

101st FIGHTER INTERCEPTOR GROUP

MISSION

LINEAGE

311th Bombardment Group (Light), constituted 28 Jan 1942
Activated, 2 Mar 1942
Redesignated 311th Bombardment Group (Dive), Jul 1942
Redesignated 311th Fighter-Bomber Group, Sep 1943
Redesignated 311th Fighter Group, May 1944
Inactivated, 6 Jan 1946
Redesignated 101st Fighter Group
Allotted to ANG (Maine), 24 May 1946
Extended federal recognition, 4 Apr 1947
Redesignated 101st Fighter Interceptor Group, Feb 1951
Inactivated, 6 Feb 1952
ANG allotment changed in 1954 (withdrawn from Maine, 30 Apr and allotted to VT, 1 Jun).
Extended federal recognition, 1 Jun 1954
Reached group status with federal recognition, 1 Dec 1960
Inactivated

STATIONS

Will Rogers Field, OK, 2 Mar 1942
Hunter Field, GA, 4 Jul 1942
Waycross, Ga, 22 Oct 1942-18 Jul 1943
Nawadih, India, 14 Sep 1943
Dinjan, India, 11 Oct 1943
Tingkawk Sakan, Burma, 6 Jul 1944
Pungchacheng, China, 28 Aug 1944-14 Dec 1945
Ft Lawton, WA, 5-6 Jan 1946
Dow AFB, ME, 1 Feb 1951
Grenier AFB, NH, 23 Apr 1951
Larson AFB, WA, 2 Aug 1951-6 Feb 1952

ASSIGNMENTS

Tenth AF Aug 1944
Fourteenth AF
Air Defense Command

WEAPON SYSTEMS

A-36
P-51

COMMANDERS

LTC Clinton True, 1942
LTC John R. Kelly, 10 Aug 1942
Col Harry R. Melton, Jr., 26 Nov 1942
Col Charles G. Chandler, Jr., 25 Nov 1943
Col John S. Chennault, 12 Feb 1945
Col Gabriel P. Disosway, 24 May 1945
Col Allen R. Springer, 5 Aug 1945-unkn
Col George Labreche, 1951-1952

HONORS

Service Streamers

Campaign Streamers

American Theater
India-Burma
China Defensive
China Offensive

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

Or a tornado issuant from base throughout azure, a demi-Indian issuant from chief proper, with war bonnet of the like and shooting from a bow sable a drop bomb gules. (Approved, 13 Nov 1942)

MOTTO

Fulminat - It (He) Strikes as Lightning

NICKNAME

OPERATIONS

The 101st Fighter Group was constituted on 28 January 1942 and was activated on 2 March 1942 as the Headquarters and Headquarters Squadron, 311th Light Bombardment Group. It

was activated at Will Rogers Field, Oklahoma City, Oklahoma, with four bomber squadrons: the 382nd, 383rd, 384th, and 385th. The 382nd Squadron was to be redesignated the 528th Bomb Squadron and later the 132nd Fighter Squadron.

The Group departed for overseas duty from San Francisco on 31 July 1943 and remained in the China-Burma-India Theatre of Operations until 15 December 1945 and returned to the United States aboard the USS General Scott, arriving at Seattle, Washington on 29 December 1945.

Trained with V-72. Moved to India, via Australia, Jul-Sep 1943. Operating from India and using A-36s and P-51s, the group supported Allied ground forces in northern Burma; covered bombers that attacked Rangoon, Insein, and other targets; bombed enemy airfields at Myitkyina and Bhamo; and conducted patrol and reconnaissance missions to help protect transport planes that flew the Hump route between India and China. Moved to Burma in Jul 1944 and continued to support ground forces, including Merrill's Marauders; also flew numerous sweeps over enemy airfields in central and southern Burma. Moved to China in Aug 1944 and assigned to Fourteenth AF. Escorted bombers, flew interception missions, struck the enemy's communications, and supported ground operations, serving in combat until the end of the war. Ferried P-51s from India for Chinese Air Force in Nov 1945. Returned to the US in Dec 1945.

Following debarkation at Seattle, the Group moved to the Fort Lawton Staging Area, Washington where it was inactivated on 6 January 1946. It was awarded battle participation credit for the China-Burma-India Offensive and China Defense Operations. In the inactivation, the member squadrons were also disbanded. Among these was the 528th Fighter Bomber Squadron, which had been redesignated from the 382nd Bomb Squadron (Light), one of the original squadrons activated on 2 March 1946 with the 311th Light Bombardment Group.

After the inactivation of the units on 6 January 1946, the 311th Group and the 528th Squadron were allotted to the National Guard Bureau effective 24 May 1946. Concurrently, the 311th Group was redesignated 101st Fighter Group and the 528th Fighter Bomber Squadron was redesignated 132nd Fighter Squadron. The redesignated units also became entitled to the history, battle, honors and any colors earned by the 311th Bomb Group and its 382nd/528th Bomb Squadron.

The first Air National Guard unit to be organized in Maine was the Headquarters, 101st Fighter Group, which was a component of the 67th Fighter Wing with Headquarters at Logan Airport, Boston, Massachusetts. The 101st Fighter Group was federally recognized on 1 February 1947 with station at Camp Keyes, Augusta, Maine under the command of Colonel Philip E. Tukey, Jr.

The F-47 was our first airplane. They began to arrive early in 1947 and we had them just about a year, until the switchover to F-80Cs. The Jug was a high powered single seat fighter very rugged in appearance and in fact. Phased out in 1948.

Additional units of the 101st Fighter Group were organized and federally recognized on 5 February 1947 with station at Dow Air Force Base, Bangor, Maine. These units were:

132nd Fighter Squadron, S.E.

Utility Flight of the 132nd F.S. Headquarters Detachment, 201st Air Service

Group (Fighter) Detachment A, 201st Air Service Group

(Fighter) 132nd Weather Station (Type A)

The Maine units came under the control of First Air Defense Command and remained as such until 1 December 1948 when they were transferred to the Continental Air Command.

A major organizational change occurred on 25 October 1950. The current world situation made it necessary that action be taken at once to increase the state of readiness of the Air National Guard and to provide an organizational structure that could be more readily integrated with that of the regular establishment, as required by Section 60, National Defense Act. Prior to this organizational change, Air Guard units were organized along the lines of the World War II structure in which two or three Tactical Groups were assigned to a single Wing. Under this type of organization the Tactical Groups and Service Elements were under separate commanders. After reorganization, the "Wing-Base" organization would be standardized throughout the Air Force and would provide for the assignment of a single Tactical Group to a Wing Headquarters along with various supporting Medical, Service, Transportation and Base Operating elements joined in a single autonomous unit. After this reorganization on 25 October 1950, units of the 101st Fighter Wing in Maine were:

Squadron, 101st Fighter Wing

101st Fighter Group

Air Base Group

101st Maintenance & Supply Group

132nd Weather Station

132nd Fighter Squadron (Jet),

augmented by elements from:

Maintenance Squadron Supply Squadron Motor Vehicle Squadron Communications Squadron

Installations Squadron Air Police Squadron Food Service Squadron Medical Group

C-45

We transferred it to the Maine Civil Defense Department in August 1960.

C-54M

A C-54M replaced our C-47 in 1968 as the primary aerial carrier of men and supplies. The C-54M transferred out in October 1971.

On 8 January 1951. the support elements were eliminated from the 132nd Fighter Squadron and personnel were transferred into the following newly activated squadrons:

101st Maintenance Squadron 101st Supply Squadron 101st Motor Vehicle Squadron 101st Communications Squadron 101st Air Police Squadron 101st Food Service Squadron 101st Installations Squadron

An advance detachment, Hq & Hq Squadron, 101st Fighter Wing, was designated and organized effective 4 January 1951 with a mission to facilitate the induction of all Air National Guard units stationed at Dow Air Force Base which had been alerted for active federal service on 1 February 1951. The Detachment was discontinued upon the activation of the units.

On 31 January 1951, in view of the impending ordering to active duty of the Air Guard units, Air Base Flight E was activated and was assigned to Air Section, State Headquarters and Headquarters Detachment, Maine Army National Guard. While the 101st units were on active duty, this Flight was authorized the retention of two pilots, two mechanics, two supply personnel and one C-47 aircraft to remain in State Status to provide for necessary logistical support for the Governor and Office of The Adjutant General.

Headquarters, 101st Fighter Interceptor Wing and its subordinate units were called to active duty on 1 February 1951 for a period of 21 months to serve in the Korean Conflict.

In late April 1951, all units of the 101st Fighter Wing located at Dow Air Force Base, with the exception of the 132nd Fighter Squadron (Jet) and the 132nd Weather Station, moved to a new location at Grenier Air Force Base, Manchester, New Hampshire.

Effective 2 August 1951, the Headquarters Squadron 101st Fighter Group, Headquarters 101st Maintenance & Supply Group, 101st Medical Group, and all of the 101st support squadrons moved to Larson Air Force Base, Moses Lake, Washington, for a permanent change of station. Only 19 officers and 16 airmen were assigned to the 101st units when they moved to Washington. Concurrently, the relocated 101st units were relieved from assignment to Eastern Air Defense Force (EADF) and reassigned to Western Air Defense Force (WADF). All other personnel had been transferred to a newly activated 4681st Air Base Squadron at Grenier Air Force Base.

On 6 February 1952, just over a year from date of entry on active duty, the 101st Wing and its units at Larson Air Force Base were inactivated for the remainder of their 21 months. Personnel were reassigned to Headquarters, 4703rd Defense Wing, which had been recently activated on 1 February 1952 at Larson AFB, Washington.

In order to facilitate reorganization of the returning Air National Guard units, the National Guard Bureau authorized each State to form a State Headquarters. Headquarters, Maine Air National Guard was organized and federally recognized on 19 March 1952 with station at Camp Keyes, Augusta, under the command of Major Raymond A. Fortin.

On 1 November 1952, 21 months after the 101st units had been ordered to active duty, the units were returned to the control of the state. Upon their return, the Headquarters, 101st

Fighter Wing and the Headquarters 101st Fighter Group had been redesignated Hq & Hq Squadron, 101st Fighter-Interceptor Wing and Headquarters, 101st Fighter-Interceptor Group, respectively. As of 1 November 1952, the 101st units at Dow AFB consisted of:

- 101st Fighter-Interceptor Wing
- 101st Fighter-Interceptor Group
- 101st Maintenance & Supply Group
- 101st Maintenance Squadron
- 101st Supply Squadron
- 101st Motor Vehicle Squadron
- 101st Air Base Group
- 101st Communications Squadron
- 101st Air Police Squadron
- 101st Food Service Squadron
- 101st Installations Squadron
- 101st Medical Group
- 132nd Fighter-Interceptor Squadron

Our T-33s are used for proficiency training. Our last T-33 was transferred to Tyndall AFB on 29 June 1976.

The 101st Fighter-Interceptor Group was withdrawn from the troop basis of the State of Maine effective 2400 hours, 30 April 1954 and on 1 June 1954 was reassigned to the State of Vermont. The 101st M & S Group, the 101st Air Base Group with their subordinate squadrons and the 101st Medical Group were not transferred to Vermont and remained assigned to Maine.

The Headquarters, 101st Fighter-Interceptor Group was inactivated by the State of Vermont effective 2400 hours, 15 April 1956 and reassigned to the State of New Hampshire effective 16 April 1956. Units in New Hampshire of the 101st Fighter-Interceptor Group on that date were the 101st Material Squadron, 101st Air Base Group and the 101st USAF Infirmary.

Effective 16 April 1956, the 101st Fighter-Interceptor Wing converted to an Air Defense Command structure. On that date it was redesignated and reorganized from Headquarters, 101st Fighter-Interceptor Wing to Headquarters 101st Air Defense Wing. As of midnight 15 April 1956, the Headquarters 101st Maintenance and Supply Group, Headquarters 101st Air Base Group, all of the support squadrons, and the 101st Tactical Hospital were inactivated. The 132nd Fighter-Interceptor Squadron was reorganized effective 16 April 1956 and was augmented by support elements from the inactivated units. There was then at Dow AFB the Headquarters 101st Air Defense Wing and the augmented 132nd Fighter-Interceptor Squadron.

On 1 September 1960, the 101st Fighter Group, now located in New Hampshire, with its 133rd Air Transport Squadron (redesignated from 133rd Fighter Interceptor on 1 April 1960) was renamed and reorganized to Headquarters, 157th Air Transport Group.

Effective 1 September 1960, the 103rd Tactical Fighter Group with its 118th Tactical Fighter Squadron located at Windsor Locks, Connecticut, also had a change in mission from Tactical Air Command to Air Defense Command and was assigned under the 101st Air Defense Wing.

The Headquarters, 101st Fighter Group was released from the State of New Hampshire and reassigned and reactivated in the State of Maine under the 101st Air Defense Wing effective 1 December 1960. Concurrent with the assignment of the Headquarters 101st Fighter Group and its support squadrons, the 132nd Fighter-Interceptor Squadron was reorganized to eliminate the support elements. This particular reorganization was a result of a determination by Hq USAF that all ANG Fighter-Interceptor Squadrons with an ADC commitment should be organized as the ADC type group structure to permit each unit to be capable of performing its wartime mission without respect to the location of the unit. The wing structure on 1 December 1960 consisted of the following:

- 101st Air Defense Wing
- 101st Fighter Group
- 101st Consolidated Aircraft Maintenance Squadron
- 101st Material Squadron
- 101st Air Base Squadron
- 101st USAF Dispensary
- 132nd Fighter-Interceptor Squadron

The out-of-state units that were assigned under the 101st Air Defense Wing on 1 December 1960 consisted of the 158th Fighter Group with its assigned subordinate units and the 134th Fighter-Interceptor Squadron located at the Burlington Municipal Airport, Burlington, Vermont, the 103rd Fighter Group with its subordinate units and the 118th Fighter-Interceptor Squadron located at Bradley Field, Windsor Locks, Connecticut. The 112th Fighter Group stationed at Greater Pittsburg Airport, Coraopolis, Pennsylvania was reassigned under the 101st Wing effective 14 March 1964 with no change in gaining command (ADC). The tactical squadron of the 112th Fighter Group is the 146th Fighter Interceptor Squadron.

Effective 1 September 1964, the 101st Fighter Group was reorganized to the Double Deputy System of Command and Management. This was the result of Headquarters, USAP converting all of their USAF organizations to this type of structure. Manning was reduced in the Wing Headquarters to provide general, rather than detailed, supervision and policy guidance to subordinate units. This resulted from a recognition that the geographical separation of the ANG Wing Headquarters from a majority of its subordinate units required the establishment of dual Deputies and Staffs in each Group rather than in the Wing Headquarters. A numerical reduction in the Wing Headquarters was an unavoidable resultant of this geographical factor. This reorganization involved the following actions:

1. Redesignation of the existing Air Base Squadron to a Combat Support Squadron.
2. Inactivation of the existing Material Squadron.
3. Activation of a Supply Squadron.

Effective 1 April 1966, Air Defense Command reorganized its Continental Air Defense forces from the present Air Division/Air Defense Sector structure to a Numbered Air Force/Air Division organization. This resulted in four Numbered Air Forces and fifteen Air Divisions. The 101st Air Defense Wing was assigned to the 36th Air Division, located at Topsham AF Station, Maine and to Headquarters, First Air Force, located at Stewart Air Force Base, New York.

On 12 September 1967 there was a reduction in the number of authorized aircraft from twenty-five (25) to eighteen (18). This brought about a loss of 101 spaces in the Wing which included three pilots and three radar observers. CAMRON went from 397 to 316 assigned personnel.

On 15 August 1969, the 169th Fighter Group with its subordinate units and the 157th Fighter Interceptor Squadron at McEntire ANGB, South Carolina became part of the 101st Air Defense Wing. This was in addition to the 101st, 103rd, 112th and 158th Fighter Groups.

Effective 21 August 1969, because of the F-102s and no radar observers, manning in the 132nd went from seventy-six to only forty-nine authorized. CAMRON manning was increased from 316 back up to 369. On 19 November 1969, with the F101, CAMRON was reduced again to 330 and the 132nd was increased back up to seventy-six people.

On 1 November 1969, the 101st Civil Engineering Flight was activated and assigned to the 101st Fighter Group (AD). Personnel were previously assigned to the 101st Combat Support Squadron.

The 169th Fighter Group was transferred on 1 January 1971 from the 101st Air Defense Wing to the 128th A.D.W. at Truax Field, Wisconsin.

Effective 1 October 1972, HQ 101st ADW and HQ 101st Fighter Group became HQ 101st Fighter Interceptor Wing and HQ 101st Fighter Interceptor Group.

On 1 January 1973, groups and squadrons of the 101st ADW were the 101st Fighter Group (AD) and 132nd FIS at Bangor, the 107th Fighter Group (AD) and 136th Fighter Group at Niagara Falls, New York, the 148th Fighter Group (AD) and the 179th Fighter Interceptor Squadron at Duluth, Minnesota. All were F101 units.

On 1 April 1976, with the assignment of KC-135A and with our gaining command changing from Air Defense Command (ADC) to Strategic Air Command (SAC) the following units received Federal Recognition:

- Hq 101st Air Refueling Wing
- 132nd Air Refueling Squadron
- 101st Combat Support Group
- 101st Consolidated Aircraft Maintenance Squadron
- 101st Civil Engineering Flight
- 101st Security Police Flight
- 101st Mobility Support Flight

101st USAF Clinic

On 1 October 1978, the Wing, along with all other Air Guard Units, underwent a reorganization into the Tri-Deputy organizational structure. Concurrently with the reorganization, the 101st Mobility Flight was deactivated and its personnel reassigned to sections within the Wing Combat Support Squadron or Clinic. Personnel who became available were offered the opportunity to cross-train into a new Air Force Specialty Code (AFSC) for which there were vacancies.

Units of the 101st Air Refueling Wing on 1 February 1987 at Bangor Air National Guard Base are the:

- HQ 101st Air Refueling Wing
- 132nd Air Refueling Squadron
- 101st Civil Engineering Squadron
- 101st Combat Support Squadron
- 101st Consolidated Aircraft Maintenance Squadron
- 101st Resource Management Squadron
- 101st Information Systems Flight
- 101st Security Police Flight
- 101st USAF Clinic

The entire Group became very skilled in maintaining and operating the F-101. In 1974, with the direct support of 101st CAMRON, the 132nd placed first in the F-101B category of ADC's "William Tell" aerial weapons meet at Tyndall AFB, Florida. The winning of that trophy made us "Top Gun" and displayed that the Air National Guard, specifically the 101st FIG, could compete and excel against other active duty fighter units. Winning the competition was also a fine manner in which to "surrender" the F-101 era, which ended in 1976 with the inception of the KC-135A.

It was not long before the 132nd and the entire Wing began to once again master its new mission with Strategic Air Command. In 1976, its first year with the KC-135, the Wing received its first Air Force Outstanding Unit award and our second ADC "A" award. In 1979, the 132nd received the Spaatz Trophy for the top ANG Operational Flying Unit, as well as contributing to a second Outstanding Unit Award. In 1981, the squadron was awarded its second Spaatz Trophy, along with the Wing's third Outstanding Unit Award. The 132nd is the recipient of two Golden Tanker Awards for the outstanding 8th Air Force Refueling Squadron; one in 1984 and most recently in 1986. The 101st received its fourth Outstanding Unit Award for 1986 as well. During 1984, a trace of the G-forged returned to the faces of the fighter when the KC-135 was reengineered with the powerful turbofan powerplants. Performance and enthusiasm were both enhanced by the welcomed increased in thrust. As usual, the 132nd can boast it flies eight of the best KC-135s in the entire Air Force inventory, thanks to the outstanding support of CAMRON and other 101st supporting squadrons.

Air Force Lineage and Honors

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Updated:

Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *Maine Air National Guard, Forty Years of Service, 1947-1987*. Maine ANG. 1987.