

## 122 FIGHTER SQUADRON



### MISSION

#### LINEAGE

122 Observation Squadron designated and allotted to NG, 30 Jun 1940

Activated, 2 Mar 1941

Ordered to active service, 1 Oct 1941

Redesignated 122 Observation Squadron (Light), 13 Jan 1942

Redesignated 122 Observation Squadron (Medium), 12 Mar 1942

Redesignated 122 Observation Squadron, 4 Jul 1942

Redesignated 122 Liaison Squadron, 31 May 1943

Redesignated 885 Bombardment Squadron (Heavy), 12 May 1944

Inactivated, 4 Oct 1945

Redesignated 122 Bombardment Squadron (Light), and allotted to ANG, 24 May 1946

Extended federal recognition, 5 Dec 1946

Redesignated 122 Fighter Interceptor Squadron, 1 Jun 1957

Redesignated 122 Tactical Fighter Squadron, 5 Dec 1970

Redesignated 122 Fighter Squadron, 15 Mar 1992

#### STATIONS

New Orleans, LA, Mar 2 1941

Esler Field, LA, 6 Oct 1941

New Orleans, LA, 13 Dec 1941

Daniel Field, GA, 8 Feb 1942

Lawson Field, GA, 16 Apr 1942

Daniel Field, GA, 14 Jun 1942

Winston-Salem, NC, 7 Jul 1942

Morris Field, NC, 16 Aug 1942 (detachment at Ft Dix, NJ, 26 Sep 1942)  
Langley Field, VA, 3-23 Oct 1942 (detachment at Wattisham, England, 5-21 Oct 1942)  
Fedala, French Morocco, 9 Nov 1942  
Casablanca, French Morocco, 12 Nov 1942  
Oujda, French Morocco, 10 Dec 1942  
Berrechid, French Morocco, 24 Mar 1943  
Berteaux, Algeria, 5 Sep 1943  
Manduria, Italy, 25 Dec 1943  
Blida, Algeria, 12 Apr 1944  
Maison Blanche, Algeria, 25 Aug-2 Oct 1944  
Brindisi, Italy, 31 Oct  
Rosignano, Italy, 20 Mar 1945  
Pomigliano, Italy, 20 May-4 Oct 1945  
New Orleans Airport, LA  
NAS New Orleans, LA, 1957  
Alvin Callendar Field, Belle Chasse, LA

#### **ASSIGNMENTS**

Louisiana NG, 2 Mar 1941  
68 Observation (later Reconnaissance; Tactical Reconnaissance) Group, 1 Oct 1941  
Fifteenth Air Force, 15 Jun 1944  
15 (later 2641) Special Group, 20 Jan-20 May 1945  
AAF Service Command, MTO, unknown-4 Oct 1945

#### **ATTACHMENTS**

Mediterranean Allied Air Forces

#### **WEAPON SYSTEMS**

##### **Mission Aircraft**

O-38  
O-46  
O-47  
O-49  
A-20, 1942  
P-38  
P-39  
P-40, 1943  
B-17, 1943  
B-24, 1944  
B-26  
F-80, 1957  
F-86, 1957  
F-102, 1960  
TF-102

F-100, 1971

F-4, 1979

F-15, 1985

## **Support Aircraft**

### **COMMANDERS**

Maj Glynn Jones 2 Mar 1941-6 Jul 1942

Capt H. Farlev Vincent, 17 Dec 1941

1<sup>st</sup> Lt Samuel Zemurray, 17 Jul 1942

1<sup>st</sup> Lt Wilfred Simmons

Capt Robert M. Monsted

Capt Herbert A. Bott

1<sup>st</sup> Lt Milton Barth

Maj James J. Hourin

### **HONORS**

#### **Service Streamers**

#### **Campaign Streamers**

Antisubmarine, American Theater

Algeria-French Morocco with Arrowhead

Naples-Foggia

Rome-Arno

Northern France

Southern France

North Apennines

Po Valley

Antisubmarine, EAME Theater

Air Combat, EAME Theater

#### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Distinguished Unit Citation

Southern France, 12 Aug 1949

#### **EMBLEM**



### **MOTTO**

Coonass Militia

### **OPERATIONS**

Antisubmarine patrols over the Gulf of Mexico, 25 Dec 1941-2 Feb 1942, and over the Mediterranean Sea, 23 Dec 1942-6 Mar 1943; operated a fighter training school, Mar-Oct 1943; transported supplies to partisans and dropped leaflets in MTO, 20 Oct 1943-May 1945.

Louisiana did not begin its Air National Guard until early February in 1941 when the 122 Observation Squadron was organized with Captain Glynne M. Jones as its first commander. Through recruiting and training at Jackson Barracks, the 122 reached full strength by September of the same year.

Ordered into Federal service to join the Army Air Corps on October 1, 1941, it was mustered in at the New Orleans Airport. On October 6, the squadron was assigned to the Sixty-eighth Observation Group and transferred to Esler Field, Alexandria, where it underwent further

training.

The week following the attack on Pearl Harbor the squadron was ordered back to the New Orleans Airport, the base from which it would perform antisubmarine patrols over the Gulf of Mexico. Four missions were flown each day to a distance of at least one hundred miles offshore, the principal aim being the protection of the shipping lanes emanating from the Port of New Orleans. Using the old O-47s and BC-1A, which operate on single engines, these patrols were sometimes performed under extremely adverse weather conditions.

On February 6, 1942, the 122 was sent to Daniel Field at Augusta, Georgia. The crew underwent a vigorous indoctrination course in order to handle A-20, P-43, L-1A. It was again assigned to submarine patrol duty and as air protection for troop ships at Augusta and Savannah, Georgia, and Charlotte, North Carolina.

By April, 1942, the squadron was ordered to Lawson Field, Fort Benning, Georgia, where it participated in summer maneuvers with the Second Armored Division and the First Infantry. This training period lasted seven weeks after which they were sent back to Daniel Field, then on to Winston-Salem, North Carolina, for the Carolina maneuvers of 1942. From Winston-Salem they were transferred to Morris Field, Charlotte, North Carolina, to begin overseas training. And from Charlotte the squadron was sent to Langley Field, Virginia, for twenty-three days of training in infantry tactics. Prior to leaving the United States it was divided into guard and air echelons.

On October 23, 1942, the unit left Langley and was put to sea in convoy with 150 naval vessels and troop transports to attack the western coast of Africa. At 2200 hours on November 8, 1942, the 122 joined the infantry who were already fighting on the beach at Fedela, French Morocco. Early on the morning of November 12, the squadron reached the Gazes airport at Casablanca, and there it was assigned the task of refueling all Allied aircraft in the area. The air echelon landed on the Gold Coast of Africa and the two echelons reformed at Oran, Algeria.

The 122 moved on when the western coast of Africa was secured and arrived at Oujda, French Morocco, on December 10, 1942.

Here it again began antisubmarine patrols over the Mediterranean Sea then participated in the Kasserine Pass action as a bombing squadron. It continued these patrol missions until March 22, 1943, when it was transferred to Ber Rechid, French Morocco, where it became part of the Twelfth Training Command. As the need for more bases grew, the 122 was moved to Sidi Rahal, French Morocco, ten miles from Ber Rechid. Part of the duty of the 122 was to train pilots, which necessitated its moving from base to base. Its next stop was Berteaux, Algeria, to train French and American pilots in gunnery and navigation using P-38 and P-39.

On November 8, 1943, one year after its initial landing in North Africa, the 122 Squadron number was retired from active duty with the Army Air Corps. The officers and enlisted men were assigned to other Army Air Corps and went on to fight in Africa, Egypt, the Near East, and,

eventually, to Europe to participate in the defeat of Germany.

Its World War II battle credits include antisubmarine duty, December 7, 1941, to September 22, 1942, and North Africa, November 8-10, 1942.

In the latter part of 1946 five air units, comprising over seven hundred officers and men, were allotted to the Louisiana Air National Guard for the purpose of defending the critically important New Orleans area. As a vital link in its "M" Day defensive setup, the Air Force allotted to the 122 Bombardment Squadron (Light) the 122 Weather Station, the 122 Utility Flight, the 211th Air Service Group (Detachment C), and Headquarters of the 135th Radar Control and Warning Squadron (Large Scale). New Orleans was chosen as the site for all units except the two supporting radar organizations of the 135th which were to be activated in Houma and Baton Rouge.

The 122 Bombardment Squadron and allied units were activated on December 5, 1946, and were among the first air units in the United States to be organized with the former under the command of Lieutenant Colonel Hubbell F. Vincent. Requiring high qualification and performance, combat-trained personnel from the 122 Observation Squadron, which existed prior to World War II, formed the backbone of the newly authorized units.

Tactical training of the bombardment squadron was limited for a short time in 1947 because the tactically equipped A-26 was restricted from operation on the short runways of New Orleans Lakefront Airport where the unit was based. A right of entry to Michoud Airstrip and the adjacent hangar facilities relieved this operational deficiency. The facilities at Michoud also provided a home for the headquarters of the 135th Radar Control and Warning Squadron with its two radar sites selected at the Naval Air Station in Houma and on the Louisiana State University Campus in Baton Rouge.

Unusually for an ANG unit, 122 FIS almost immediately began applying unit markings to its aircraft. On the F-86D, this comprised a blue arrow along the fuselage side on which was painted two white stars, two golden yellow bands and a golden yellow crescent. The latter denoted New Orleans, "The Crescent City". On the tail, the arrow design was repeated, though this time just three small stars and a crescent were applied.

On 26 January 1960, the 122 FIS began to receive its first F-86L aircraft, and the last F-86D departed for Davis-Monthan the following month. All F-86Ls came directly from 157th FIS SC ANG at Congaree, but only remained with the unit for a short time. Re-equipment with F-102As began in July of that year and the last Sabres departed for Davis-Monthan and 128th FIS GA ANG in September 1960.







F-4C 1981



18 June 1999. Two Louisiana Air Guard F-15As from the 159th Fighter Wing that had deployed to Naval Air Station Keflavik in Iceland for a NATO exercise intercepted Russian TU-95 Bear bombers that had penetrated the Icelandic Military Air Defense Identification Zone in a long range probe not seen since the Cold War's end. Two more Louisiana ANG Eagles, launched from Keflavik, escorted the bombers out of the area.

Two Louisiana Air National Guard F-15 pilots from the 159th fighter Wing responded to an alert last week, intercepting a small civilian aircraft that turned out to be pilotless because, according



to various news reports, pilot Marcus Schrenker had bailed out in an attempt to fake his own death. Maj. Matt Rippen and Capt. Josh Fogle were on alert at their base in Belle Chasse when their unit received a task to find an airplane that the FAA said had made a distress call. The two F-15 pilots picked up the airplane as it headed toward the Gulf of Mexico and saw that there was no pilot. They shadowed it until it crashed and directed local authorities to the crash site.







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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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