

42 ATTACK SQUADRON



MISSION

LINEAGE

42 Aero Squadron organized, 13 Jun 1917

Redesignated Squadron I, Wilbur Wright Fld, OH, 1 Oct 1918

Demobilized, 21 Feb 1919

42 Squadron authorized, 10 Jun 1922

Organized, 5 Jul 1922

Redesignated 42 School Squadron, 25 Jan 1923

Squadron I, Wilbur Wright Fld, OH reconstituted and consolidated with 42 School Squadron, 1924

Redesignated 42 Bombardment Squadron, 1 Mar 1935

Inactivated, 1 Sep 1936

Redesignated 42 Bombardment Squadron (Medium), 22 Dec 1939

Activated, 1 Feb 1940

Redesignated 42 Bombardment Squadron (Heavy), 11 Dec 1940

Redesignated 42 Bombardment Squadron, Very Heavy, 30 Apr 1946

Inactivated, 20 Oct 1948

Redesignated 42 Bombardment Squadron, Heavy and activated, 1 Dec 1948

Discontinued and inactivated, 1 Feb 1963

Redesignated 42 Strategic Squadron, 19 Dec 1988

Activated, 1 Jan 1989

Inactivated, 7 Aug 1990

Redesignated 42 Attack Squadron, 24 Oct 2006

Activated, 9 Nov 2006

STATIONS

Camp Kelly, TX, 13 Jun 1917

Wilbur Wright Fld, OH, 25 Aug 1917-21 Feb 1919

Kelly Fld, TX, 5 Jul 1922-1 Sep 1936

Hickam Fld, TH, 1 Feb 1940

Kualoa Point, TH, 5 Jun 1942

Mokuleia, TH, 8 Jul 1942

Plaines des Gaiacs, New Caledonia, 22 Jul 1942

Espiritu Santo, 23 Nov 1942 (forward echelon operated from Guadalcanal, Dec 1942)

Kualoa Point, TH, 8 Apr 1943 (forward echelon operated from Canton Island, 14 Jun-1 Jul and 15-21 Sep 1943)

Funafuti, 9 Nov 1943

Mokuleia, TH, 9 Jan 1944

Kahuku, TH, 19 Mar 1944

Mokuleia, TH, 23 Jun 1944

Guam, 22 Sep 1944

Okinawa, 2 Jul 1945

Manila, Luzon, Dec 1945

Guam, 15 May 1946-20 Oct 1948

Carswell AFB, TX, 1 Dec 1948

Altus AFB, OK, 13 Dec 1957

Wright Patterson AFB, OH, 1 Jun 1960-1 Feb 1963

RAF Fairford, England, 1 Jan 1989-7 Aug 1990

Creech AFB, NV, 9 Nov 2006

ASSIGNMENTS

Unkn, 1917-1919

10 School Group, 5 Jul 1922

Air Corps Advanced Flying School, 16 Jul 1931

3 Wing (attached to Air Corps Advanced Flying School), 1 Mar 1935-1 Sep 1936

11 Bombardment Group, 1 Feb 1940-20 Oct 1948

11 Bombardment Group, 1 Dec 1948

11 Bombardment Wing, 16 Jun 1952

4043 Strategic Wing, 1 Jun 1960-1 Feb 1963

11 Strategic Group, 1 Jan 1989-7 Aug 1990

57 Operations Group, 9 Nov 2006

ATTACHMENTS

11 Bombardment Wing, 16 Feb 1951-15 Jun 1952

WEAPON SYSTEMS

SJ-1

JN-4
DH-4B
DH-4M
O-2A
O-2C
O-2H
O-11
O-19, 1930-1932
O-19B
O-19C
O-25A
B-3A
B-4A
B-5A
B-18, 1940-1941
B-17, 1941-1943
B-24, 1943-1945
B-29, 1946
B-36, 1949-1957
B-52E, 1958
KC-135, 1989-1990

COMMANDERS

Capt Frank H. Pritchard, 5 Jul 1922-2 Jan 1923
Capt Joseph H. Davidson, 2 Jun 1923
Capt William H. Crom, 1 Aug 1923
1Lt Willis A. Frederick, 27 Sep 1923
1Lt Rueben D. Biggs, 9 Oct 1923
1Lt Claude E. Duncan, 1 May 1924
Capt Ross F. Cole, 10 Mar 1926-1 Sep 1927
Capt William S. Gravely, 1 Apr 1928
1Lt Howard K. Ramey, 7 Jul 1930
1Lt William K. Moran, 1 Apr 1931
1Lt Orval A. Anderson, 1 Jul 1931
Capt James A. Healy, 20 Oct 1931
Maj Thomas S. Voss, 1 Mar 1935
Capt John V. Hart, 3 Jun 1936
Capt Edgar T. Selzer, 7 Aug 1936-1 Sep 1936
Inactive, 1 Sep 1936-23 Nov 1936
Maj Daniel E. Ellis, 23 Nov 1936
Maj Ralph W. Stone, Aug 1937
2nd Lt. Niels O. Ohman, 1 Feb 1940
Maj Clyde K. Rich, 20 Mar 1940
Maj Roger M. Ramey, 21 Oct 1940-19 Dec 1941

Maj Brook E. Allen, 23 Feb 1942
Maj Ernest R. Manierre, 1 Jul 1942
Capt Earl O. Hall, Jan 1943
Maj Jack D. Whidden, 1 Feb 1943
Maj Earl J. Cooper, 20 May 1943
Capt John J. Deasey, 10 Jan 1944
Capt Jesse E. Stay, 7 Apr 1944
Capt Boris Y. Kutner, 27 Feb 1945
Maj Clement K. Miller, 21 Mar 1945
None (unmanned), 1 Nov 1945-17 May 1946
Maj Richard A. House, 18 May 1946
None (unmanned), 15 Nov 1946-20 Oct 1948
Maj Wayne J. Seward, Dec 1948
Lt Col Wilbur B. Beezley, 14 Apr 1949
Lt Col George H. Koehne Jr., By Feb 1951
Maj Edwin D. Easley, Mar 1951
Lt Col Perier A. Koenig, Jun 1951
Lt Col Charles D. Briggs Jr., 9 Jun 1952
Lt Col Paul R. Paskvan Jr., 1 Jul 1953
Lt Col Benjamin M. Matlick Jr., Mar 1955
Lt Col Harold E. Walker, Dec 1956
Lt Col Ray F. Lemoine, 13 Apr 1959
Lt Col Albert S. Harwell Jr., By Dec 1960-1 Feb 1963
Lt Col Randy Lauterbach, 20 Jan 1989-7 Aug 1990

HONORS

Service Streamers

Campaign Streamers

World War II
Central Pacific
Air Offensive, Japan
Guadalcanal
Eastern Mandates
Western Pacific
Ryukyus

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
South Pacific, 31 Jul-30 Nov 1942

Presidential Unit Citation

South Pacific, 7 Aug-9 Dec 1942

Air Force Outstanding Unit Awards

6 Aug 1954-15 Jul 1957

27 Oct 1958-[1 Jun] 1960

1 Jan-30 Jun 1989

EMBLEM



On a disc Azure, an equilateral triangle point to chief Argent, charged with a Puma Proper, beneath an inverted isosceles triangle diminished Or, between eleven small equilateral triangles palewise the last to dexter and sinister couped and the ends all Gules; all within a narrow Black border. Attached

below the disc a White scroll edged with a narrow Black border and inscribed "42D ATTACK SQUADRON" in Black letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The stylized torch assembled from various triangles reflects enlightenment and wisdom learned in response in times of chaos of war. The triangle at the top signifies purity of purpose. The Puma represents the underlying qualities of patience, courage, and decisiveness implicit in sudden and vigorous combat action. (Approved, 20 Jan 1925)

MOTTO

OPERATIONS

Evidentially served as flying training unit during 1917-1919.

Organized on 23 November 1936 with Organized Reserve personnel as a RAI unit with headquarters at Brownsville Municipal Airport, Brownsville, TX.

Performed search missions from Hawaii, 7 Dec 1941-Jul 1942; May-Oct 1943. Combat in South and Southwest Pacific, 24 Jul 1942-7 Feb 1943; in Central Pacific during May, Jun, Jul and Sep 1943; and in Central and Western Pacific, 13 Nov-20 Dec 1943 and 24 Oct 1944-12 Aug 1945. Received Distinguished Unit Citation (DUC) for service against the enemy in the South Pacific, 31 Jul-30 Nov 1942. Received Presidential Unit Citation (PUC) for actions against the enemy in the South Pacific, 7 Aug-9 Dec 1942. Operational training unit, Jan-Jun 1944. Non-operational, 1947-1948. Operational training in strategic bombardment from 1949 to 1963.

Tragedy hit Carswell on 15 March as the 42 Bomb Squadron hangar burned down. This hangar was originally constructed in June 1943.

On 2 and 3 May 1955, 11th Wing B-36 aircraft from the 26th, 42 and 98th Bomb Squadrons departed Carswell for a 60 day TDY to Nouasseur Depot, French Morocco. While there, in addition to routine training missions, special missions were flown to Dhahran, Adana and Geneva.

During 1989-1990, squadron supported tanker aircraft for Tactical Air Forces (TAF) in defense of NATO objectives.

3/14/2007 The MQ-1 Predator Unmanned Aerial Vehicle's younger, yet larger and stronger, brother, the MQ-9 Reaper arrived March 13 at its new home at Creech Air Force Base, Nev. The remotely piloted aircraft completed initial testing in California, then flew more than 250 miles in two hours to land here. The aircraft was piloted by Lt. Col. Jon Greene, 42 Attack Squadron commander. Along side him, was his sensor operator Senior Airman Aaron Aguilar, also of the 42 ATKS. "I am truly honored to be the commander of the Air Force's first MQ-9 attack squadron," said Colonel Greene. Our mission is to train MQ-9 crews and fly combat by this summer. Bringing the MQ-9 on line is going to take a fresh view on how we, as Airmen, train and employ." The Reaper's turboprop engine is able to run at 250 knots, can fly up to 40,000 feet and is able to stay in the air for more than 20 hours. The newly

arrived Reaper will begin flying training missions here by March 19 and the first formal training unit class will begin shortly after, Colonel Green said. "One of the big differences between the Reaper and the Predator is the Predator can only carry about 200 pounds (of ordnance). The Reaper can carry one and a half tons, and on top of carrying Hellfire missiles, can carry multiple GBU-12 laser-guided bombs," said Cpt Michael Lewis, 42 ATKS flight scheduler. By 2009, the 42 ATKS should have 18 Reapers assigned for training and deployment purposes. The plan is for the Reapers to deploy by the beginning of summer, Colonel Greene said. Currently, the 42 ATKS works under the 57th Operations Group in the 57th Wing. By May 1, the squadron should fall under the 432nd Wing, the first wing totally dedicated to Predator and Reaper operations. "My squadron is excited about the opportunity of molding new pilots and sensor operators into razor-sharp, combat-ready aircrews. We will also develop the first-ever MQ-9 tactics, techniques and procedures to use in the current fight as well as any potential future conflicts," Colonel Greene said. "I am very proud of the Airmen in my squadron who have worked very hard to meet our goals and I look forward to embarking on this new era of air and space power," he said.

On 20 March 2009, at approximately 1605 Mountain Daylight Time (MDT), the mishap remotely-piloted aircraft (MRPA), a MQ-9, T/N 07-4032, assigned to the 42d Attack Squadron, 432d Wing, Creech Air Force Base (AFB), Nevada, made a forced landing in the National Training Center (NTC) range complex north of Fort Irwin, California. The MRPA sustained significant damage upon touch-down and roll-out. Repair cost is estimated to be \$3,929,647.30. The accident caused no ground injuries or damage to private property. The mishap flight was a routine training mission that launched from Creech AFB. Shortly after takeoff, a training crew in a ground control station at Holloman AFB took control of the MRPA and directed it to the NTC and Restricted Area R-2502, the airspace scheduled for the day's training activities. The first five hours of the sortie were uneventful. At approximately 1536 MDT, mishap pilot 1, a student pilot, began receiving engine malfunction warnings on his system displays. Six minutes after the first warning, the MRPA lost engine power and torque. Mishap pilot 2 (MP2), a MQ-9 instructor pilot experienced in launch and recovery, took over the pilot controls to execute an emergency landing via satellite data-link. The MRPA was beyond glide range for Creech AFB, its initially planned landing location. MP2 selected a simulated airfield used for air-to-ground targeting training near Leach Lake in R-2502 as the emergency landing site. The airfield did not provide conditions for smoothly landing the MRPA, but it satisfied the primary requirement of avoiding collateral damage. MP2 flew the approach using above ground level (AGL) information derived by the MRPA's processor based on a preset elevation at Creech AFB. The elevation at the Leach Lake simulated airfield was approximately 1,000 feet lower. This resulted in MP2 flying the approach above his planned glide path. The MRPA touched down on uneven desert terrain west of the airfield target complex. Its structure was heavily damaged as it travelled across the rough terrain in the area. The Accident Investigation Board (AIB) President determined by clear and convincing evidence that the cause of the mishap was an improperly assembled oil system temperature control valve. The incorrect assembly caused the valve to fail in such a way that there was a severe oil flow imbalance which resulted in engine failure. The engine failure necessitated the emergency landing procedure. Also, the AIB President determined that the Leach Lake airfield met requirements in the MQ-9 flight manual for an appropriate emergency landing location with the engine out and with control via satellite data-link. Finally, the AIB President determined if the MRPA had landed on the simulated airfield, the MRPA would most likely have sustained a similar degree of damage.

USAF UNIT HISTORIES

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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.

USAF Accident Investigation Board Report.