

132 AIR REFUELING SQUADRON



MISSION

LINEAGE

382 Bombardment Squadron (Light) constituted, 28 Jan 1942
Activated, 2 Mar 1942
Redesignated 382 Bombardment Squadron (Dive), 27 Jul 1942
Redesignated 528 Fighter-Bomber Squadron, 30 Sep 1943
Redesignated 528 Fighter Squadron, 30 May 1944
Inactivated, 6 Jan 1946
Reconstituted and redesignated 132 Fighter Squadron (SE) and allotted to Maine NG, 24 May 1946
Extended federal recognition, 5 Feb 1947
Redesignated 132 Fighter Squadron (Jet), 1 Aug 1948
Redesignated 132 Fighter Interceptor Squadron, 25 Feb 1951
Inactivated, 1 Nov 1952
Activated, 1 Nov 1952
Redesignated 132 Air Refueling Squadron, Heavy, 1 Apr 1976
Redesignated 132 Air Refueling Squadron, 1994

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, 14 May 1944
Shwangliu, China, 24 Aug 1944 (detachments operated from Hanchung, China, and Liangshan, China, Sep 1944-Jan 1945 and from Hsian, China, beginning 15 Feb 1945)

Hsian, China, Aug 1945
Shanghai, China, 22 Oct-14 Dec 1945
Ft Lawton, WA, 4-6 Jan 1946
Camp Keyes, ME 1947-Jan 1951
Dow AFB, ME Apr 1951
Presque Isle AFB, ME
Bangor, ME

ASSIGNMENTS

311 Bombardment (later Fighter-Bomber; Fighter) Group, 2 Mar 1942-6 Jan 1946
101 Fighter Group/Fighter-Interceptor Group 1947-Jul 1951
23 Fighter-Interceptor Group, 6 Feb 1952
4711 Defense Wing, 1952
101 Fighter-Interceptor Group, 15 Apr 1956
101 Air Defense Wing, Sep 1960
101 Fighter Group/Fighter Interceptor Group, 1 Apr 1976
101 Air Refueling Wing, 1 Jan 1993
101 Operations Group

ATTACHMENTS

23 Fighter-Interceptor Wing Jan 1951-Feb 1952

WEAPON SYSTEMS

Mission Aircraft

V-72, 1942
A-36, 1942-1944
P-51, 1944-1945
F-47
F-80, 1948
F-51, 1951
F-94, 1954
F-89, 1957
F-89, 1959
F-102, 1969
TF-102
F-101, 1969
KC-135, 1976

Support Aircraft

C-45
C-47
C-54, 1968-1971
T-33

COMMANDERS

Maj J. G. Benton, 1 Nov 1952

Lt Col Thomas DeRoche, #1987

Lt Col John L. D'Errico, May 2001-Apr 2005

HONORS

Service Streamers

American Theater

Campaigns

India-Burma

China Defensive

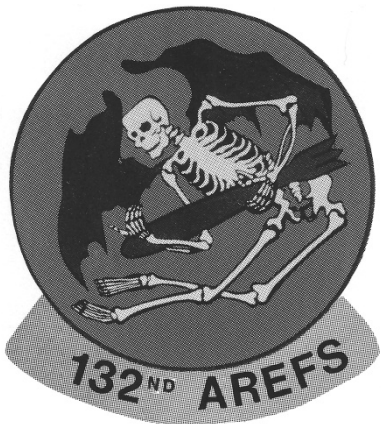
China Offensive

Decorations

None

EMBLEM





"Dragon Fly" flight was a code name used by the squadron in talking to ground liaison officers during the Marauder campaign. The name stuck. It was appropriate, too, when the squadron moved to the 14th Air Force in China. The dragon is an important symbol of Chinese myth. The insignia of the "Dragon Flies" was drawn by squadron members Bill Lackey and William G. Lamb. The shoulder patch of the squadron, which incorporates the drawing, is done in red, white, blue and yellow.

MOTTO

OPERATIONS

Combat in CBI, 16 Oct 1943-14 Aug 1945.

The 132nd received its first two F-47s on February 5, 1947.

In late summer of 1948, the 132nd was blessed with the arrival of its first jet aircraft, the F-80.

It appears the 132nd caught on too quickly to the jet age, as the F-80 was later traded for the F-51. Our flyers were still allowed some jet flying in the T-33, which served the 132nd for a period of twenty-two years, the longest period of any of its aircraft. During this period, various other aircraft were involved in the support of the Wing, such as the B-26, C-47, and C-54.

Feb 1950 – Called to active service for a period of 21 months to serve in the Korean Conflict.

Jan 1951 – the newly organized 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 Installation Squadron

The F-80C went on active duty with us in 1951 and upon our return, the F-80's stayed with the 49th FIS. We didn't see them again.

Feb 1952 – Unit was inactivated for the remainder of their 21 months.

Nov 1952 – 21 months after the 101st had been ordered to active duty the units were returned to state control.

From 1957 to 1969, the F-89D and J models provided the excitement for the 132nd and in 1961, the squadron was decorated as an outstanding F-89J equipped ANG unit, along with an ADC "A" award for outstanding combat readiness.

The 132nd was the largest ANG F-89J squadron, possessing twenty-eight examples, of which two were lost. On June 4, 1966, one F-89J exploded in flight, killing one crew member, while the

other survived

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.

On November 23, 1968, another F-89 exploded on the ground while it was being prepared for a practice mission. No one was injured.

The F-102A came to us in July 1969, but only for a brief stay. The all-weather fighter-interceptor carried a pilot and 1,700 pounds of electronics and armament and temporarily put all of our 17 Radar Interceptor Officers out of work. This was not for long, because the Department of Defense inactivated three F-101 squadrons on active duty with the USAF and the MeANG was selected to receive F-101's. In July 1969 the 132nd FIS switched to F-102As, with the distinction of being the last USAF/ANG Scorpion squadron. because of the F-102s and no radar observers, manning in the 132nd went from seventy-six to only forty-nine authorized.

The F-102 aircraft were passed on to the 125th FIG, Florida ANG in November 1969.

The F-101 was received in October 1969. Our last three F-101's left on 4 April 1976.

The F-101 remains in the minds of many Maine Air Guardsmen as one of the most exciting of all 101st aircraft. With speeds in excess of 1,200 miles per hour and a powerful radar and weapons capability, the F-101 left little time for aircrew boredom.

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.

RC-135A At the end of their career as aerial cartography platforms, replaced by surveillance satellites, RC-135As were declassified and used for secondary missions. aircraft, was leased to 132nd ARS of Maine ANG for the training of the Stratotankers' crew and was re-engined with TF33 in 1979.

Adjusting from the F-101 to the KC-135 was no easy task for any segment of the 101st. There were many management and manning changes that occurred, and the now 132nd Air Refueling Squadron was no exception. Fighter pilots and radar operators experienced "deceleration syndrome" and weapons and radar personnel traded their armament pins for a slipstick.

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 reengined 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.

Aug 1990: Volunteers began flying missions in support of Operation Desert Shield.

20 Dec 1990: Called to active duty as part of Operation Desert Shield call-up.

30 May 1991: Released from active duty after taking part in Desert Shield/ Desert Storm.

Last E Model Takes Up its New Gig: A Maine Air National Guard team on Sept. 23, 2009, flew the last of the Air Force's E model KC-135 from the 101st Air Refueling Wing at Bangor to Davis-Monthan AFB, Ariz., where the 50-plus-year-old aircraft will serve as a parts supplier for the slightly younger Eisenhower-era tankers-upgraded R/T models-remaining in the fleet. Aircraft No. 56-3630 has spent the past 20 years with the Maine Air Guard, and, in its heyday, it set a speed record, flying from New York to London and back in 12 hours. As the Air Force moves out with a new KC-X procurement effort to begin replacing KC-135Rs, 74 of the E model tankers will be in storage at the "boneyard" of the 309th Aerospace Maintenance and Aircraft Regeneration Group, whose technicians could restore the aircraft to service, if necessary.

USAF UNIT HISTORIES

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.