

192 AIRLIFT SQUADRON



MISSION

LINEAGE

408 Fighter Squadron constituted, 12 Oct 1943

Activated, 15 Oct 1943

Redesignated 408 Fighter-Bomber Squadron, 5 Apr 1944

Redesignated 408 Fighter Squadron, 5 Jun 1944

Inactivated, 7 Nov 1945

Reconstituted and redesignated 192 Fighter Squadron and allotted to NV NG, 24 May 1946

192 Fighter Squadron (SE) extended Federal recognition, 12 Apr 1948

Redesignated 192 Fighter-Bomber Squadron, 9 Apr 1951

Redesignated 192 Fighter Interceptor Squadron, 1 Jun 1955

Redesignated 192 Tactical Reconnaissance Squadron, 1 Apr 1961

Redesignated 192 Reconnaissance Squadron, 15 Apr 1992

Redesignated 192 Airlift Squadron

STATIONS

Hamilton Field, CA, 15 Oct 1943

Portland AAB, OR, 7 Dec 1943

Esler Field, LA, 25 Mar 1944;

Pollock AAFld, LA, 15 Apr 1944

Esler Field, LA, 9 Feb 1945

Alexandria AAFld, LA, 14 Sep-7 Nov 1945

Reno AFB, (Stead AFB), NV

Bergstrom AFB, TX

George AFB, CA

Stead AFB, NV

Reno, NV, Apr 1956

DEPLOYED STATIONS

Keflavik Airport, Iceland, 1 Sep 1952-1 Dec 1952

ASSIGNMENTS

372 Fighter (later Fighter-Bomber; Fighter) Group, 15 Oct 1943-7 Nov1945

WEAPON SYSTEMS

Mission Aircraft

P-39, 1943

P-40, 1944

P-51/F-51, 1948

F-51

T-33

F-86, 1956

RB-57, 1961

RF-101, 1965

RF-4, 1975

C-130, 1995

Support Aircraft

C-47, 1948-1966

C-54

T-29

C-12

COMMANDERS

Maj Wyeth C. Everhart, Apr 1948

Maj Thomas W. Reynolds, Sep 1948

Maj John R. Arant, Jan 1949

Maj James C. Ray Jan 1951

Lt Col Woodrow W. Ramsey, Jan 1952

Maj Robert E. Goodnight, Dec 1952

Maj Joseph L. Geach, Jan 1954

LTC Michael D. Gullihur

HONORS

Service Streamers

American Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



F-86 Bulldog - 1960



RB-57 Canberra 192d TRS- 1964



MOTTO

NICKNAME

High Rollers

OPERATIONS

Replacement training and air support for maneuvers, 1944-1945.

As of a result of the national Security Act of 1947, the Nevada Air National Guard was

established on April 12, 1948 at the Reno Army Air Base (later renamed Stead Air Force Base). During 1953 and 1954, when the City of Reno was leasing Hubbard Field (now the site of Reno-Tahoe International Airport) from United Airlines, the Air Guard executed various leases and agreements with the city and United Airlines. The Air Guard agreed to spend \$1 million for a 25-year lease on 29 acres of land for joint use of the airfield. These original agreements were supplemented in 1955 and 1956 extending the lease to the year 2054 and added 35 acres of land.

In April 1948, the 192 Fighter Squadron, Nevada National Guard took over the then vacant base for training activities.

On April 12, 1948, the 192d Fighter Squadron, Nevada Air National Guard, was federally recognized, Its first commander was Maj Wyeth C. Everhart. "Pappy" Smith, owner of Harolds Club, helped to fund the initial money required to implement the construction of the new unit. After Federal recognition was awarded, the investment proved to be of community service for both citizens and Guard members. Operations were centered at the Reno Army Air Base, Stead Airfield, Stead, NV with a few drills actually conducted in downtown Reno at the Reno Airport site, where the unit now resides. The first aircraft assigned was the P- 51 Mustang, a top propeller driven fighter originally designed for the Royal Air Force in 1940. It was described as the best all around American built fighter of World War II.

Using Reno Army Air Base as headquarters the Nevada Air National Guard became operational flying the B-26's and the P-51's. A problem soon developed in that there wasn't enough money to keep the aircraft in the air. Donations from local businessmen and others who responded to an appeal for funds finally put the would-be birdmen over the financial hump. When the year was up and the planes were flying the unit applied for Federal recognition. Recognition was granted April 12, 1948 and what had started as a touch and go operation now settled down as a strong right arm of the United States Air Force.

Temporary facilities were used by the Nevada Air National Guard in 1954 while awaiting new buildings at the Reno Municipal Airport.

The unit with all assigned personnel was recalled into active Federal service with the United States Air Force in March 1951 during the Korean conflict. The first active duty base of assignment was Bergstrom AF Base, Austin, Texas and then to George AF Base, Victorville, California. From these bases Nevada Air Guardsmen performed duty in the Continental United States, Puerto Rico and Iceland. Some Officers were also assigned to Air Force Units in Europe and Korea.

Following the active duty tour the unit was returned to State control in December 1952 and began flying operations at Stead Air Force Base which was controlled by the Strategic Air Command, United States Air Force. The base had been renamed in memorium to Lieutenant Croston K. Stead, an Air Guardsman who died in an aircraft accident in December 1949.

Temporary administrative, supply and motor vehicle facilities were established in a warehouse in Reno until a permanent base of operations could be found.

In the Fall of 1953 the Nevada Air National Guard found its present home and all facilities moved to the South-East end of the Reno Municipal Airport.

The move was a double blessing for with the unit in Reno proper the airport became eligible for Federal funds and several important construction projects were under-taken. The most important was the work done on the runways and taxiway which was a benefit to commercial and private aircraft using the airport.

In 1955 the F-51 with its distinctive engine sound and racy silhouette became obsolete and the unit received the F-86A. The "A" model remained until 1958 and then was replaced by the rocket firing "L's". The unit pilots were then flying alert duty for the Air Defense Command maintaining air vigilance for unidentified aircraft flying over the Western United States.

Advances in technology meant new weapons and the Nevada Air Guard had to move with the times. Successive moves took it from the F-86L's to the RB-57. The Nevada Air Guardsmen became so proficient in the photo-recon business they entered competition with other reconnaissance units and triumphed in 1963 by winning the coveted Earl T. Ricks Memorial Trophy for outstanding professionalism. Because of this feat the unit was submitted for and received the Air Force Outstanding Unit Award.

In October 1965 the RF-101 was assigned to the unit. This jet was the first supersonic aircraft to be flown by pilots of the Nevada Air National Guard. Capable of speeds in excess of 1200 miles per hour the two engine jet was outfitted with aerial cameras used for photographing assigned targets in support of the Tactical Air Command Mission. The pilots transitioned from the RB-57 to the RF-101 in record time. The transition and qualification of the pilots included both day and night air-to-air refueling missions from conventional aircraft supplied by various Air National Guard refueling units and from high speed jet aircraft furnished by the United States Air Force.

On the 26th of January 1968 all elements of the Nevada Air National Guard except the State Headquarters in Carson City, were called to active duty with the United States Air Force. The call-up was ordered by President Lyndon B. Johnson as he responded to the crisis created by the North Korean capture of the USS Pueblo. The recall differed from the 19-51 tour as there was no alert or get-ready" period involved. The 76 Officers and 552 Airmen recalled were notified on the 25th of January to report for duty on the morning of the 26th.

By the end of August 1968 all units and personnel of the Nevada Air National Guard had been reassigned and relocated. This was the largest reassignment action in the history of recalled Air National Guard units.

The 192d Tactical Reconnaissance Squadron, the only unit that remained intact with a majority of Nevada personnel performed a variety of missions and deployments while stationed in Missouri. The most notable deployment was to Itazuke AB, Japan for a ninety day period of duty. The mission during this time was in support of the South Korean efforts with daily photo reconnaissance flights. A significant event during this tour of duty was the award of the Headquarters Fifth Air Force Outstanding Unit Award.

A sixty day deployment was made to Howard AFB, Panama Canal. This was in support of the photo requirements of the US Southern Command. Although it was not a complete squadron deployment, the majority of personnel were involved. Numerous other photo missions were performed within the United States in support of Department of Defense as well as other Federal agencies.

LtCol Mervin T. Johnson, a pilot in the 192d Tactical Reconnaissance Squadron and prior to recall an employee of the Sierra Pacific Power Company was killed in an aircraft accident. Colonel Johnson was on a cross country flight from McClellan AFB, California to his home station in Missouri in March 1969. He was taking off after a refueling stop at Denver, Colorado when his aircraft experienced mechanical difficulty, veered off the runway and caught fire.

In December 1968 it was announced that the recalled units and their assigned personnel would be demobilized effective 9 June 1969. In preparation for the release and reconstitution of the Nevada units, Headquarters USAF authorized the early release of one airman for the purpose of implementing an aggressive recruiting program to bring the personnel strength back up to an acceptable level. This was due to the anticipated loss of hundreds of the members who no longer were obligated to remain in the Air Guard.

The demobilization plan for the Nevada ANG units as established by Headquarters USAF required all members be reassigned to their home station at Reno Municipal Airport. Personnel were to arrive between 25-30 May 1969 for final out processing with release effective 9 June 1969. Personnel assigned to Korea were returned in two contract 707s direct from their overseas stations to Reno MAP arriving on 30 May 1969.

Coronet Snipe II (July 1985) Over 300 personnel from the 152nd Tactical Reconnaissance Group deployed to Ingolstadt, West Germany for up to 21 days making this the largest peacetime training overseas deployment for Nevada Air National Guard.

Operation Desert Shield/Desert Storm (Dec 1990-Apr 1991) The 152nd Tactical Reconnaissance Group carried out Gulf War aerial reconnaissance missions to photograph targets for war preparation and bomb damage assessment.

In 1991, after returning from flying combat operations from Sheikh Isa AB, Bahrain, during Operation Desert Storm, the Nevada ANG flying unit began preparations for its conversion from RF-4Cs to F-4Gs. Although the unit did receive a Wild Weasel and painted it in its distinctive

'High Rollers' markings, plans for this conversion were canceled and the 192 RS (a designation that became effective on 16 March 1992) continues to fly RF-4Cs from May ANGS at the Reno-Cannon IAP. Phantoms were first received during the summer of 1975 when the 192 TRS converted from its RF-101Bs. Since then, the squadron has made good use of its RF-4Cs as it won Reconnaissance Air Meet competitions in November 1986 and November 1990. Less than a month after this second win, the 192 TRS was called to active duty and flew 412 sorties during Operation Desert Shield/Desert Storm before being released from active duty on 20 April 1991.

High Flying with the High Rollers: Active Duty airmen from the 41st Airlift Squadron at Little Rock AFB, Ark., tackled Nevada's mountainous terrain in their C-130Js during a training visit to Reno Air National Guard Base. The January trip was in preparation for the airmen's upcoming deployment to Afghanistan, according to a Feb. 4 release from Nevada's 152nd Airlift Wing, an Air Guard unit that operates C-130Hs at Reno. "The mission and terrain here in Nevada is similar to what we'll see overseas, and we can't get this kind of training at home," said Lt. Col. Jim Burgess, 41st AS commander. The Arkansas Super Hercs flew mixed training sorties with Reno's legacy C-130s. "We have experience flying in a mountainous environment in our H-model C-130s" that proved valuable to the visiting crews, said Lt. Col. Caesar Garduno, commander of Reno's 192 AS. Airmen of the 570th Contingency Response Group from Travis AFB, Calif., set up and ran several austere forward bases to give the crews practice in operating from high-altitude unimproved airstrips, according to the release. 2013

USAF Unit Histories
Created: 5 Oct 2010
Updated: 25 Jun 2015

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.
Air Force News. Air Force Public Affairs Agency.
Unit History. *Silver Anniversary 1948-1973; Nevada Air National Guard*.
Unit History. *Nevada Air National Guard, Remembering The Past, Preparing For The Future, 50th Anniversary, 1948-1998*.