort's success. Photos taken from SR-71 missions flown over North Vietnam were used in planning the unsuccessful attempt to rescue American POWs from Son Tay prisoner-of-war camp.

Following the end of American involvement in Southeast Asia, the 1<sup>st</sup> turned to more peaceful accomplishment. The most spectacular of these was the SR-71 speed runs from New York to London and from London to Los Angeles. On 14 September 1974, Major James Sullivan, pilot and Major Noel Widdifield, RSO, flew their SR-71 from New York to London in 1 hour, 55 minutes, 42 seconds for an average speed of 1,817 mph. This bettered the old record set by a RAF F-4 Phantom jet of 4 hours, 46 minutes set in 1969. The SR-71 crew of Captain Harold Adams, pilot, and Major William Machorek, RSO, established a record for the London to Los Angeles route when they flew the 5,645 mile leg in 3 hours, 48 minutes on 13 September.

Because of budgetary reasons the Air Force retired the SR-71 in July 1990. But in March 1990, on its final journey from California to Washington D.C. where it became part of the collection at the Smithsonian Institution, an SR-71 flown by the 1<sup>st</sup> SRS made the coast-to-coast trip in a record time of 68 minutes, 17 seconds—at a record speed of 2,242.48 mph. Although the Air Force reactivated the SR-71 in 1995, the 1<sup>st</sup> SRS already had another mission.

### **Today**

Following the retirement of the SR-71, on 1 July 1990 the unit became the 1<sup>st</sup> Strategic Reconnaissance Squadron (Training), harkening back to its roots as a training unit at San Diego and Orlando. Today, the 1<sup>st</sup> Reconnaissance Squadron is the Formal Training Unit for the U-2, expanded only by the inclusion of the RQ-4 Global Hawk initial training requirement.

The squadron recruits and trains all the U-2 pilots that fly high-altitude reconnaissance flights around the world. After the initial interviews, orientation flights, and selection for the program, the new pilot undergoes approximately six months of extensive training, including twenty sorties in the U-2. Upon graduation, the new crewmember is not only mission-ready in the U-2, but also checked out in the T-38 companion trainer. He, or she (there are women U-2

pilots), then transfers to the 99<sup>th</sup> Reconnaissance Squadron and prepares for a tour at one of the overseas detachments.

The 1<sup>st</sup> also trains the mission planners. Mission planners have to know the wing's mission, the aircraft and sensors capabilities, plus detailed information on target and threat assessment at specific locations. After planners complete their training, they deploy to the overseas detachments and design flight tracks that allow the pilots to gather the best data with the least personal risk. The 1<sup>st</sup> Reconnaissance Squadron graduates about twelve pilots and two mission planners each year.

For nearly a century, the 1<sup>st</sup> Reconnaissance Squadron has led the way. As the 1<sup>st</sup> Aero Squadron, the first U.S. Army tactical aviation unit to participate in a military action with General Pershing and his Punitive Expedition to Mexico in 1916; during World War One, the first U.S. squadron to arrive in France; during World War Two, recipient of two Distinguished Unit Citations for its bombing operations in the Pacific; in the 1970s, setting speed records with the SR-71 Blackbird; and since 2001 training both U-2 pilots and Global Hawk pilots to pursue the fight against global terrorism. Throughout its history, the 1 RS has flown 47 different aircraft and has been stationed at 52 locations throughout the world. As it was in the beginning and as it is today – the 1<sup>st</sup> Reconnaissance Squadron, the Air Force's oldest squadron, continues to play a vital role in America's defense.

## APPENDIX A

### LINEAGE

ORGANIZED: Unofficially – 1<sup>st</sup> Aero Squadron (Provisional) – 5 March 1913. Field Order No. 1, 1<sup>st</sup> Aero Sq., 5 Mar 1913.

ORGANIZED: Officially – 1<sup>st</sup> Aero Squadron – 8 December 1913. War Department G.O. No. 77, 8 Dec 1913.

REDESIGNATED: 1<sup>st</sup> Aero Squadron (Signal Corps) – 17 Apr 1915. Chief Signal Office Ltr, 17 Apr 1915.

REDESIGNATED: 1<sup>st</sup> Aero Squadron (Observation), Air Services – 14 Mar 1921. War Department Circular No. 67, 1921.

REDESIGNATED: 1<sup>st</sup> Observation Squadron, Air Service = 25 Jan 1923. War Department Circular No. 6, 1923.

REDESIGNATED: 1<sup>st</sup> Observation Squadron, Air Corps – 8 Aug 1926. War Department Bulletin No. 8, dated 1926.

REDESIGNATED: 1<sup>st</sup> Bombardment Squadron, Air Corps – 1 Mar 1935. War Department Ltr., AG 320.2 (2-1235) Misc. (Ret)-C, 19 Feb 1935.

REDESIGNATED: 1<sup>st</sup> Bombardment Squadron, Medium – 6 Dec 1939. War Department Ltr., AG 320.2 (11-6-39) M (Ret) MC, 7 Dec 1939.

REDESIGNATED: 1<sup>st</sup> Bombardment Squadron, Heavy – prior to 1 Nov 1942. No authority available.

ORGANIZED: 1<sup>st</sup> Bombardment Squadron, Heavy – 1 Nov 1942. G.O. No.3, HQ AAF School of Applied Tactics, 1 Nov 1942, pursuant to authority contained in WD Letter AG 320.2 (10-27-42) OD-I-AF-M, 26 Oct 1942.

REDESIGNATED: 1<sup>st</sup> Bombardment Squadron, Very Heavy – 26 Mar 1944. G.O. No. 45, HQ Second Air Force, 12 April 1944, pursuant to authority contained in WD Ltr AG 322, (24 May 44) CC-IAFRPG-M, 28 Mar 1944.

REDESIGNATED: 1<sup>st</sup> Strategic Reconnaissance Squadron, Photo – 10 Oct 1948. G.O. No. 62, HQ SAC, 8 Oct 48.

REORGANIZATION: 1<sup>st</sup> Strategic Reconnaissance Squadron, Photo – Reorganized at Topeka AFB, Kansas, 10 Oct 1948. G.O. No. 62, HQ SAC, 8 Oct 48.

REDESIGNATED: 1<sup>st</sup> Bombardment Squadron, Heavy – 1 Apr 1950. G.O. No. 13, HQ SAC, 15 Mar 50.

REDESIGNATED: 1<sup>st</sup> Bombardment Squadron, Medium – 2 Oct 1950. G.O. No 63, HQ SAC, 26 Sep 1950.

REDESIGNATED: 1<sup>st</sup> Strategic Reconnaissance Squadron – 25 Jun 1966. S.O. G-59, HQ SAC, 13 Apr 66.

REDESIGNATED: 1<sup>st</sup> Reconnaissance Squadron (Training) – 1 Jul 90. S.O. GB-67 HQ SAC, 25 Jun 90.

REDESIGNATED: 1<sup>st</sup> Reconnaissance Squadron – 1 Jun 92. S.O. GB-18, HQ ACC, 1 Jun 92.

**APPENDIX B**  
**DECORATIONS**

Distinguished Unit Citation:

Kawasaki, Japan – 15 April - 16 April 1945

Shimonoseki Straits, Japan – 13 May - 28 May 1945

Presidential Unit Citation:

31 March 1968 – 31 December 1968

Meritorious Unit Citation:

1 June 2009 – 31 May 2011

Air Force Outstanding Unit Award:

1 January 1957 – 31 January 1958

1 July 1967 – 30 June 1968

1 July 1970 – 30 June 1971

1 July 1971 – 30 June 1972

1 July 1973 – 30 June 1973 (with Combat “V” device)

1 July 1975 – 30 June 1977

1 July 1981 – 30 June 1982

1 July 1983 – 30 June 1984

1 July 1985 – 30 June 1986

1 July 1986 – 30 June 1987

1 July 1989 – 30 June 1990

1 September 1991 – 30 June 1993

1 July 1993 – 30 June 1994

1 July 1994 – 30 June 1995

1 June 1996 – 30 May 1998

1 June 1998 – 31 May 2000

1 June 2000 – 31 May 2002

1 June 2002 – 31 May 2004

5 June 2005 – 31 May 2007

1 June 2007 – 31 May 2009

1 June 2009 – 31 May 2010

Campaign Streamers:

Mexico 1916-1917

WWI:

Lorraine

Ile-de-France

Champagne

Champagne-Marne

Aisne-Marne

Meuse-Argonne

WWII:

Antisubmarine

American Theater

Air Offensive, Japan

Eastern Mandates

Western Pacific



## APPENDIX C

### ASSIGNMENTS

Punitive Expedition	Mar 1916
To AEF* with further assignment To First Army Corps	Sep 1917
Army of Occupation	Dec 1918
9 <sup>th</sup> Observation Group	Aug 1922
9 <sup>th</sup> Air Division, Air Service	Jul 1923
1 <sup>st</sup> Cavalry Division, Air Service	Oct 1927
9 <sup>th</sup> Observation Group (Later Redesignated 9 <sup>th</sup> Bombardment Group)	Feb 1929
19 <sup>th</sup> Bombardment Wing (Canal Zone) with continued assignment to 9 <sup>th</sup> Bombardment Group	Nov 1940
Second Air Force, with further assignment: To Army Air Forces School of Applied Tactics. And, 9 <sup>th</sup> Bombardment Group	Nov 1942-Mar 1944
Twentieth Air Force with further assignment: to XXI Bomber Command, 313 <sup>th</sup> Bombardment Wing (VH), 9 <sup>th</sup> Bombardment Group	Dec 1944
Thirteenth Air Force, with continued assignment: 9 <sup>th</sup> Bombardment Group	Apr 1946
Twentieth Air Force, with continued assignment: 9 <sup>th</sup> Bombardment Group	Jun 1947

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\* Allied Expeditionary Forces

Strategic Air Command, with further assignment: 311 <sup>th</sup> Air Division (SAC) 9 <sup>th</sup> Strategic Reconnaissance Wing	Oct 1948-31 May 92 Oct 1948-Nov 1949
Strategic Air Command, Second Air Force 9 <sup>th</sup> Bombardment Wing, Heavy	1 Nov 1949
Strategic Air Command Fifteenth Air Force 9 <sup>th</sup> Bombardment Wing, Heavy	1 Apr 1950
Strategic Air Command, 14 <sup>th</sup> Air Division 9 <sup>th</sup> Bombardment Wing, Medium	10 Feb 1951
Strategic Air Command, 7 <sup>th</sup> Air Division 3d Air Division 3d Air Division 9 <sup>th</sup> Bombardment Wing, Medium	1 May 1953 23 May-11 Jul 1955 3-22 Oct 1955 Oct 1957-10 Jan 1958
Strategic Air Command Fifteenth Air Force 813 <sup>th</sup> Air Division 9 <sup>th</sup> Bombardment Wing, Medium	15 Jul 1959
Strategic Air Command Fifteenth Air Force 14 <sup>th</sup> Strategic Aerospace (later 14 <sup>th</sup> Air) Division 9 <sup>th</sup> Strategic Aerospace (later 9 <sup>th</sup> Strategic Reconnaissance) Wing	25 Jun 1966
Strategic Air Command Second Air Force 9 <sup>th</sup> Wing 9 <sup>th</sup> Operations Group	1 Sep 1991
Air Combat Command Second Air Force 9 <sup>th</sup> Wing 9 <sup>th</sup> Operations Group	1 Jun 1992

Air Combat Command  
Twelfth Air Force  
9<sup>th</sup> Wing (later 9<sup>th</sup> Reconnaissance Wing)  
9<sup>th</sup> Operations Group  
1 Jul 1993

Air Combat Command  
Eighth Air Force  
9<sup>th</sup> Reconnaissance Wing  
9<sup>th</sup> Operations Group  
1 Oct 2002

Air Combat Command  
Twelfth Air Force  
9<sup>th</sup> Reconnaissance Wing  
9<sup>th</sup> Operations Group  
1 Oct 2009

## APPENDIX D

### UNIT COMMANDERS

<u>RANK/NAME</u>	<u>DATE ASSUMED</u>
Capt Charles DeF. Chandler	5 March 1913
Capt Arthur S. Cowan	1 April 1913
Capt Benjamin D. Foulois	ca. April 1914
1Lt William Lay Patterson	26 April 1914
Capt Arthur S. Cowan	ca. June 1914
Unknown	6 August 1914
Maj Benjamin D. Foulois	ca. April 1915
Capt Townsend F. Dodd	December 1916
Maj Ralph Royce	16-31 March 1917
Capt J. L. Dunsworth	3 April 1917
Maj Ralph Royce	9 August 1917
Capt Joseph T. McNarney	3-14 October 1917
Unknown	15 October 1917
1Lt Arthur J. Coyle	18 August 1918
1Lt Paul Meyers	26 October 1918
Maj C. P. Prime	ca. January 1936
Maj C. E. Duncan	ca. August 1937
2Lt B. E. Allen	ca. August 1938
1Lt E. S. Wetzel	ca. January 1939
Capt Stuart P. Wright	ca. July 1940.
Maj Alvin N. Moore	ca. November 1942
Maj Mack McKay	16 June 1943
Lt Col Thomas J. Classen	27 February 1944
Maj Ralph E. Settel	1 May 1944
Lt Col Henry C. Huglin	24 February 1945
Maj Leroy V. Casey	27 March 1945
Maj Alton P. Donnel	ca. August 1945
1Lt William J. Reid	Date Unknown
Maj Joseph W. Howell	8 May 1946
Maj Lawrence H. Grant	23 March 1947
Maj George E. Andrews	1 September 1948
Lt Col Ervin Wursten	10 October 1948
Maj Raymond T. Eakes	ca. January 1949
Lt Col Harry L. Evans	1 June 1949
Maj John S. McIntosh	1 March 1950
Lt Col Harry L. Evans	1 April 1950
Lt Col G. H. Fulcher	5 June 1950
Maj Ellis W. Wright, Jr.	27 February 1951
Maj George Buckingham	3 May 1951
Maj Frank E. Ferrell	11 May 1951
Lt Col Boyd B. White	23 July 1951

Lt Col Frank E. Ferrell	29 December 1951
Lt Col Eugene Q Steffes, Jr.	ca. November 1953
Lt Col Frank E. Ferrell	ca. January 1954
Lt Col Robert A. Weir	ca. October 1954
Lt Col Loren E. Buckey	ca. April 1957
Lt Col Herschel T. Pascoe	ca. August 1959
Maj Claude H. Bridges, Jr.	14 April 1960
Lt Col Richard W. Edmonson	July 1962
Lt Col James C. Mitchell	July 1964
Lt Col John S. Harpster	August 1965
Lt Col Harold E. Confer	25 June 1966
Col Raymond L. Haput	November 1966
Lt Col Allan L. Hichew	August 1967
Lt Col Patrick J. Halloran	August 1968
Lt Col James L Watkins	December 1969
Lt Col Larry S. Devall	July 1971
Lt Col George N. Bull	June 1972
Lt Col Bryan K. McCallum	July 1973
Lt Col James H. Shelton	January 1974
Lt Col Raphael S. Samey	August 1975
Lt Col Adolphus H. Bledsoe, Jr.	July 1977
Lt Col Randolph B. Hertzog	December 1978
Lt Col Richard H. Graham	2 January 1980
Lt Col Elden W. Joersz	11 August 1981
Lt Col Alan B. Cirino	18 July 1983
Lt Col Joseph C. Kinego	2 August 1985
Lt Col William D. Orcutt	4 August 1987
Lt Col William R. Dyckman	10 November 1988
Lt Col Bruce R. Cucuel	31 July 1990
Lt Col Kenneth W. Womack	27 December 1990
Lt Col Bobby L. Fairless	2 March 1992
Lt Col David J. Bonsi	1 May 1993
Lt Col David A. Wright	30 April 1994
Lt Col Joseph R. Muus	23 June 1995
Lt Col Mario C. Buda	21 July 1997
Lt Col Bryan A. Anderson	26 July 1999
Lt Col Domenick M. Eanniello	23 July 2001
Lt Col Walter C. Flint	4 September 2003
Lt Col Michael J. Masucci	5 August 2005
Lt Col Michael Glaccum	15 May 2007
Lt Col Mark Williamson	May 2009
Lt Col Stephen C. Rodriguez	19 May 2011

## APPENDIX E

### STATIONS

Texas City, Texas	5 Mar-11 Jun 1913
North Island, San Diego, Ca.	15 Jun 1913-26 Jul 1915
Fort Sill, Oklahoma	29 Jul-19 Nov 1915
Fort Sam Houston, Texas	26 Nov 1915-13 Mar 1916
Columbus, New Mexico	15-19 Mar 1916
Casa Grandes, Mexico	20-21 Mar 1916
Dublan, Mexico	22 Mar-4 April 1916
San Geronimo, Mexico	5-8 Apr 1916
San Antonio, Mexico	9-16 Apr 1916
Satevo, Mexico	11-16 Apr 1916
Namiquipa, Mexico	17-20 Apr 1916
Columbus, New Mexico	22 Apr 1916-5 Aug 1917
Port of Embarkation	6-13 Aug 1917
At Sea, <i>SS Lapland</i>	13 Aug-2 Sep 1917
Le Havre, France	2 Sep-5 Sep 1917
Etampes, France	6 Sep-12 Sep 1917
Avord, France	13 Sep-2 Oct 1917
Issoudon, France	3-17 Oct 1917
Amanty, France	19 Oct 1917-3 Apr 1918
Ourches, France	4 Apr-28 Jun 1918
Saints, France	29 Jun-4 Jul 1918
Franceville, France	5-26 Jul 1918
Morris Farm, France	27 Jul-5 Aug 1918
Coincy, France	6-19 Aug 1918
Chailley-en-Brie, France	20-22 Aug 1918
Toul, France	22 Aug-22 Sep 1918
Remincourt, France	22 Sep-4 Oct 1918
Julvecourt, France	5 Oct-5 Dec 1918
Weissenthurm, Germany	6 Dec 1918-14 Jul 19
Brest, France	14-19 Jul 1919
At Sea <i>SS Pocahontas</i>	19 Jul-1 Aug 1919
Mitchel Field, New York	2 Aug 1919-7 Mar 1938
Lakeland, Florida	8-28 Mar 1938
Mitchel Field, New York	1 Apr-1 Oct 1938
Langley Field, Virginia	2 Oct-15 Oct 1938
Mitchel Field, New York	16 Oct 1938-6 Nov 1940
At Sea, <i>USS American Legion</i>	6-11 Nov 1940
Rio Hato Field, Panama Canal	12 Nov 1940-27 Oct 1941
Waller Field, Trinidad	30 Oct 1941-31 Oct 1942
Orlando, Florida	31 Oct-14 Dec 1942
Brooksville, AAF, Florida	14 Dec 1942-25 Feb 1944
Orlando, Florida	25 Feb-2 Mar 1944

Dalhart AAF, Texas	3 Mar-18 May 1944
McCook AAF, Nebraska	20 May-18 Nov 1944
At Sea, <i>SS Cape Henlopen</i>	29 Nov-28 Dec 1944
Tinian, Marianas Islands Group	28 Dec 1944-15 Apr 1946
Clark Field, Luzon, Philippines	15 Apr 1946-9 Jun 1947
Harmon Field, Guam	9 Jun 1947-9 Oct 1948
Topeka AFB, Kansas	10 Oct 1948-31 May 1949
Fairfield-Suisun AFB, California *	1 Jun 1949-30 Apr 1953
Mountain Home AFB, Idaho **	1 May 1953-24 Jun 1966
Beale AFB, California	25 Jun 1966-Present

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\* Later Travis AFB

\*\* Deployed to Fairford RAF Station, England, 22 May – 9 Jul 1955

Deployed to Kadena AB, Okinawa, Japan, 3 – 22 Oct 1955

Deployed to Eielson AFB, Alaska, 18 – 22 Jan 1956

Deployed to Anderson AFB, Guam, Oct 1957 – Jan 1958

## APPENDIX F

### AIRCRAFT FLOWN/WEAPONS SYSTEMS ASSIGNED

<u>Manufacturer/Model#</u>	<u>Dates</u>
Wright B (S.C. #3)	May 1913-1915
Burgess-Wright (S.C. #5)	May 1913-1915
Burgess-H (S.C. #9)	May 1913-1915
Burgess I-Scout	1913-1915
Burgess J-Scout	1913-1915
Wright C      May	1913-1914
Wright D-Scout	1913-1915
Curtiss D	1913-1915
Curtiss E	1913-1915
Curtiss H	1913-1915
Martin TT	1913-1915
Curtiss JN-2 (JN-3)	1915-1916
Curtiss N-8	1916
Curtiss R-2	1916-1917
Standard H-2	1916-1917
Standard H-3	1916-1917
Curtiss Twin JN	1916-1917
Martin R-Land	1916-1917
Sturtevant Adv Tr	1916-1917
Lowe, Willard, and Fowler V-1	1916-1917
Thomas D-5	1916-1917
Curtiss JN-4	1916-1917
A-R 1	1917-1918
Spad XI A.2	1918
Salmson 2	1918-1919
DeHavilland DH-4	1919-1928
Douglas O-2	1919-1928
Curtiss O-1	1928-1936
Curtiss O-13	1930-1936
Douglass Y1O-31	1930-1936
Douglas Y1O-35	1930-1936
Curtiss O-39	1930-1936
Keystone B-6	1930-1936
Martin B-10	1936-1938
Douglas B-18	1938-1942
Boeing B-17	1942-1944, 1948-1949
Boeing B-29	1944-1947 1948-1949 1950-1954



RB-17	1948-1949
RB-29	1948-1949
Convair RB-36	1949-1950
Boeing B-47	1954-1966
Northrup T-38	1966-Present
Lockheed SR-71	1966-1990
Lockheed U-2R	1990-1998
Lockheed U-2S	1994-Present
Lockheed TU-2S	1994-Present
Northrup-Grumman RQ-4	2008 - Present

APPENDIX G

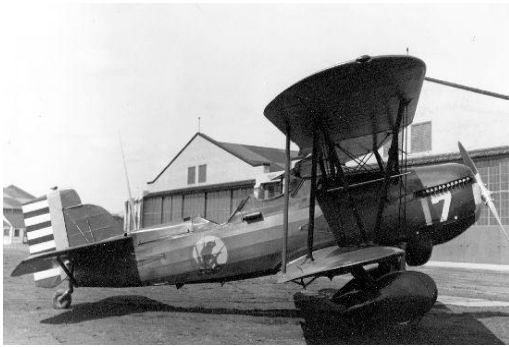
1 RS HISTORIC AIRCRAFT PHOTOS



WW1 – French Salmson



Mexican Expedition – Curtiss JN-3 “Jennys”



Curtiss O-39 – Mitchel Field



Curtiss O-1G – Aerial Formation – 1 OS, 1935



“Big Time Operator” 1 BS, 1945



RB-29 – 1 SRS, Forbes Field, 1948



B-36B – 1 SRS, Fairfield-Suisun AFB, 1950



B-47E – 1 BS, Mountain Home AFB, 1956

