

A BRIEF HISTORY OF
GOODFELLOW AFB
AND THE
17TH TRAINING WING



Front Cover: T-6 and EC-47 static display aircraft stand astride the base flagpole in front of the Norma Brown Building (wing headquarters). Dating from 1943, the reconfigured aircraft hangar in the background is the Carswell Field House. Also visible, behind the field house, is the Consolidated Learning Center, completed in autumn 2012. (Photo credit: SSgt Laura McFarlane)

A BRIEF HISTORY
OF
GOODFELLOW AIR FORCE BASE
AND THE
17TH TRAINING WING

17th Training Wing History Office

July 2021

PREFACE

On 17 August 1940, the Army Air Corps formally established a flying training school near San Angelo, Texas. Construction began in September and the school commenced pilot-training operations the following February, taking the name Goodfellow Field three months later. Over the next seven decades Goodfellow produced hundreds of thousands of pilots, intelligence professionals, and fire fighters for the armed forces of the United States, its national agencies, and partner nations.

When training began at Goodfellow in 1941 the host unit was the 64th Air Base Group. The installation's host unit changed seven times over the following decades until, on 1 July 1993, Air Education and Training Command activated the 17th Training Wing on Goodfellow.

This was a wing rich in history. Activated as the 17th Bombardment Wing in 1952, its crews flew nighttime interdiction and close air support missions during the Korean War, airborne alert missions during the cold war, Arc Light and Linebacker II missions during the Vietnam War, and photo reconnaissance missions during the first Gulf War. But its heritage also included the famous Doolittle Raid plus other accomplishments from the record of the 17th Bombardment Group, one of the original air combat groups first activated in 1931. That was so because the Air Force in 1954 bestowed the history and honors of these pre-1947 combat groups upon active, similarly designated postwar wings.

The purpose of this brief book is to communicate some of the rich heritage of Goodfellow Air Force Base and the 17th Training Wing, to include the lineage, honors, and heraldry associated with the wing's subordinate groups and squadrons. Inquiries or observations may be addressed to the 17th Training Wing history office at:

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Gravestone of 1Lt John Goodfellow at the St. Mihiel American Military Cemetery, Thiaucourt, France. The date of death engraved on the marker is the date his body was recovered, three days after his death.

LT JOHN J. GOODFELLOW, JR.

Of man's folly, only these crosses still stand in witness. On most are inscribed the names of those who lie below. They reveal little else, though we can guess at much of the rest. An American youth. Born to an age historians call Progressive, to a century of unparalleled advancement and unsurpassed carnage. Enjoined to forsake family and career so that his world might become a more peaceable place.

He took the name of his father, a native Missourian and surveyor, in Fort Worth, Texas, on 17 May 1895. In his twelfth year, John James Goodfellow, Jr., moved with his family to San Angelo, Texas. Graduating from San Angelo High School in 1913, where he played football and the trombone, Goodfellow took a job with the Lone Star Gas Company in Fort Worth. One year later he entered the University of Texas to study civil engineering.



It was then that Europe succumbed to a war it had seemed impatient to begin. Protected by an ocean even as it exposed its commerce upon it, America avoided the slaughter until 1917. Then, on 6 April the Congress brought a declaration of war against the Central Powers of Germany, Austria-Hungary, and Turkey. In Austin, still a junior, John Goodfellow decided to leave the University.

He left to become an infantry officer but soon developed an interest in aviation. Graduating ground school in Austin and flying school in San Diego, California, Goodfellow was commissioned a second lieutenant in February 1918 and shipped immediately to England as an observation pilot with the 24th Aero Squadron.

On 22 July his Squadron transferred to France. Following additional training at St. Maixent and Ourches, the Squadron attached to the First Army Observation Group at Gondreville on 22 August in preparation for a major American offensive.

The offensive commenced on 12 September with the objective of reducing the German salient near St. Mihiel, in northeastern France. On the 12th and the 13th, the Squadron conducted visual reconnaissance in the area of Thiaucourt, reporting

the successful progress of the attack. Additional sorties on the 14th kept the German front under constant observation, while six missions attempted deep reconnaissance of German movements in the enemy's rear area near Metz.

It was from one of these deep missions that Goodfellow and his observer, 1st Lt Elliot M. Durant, Jr., failed to return. According to one eyewitness, five enemy aircraft engaged Goodfellow's Salmson 2A2, shooting away one wing and downing the plane after a furious dogfight. Three days later, the American offensive a success, Goodfellow's remains were recovered from his ruined Salmson, SN 3325, and interred at the St. Mihiel American Military Cemetery near Nancy, France.

BASE HISTORY

Home to the 17th Training Wing, Goodfellow Air Force Base is a United States Air Force training installation subordinate to Air Education & Training Command. Goodfellow's chief mission is to develop and deliver training in the cryptologic and general intelligence career fields and in basic and advanced fire protection for Air Force, Army, Navy and Marine Corps personnel plus students from Allied countries and national agencies. Additionally, the base provides special instruments training in support of the US Atomic Energy Detection System. Located on 1,137 acres near the west Texas city of San Angelo, the base boasts a population of more than 5,000, of whom more than one-half are students.

Goodfellow's history traces to the period prior to Pearl Harbor when President Franklin Roosevelt, responding to the train of aggression across Europe, Africa, and Asia, began a program of preparedness that included the construction of facilities for the training of pilots. Several such bases were envisioned for immediate construction and one, specifically, for west Texas. Civic leaders from San Angelo immediately commended their community to the War Department. Their generous offer of sewage and electrical service, a railroad spur, and a 50-year lease on 640 acres at one dollar per year helped decide the issue in their favor.

Construction of the new flying training school began at once. Officially established on 17 August 1940, the airfield was ready for occupancy by January 1941 and the first classes of students arrived in February. On 27 May 1941 the post was officially renamed Goodfellow Field to honor a local World War I aviator killed in combat over France in 1918.



During the next four years Goodfellow graduated more than 10,000 pilots from its primary and basic training programs, utilizing for the most part the Stearman PT-13/17 *Kaydet*, the Vultee BT-13 *Valiant*, and the North American AT-6 *Texan*. After the war Goodfellow continued to produce pilots, first on the *Texan* and the North American T-28 *Trojan* and then, beginning in 1954, on the twin-engine North American B-25 *Mitchell*. On 3 September 1958, with nearly 20,000 aviators to its credit, Goodfellow graduated its last class of pilots.

The end of flying training at Goodfellow marked the transfer of the base from Air Training Command to the USAF Security Service (USAFSS) and the beginning of a new mission — the training of Air Force personnel in the advanced cryptologic skills that USAFSS required at installations worldwide. Eight years later, in 1966, the mission expanded further to include training in these same skills for Joint-service personnel.

Reverting to Air Training Command in 1978, the base emerged from a brush with closure to become a Technical Training Center in 1985 and the site for the consolidation of all Air Force-managed intelligence training. Eight years later, on 1 July 1993, the Air Force activated the 17th Training Wing at Goodfellow. With the change in name came a marked diversification and increase in mission, as the base realignment and closure process brought fire protection and technical applications

training to the base. To support the increased training load, the base underwent extensive modernization and growth, so that Goodfellow, numbering among the oldest installations in the Air Force, stands too as one of its most modern.

BASE CHRONOLOGY

- 15 May 40 San Angelo civic leaders learned that the War Department planned to establish a pilot-training field in west Texas.
- 8 Jun 40 City representatives visited Randolph Field in San Antonio to urge that the new training field be built near San Angelo. The city offered water, sewage, electrical, and railroad connections to a 640-acre site to be leased at a fee of one dollar per year.
- 21 Jun 40 The War Department announced that an advanced flying school would be established near San Angelo. The original cost was estimated at slightly more than \$1 million. Formal ground-breaking took place three days later.
- 17 Aug 40 The new air field was formally established, although preliminary construction would not be completed for another five months.
- 30 Sep 40 Col Albert M. Guidera became the first commander of the new post. Illness prevented his staying long in command, and he was succeeded by Col George Palmer on 3 January 1941.
- 18 Dec 40 The War Department designated the new installation as the San Angelo Air Corps Basic Flying Training School, having abandoned its earlier plan to offer advanced pilot training at the post.



- 4 Jan 41 The first group of 59 buildings and three control towers was completed and accepted. Seventeen days later, on 21 January, the post hospital opened, making the medical staff the first personnel permanently assigned to the field.
- 26 Jan 41 Colonel Palmer conducted a formal flag-raising ceremony, officially opening the post.
- 11 Feb 41 With 111 cadets, Class 41-E arrived at the airfield to begin training on the North American BT-14 *Yale*.
- 1 Mar 41 Base officials leased a 38-acre site ten miles northwest of Goodfellow to establish an auxiliary landing field. Designated Robbins Field, the site was the first of seven auxiliaries Goodfellow operated during the 1940s and 1950s.
- 27 May 41 The War Department re-designated the installation as Goodfellow Field. Post personnel celebrated the name change in a formal ceremony at the field on 4 July 1941.
- 18 Apr 42 Lieutenant William Farrow, a graduate of Class 41-E, piloted the last of sixteen B-25 *Mitchells* to take off from the aircraft carrier USS *Hornet* as part of the Doolittle Raid over Japan. Ditching the plane over occupied China, Farrow subsequently was captured by the Japanese and executed, in October 1942, along with two fellow Raiders.

- 18 Mar 43 For gallantry above and beyond the call of duty, Lt Jack Mathis was awarded the Medal of Honor posthumously. Mathis was one of five former Goodfellow personnel to receive the Medal of Honor.
- 7 Jun 43 The 791st Women's Army Auxiliary Corps (WAAC) Post HQ Company was activated. At Goodfellow, the WAACs (later, WACs) numbered about 80 during the war, living and eating in segregated facilities for much of their time at the post while serving as nurses, radio mechanics and clerks.

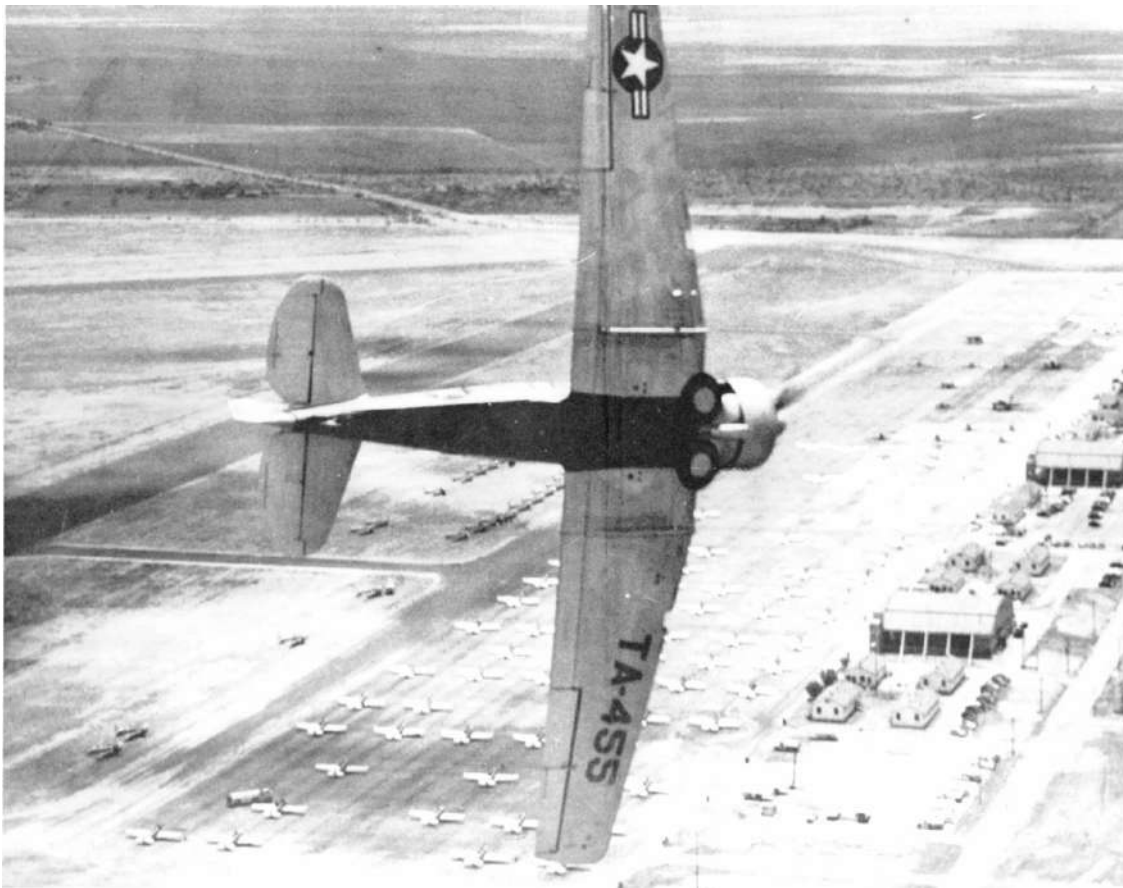
- 6 May 44 Jimmie Parker arrived as the first member of the Women's Airforce Service Pilots (WASP) on Goodfellow. In all, 18 WASPs served at the base, ferrying and testing aircraft until the organization disbanded in December 1944.



WACs parade at Goodfellow during WWII.

- 30 Jun 44 The first Air Crew Trainees (ACT-44) arrived at Goodfellow. Air Crew Trainees were "pilots-to-be," forming a pool of aircrew candidates trained in aircraft and maintenance familiarization plus military discipline. Among their accomplishments while awaiting flight training was the construction of a circular, concrete swimming pool near the northwest end of the installation. Due to the length of the pilot pipeline, Goodfellow's 596 ACT-44 members did not receive their wings during the war and were discharged from the service at Goodfellow in autumn 1945.
- 8 Sep 45 Following the Japanese surrender, basic pilot training was discontinued at the base and the school was re-designated a primary pilot training base. The last basic class, 45-H, produced 49 graduates on this date.
- 1 Jul 46 The steep reduction in pilot production after World War II led the War Department to place Goodfellow on reduced activity status. The last primary class, 47-A, produced 65 graduates 6 July 1946.

- 1 May 47 As pilot production continued to drop, the War Department inactivated Goodfellow Field. The field was placed in caretaker status with only a few dozen personnel assigned.
- 1 Dec 47 Air Training Command reactivated Goodfellow and assigned it a primary pilot-training mission, featuring the North American T-6 *Texan*.
- 13 Jan 48 Four months after its establishment as an independent service, the United States Air Force re-designated Goodfellow Field as Goodfellow Air Force Base.
- 19 Feb 48 With 269 students, Class 49-A arrived as the first class to take training at Goodfellow following its reactivation.
- 27 Feb 50 The city of San Angelo deeded 994.23 acres to Goodfellow, including the 640 acres originally leased to the base at one dollar per year in 1940.



1 Apr 50 Headquarters, USAF designated Goodfellow AFB as a permanent station.

25 Jun 50 Pilot production increased on Goodfellow in response to the Korean War. Additionally, the base trained student pilots from several North Atlantic Treaty Organization (NATO) nations, including Turkey, Denmark, Norway, and the Netherlands.

9 Feb 54 Basic multi-engine pilot training began at Goodfellow. The program operated the North American TB-25 *Mitchell*.

30 Jun 54 Goodfellow discontinued primary pilot training following six years' production.



3 Sep 58 Goodfellow graduated its last class of pilots. The transition to jet training across Air Training Command had found Goodfellow unable to participate due to urban encroachment along its northern boundary. In 18 years of operation the base had produced nearly 20,000 pilots.

25 Sep 58 Detachment 160, 1110th Balloon Activities Group was activated at Goodfellow. The detachment's mission was to launch, monitor, and recover helium-filled polyethylene weather balloons in support of an Atomic Energy Commission program to measure radioactivity in the atmosphere.

1 Oct 58 The Air Force transferred control of Goodfellow AFB from Air Training Command to the USAF Security Service.

6 Oct 58 Cryptologic intelligence training began on Goodfellow as the USAF Security Service school realigned from March AFB, California, to Goodfellow. Offering a curriculum consisting of six residential courses, the school delivered cryptologic intelligence training for Air Force and Navy personnel.

Jan 1959 The USAF Security Service established an NCO Academy at Goodfellow.

14 Jan 59 The USAF Security Service school graduated its first class of students.

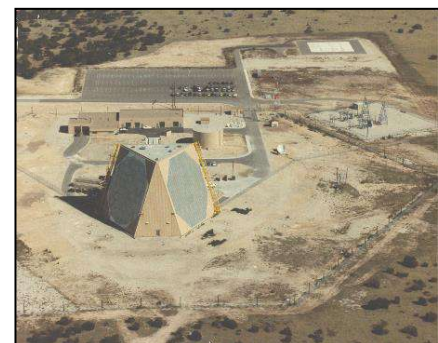


19 Mar 63 The Naval Security Group terminated the training of Navy personnel at the USAF Security Service school, ending a joint-training program that had begun at March AFB in 1954 and had transferred with the school to Goodfellow in 1958.



1 Jul 66 The intelligence school at Goodfellow implemented tri-service training for a US Army Security Agency detachment and a Naval Communications Training Center detachment.

- 31 Jul 71 Detachment 31 of the 6th Weather Wing was inactivated at Goodfellow after launching 1,300 high-altitude balloons during its 13-year tenure as a tenant on Goodfellow.
- 15 May 74 The Department of Transportation established a motor vehicle tire quality grading center on Goodfellow. The center included sections of the former runways as part of its test track until the arrival of fire-protection training in the early 1990s led to the relocation of the center and the construction of a new test track along the northeast perimeter of the base.
- 11 Jan 75 Goodfellow transferred out the last of its aircraft, a pair of Cessna O-2s that had been used for administrative airlift. Two months later, on 18 March 1975, the base closed its runways to official flying activities. Subsequent use of the runways by fixed-wing aircraft was limited mainly to aero club activities and occasional air shows (see page 23).
- 1 Apr 75 Anticipating the dissolution of a separate Women in the Air Force (WAF) program in 1976, the WAF squadron on Goodfellow inactivated. Passage of the Women's Armed Services Integration Act in June 1948 had created the WAF as a vehicle for women to serve as permanent, regular members of the Air Force.
- 26 Apr 78 The Secretary of the Air Force announced that Goodfellow was a candidate for closure. Goodfellow would remain on the closure list for the next three and one-half years.
- 1 Jul 78 Jurisdiction for Goodfellow transferred from the USAF Security Service back to Air Training Command, where it had resided prior to October 1958.
- 19 Oct 81 The Air Force removed Goodfellow from the closure list. Subsequently, Air Force officials revealed that the base had been selected as the host site for the consolidation of all Air Force managed intelligence training.
- 2 Aug 83 The Air Force announced the selection of the Blaylock Ranch in Schleicher County, Texas, as the site for the PAVE



PAWS-southwest radar installation, tasking GAFB to support the site and its personnel. Construction began 30 October 1984.

- 1 Mar 85 Air Training Command activated the Goodfellow Technical Training Center.
- 6 Nov 85 Realigning from Keesler AFB, Mississippi, the electronic intelligence operations specialist course became the first to begin at Goodfellow under the intelligence training consolidation program announced earlier in the decade.
- 8 May 87 PAVE PAWS-southwest became operational.
- 27 May 87 Intelligence training for international officers began at the base. Goodfellow previously had delivered pilot training to international students in the 1940s and 1950s.
- 24 Sep 87 In support of cryptologic analysis training, Goodfellow established the world's first operational GROUNDLINE system.
- 19 Jan 88 Instruction began on the new Voice Processing Training System (VPTS), completing the Sentinel Bright I program conceived 10 years earlier. The VPTS brought computer-based instruction to the training of cryptologic linguists.



- 5 Jan 89 The Secretary of Defense approved the recommendations of the Base Realignment and Closure Commission, under which fire protection training would move from Chanute AFB, Illinois, to Goodfellow.
- 1 May 89 The first Marine Corps student completed electronic intelligence training at Goodfellow. The training of Marines at Goodfellow had begun earlier in the decade.
- 18 Jun 90 The first of two C-130 *Hercules* aircraft landed on the idle airfield at Goodfellow to support the fire protection training mission realigning from Chanute AFB.
- 1 Feb 92 The Goodfellow Technical Training Center was re-designated as the Goodfellow Training Center.
- 11 Feb 93 The base NCO Academy realigned from the Air Force Intelligence Command to the Goodfellow Training Center to become the Goodfellow NCO Academy. The academy had operated on Goodfellow since 1959.
- 1 Jul 93 The USAF activated the 17th Training Wing at Goodfellow. Below, Col Joseph Wehlre presides at the ceremony.



For base events after 1 Jul 1993 see the entries in the "Wing Chronology" beginning on page 60 with the entry for 1 July 1993.

BASE COMMANDERS*

64th Air Base Group (4 Feb 41-31 Dec 44)

| | |
|------------------------------|-----------|
| Col Albert M. Guidera..... | 30 Sep 40 |
| Col George M. Palmer**..... | 03 Jan 41 |
| Col Henry R. Baxter..... | 01 Jun 42 |
| Col Linus D. Frederick..... | 02 Nov 42 |
| Col Harold A. Gunn**..... | 01 Apr 43 |
| Col Glenn L. Davasher**..... | 21 Apr 43 |
| Maj Hal B. Armstrong..... | 16 Oct 43 |
| Col Harold A. Gunn**..... | 03 Nov 43 |
| Col Glenn L. Davasher**..... | 06 Dec 43 |
| Col Harold A. Gunn**..... | 13 Dec 43 |

2533rd Army Air Forces Base Unit (1 Jan 45-31 Jul 48)

| | |
|--|------------------|
| <i>(cont.) Col Harold A. Gunn.....</i> | <i>01 Jan 45</i> |
| Col John T. Sprague..... | 05 Oct 45 |
| Col George M. Palmer**..... | 17 Apr 46 |
| Col John F. Guillett..... | 31 Jul 46 |
| Brig Gen Aubrey L. Moore..... | 12 Jan 48 |

3545th Basic Pilot Training Wing (26 Aug 48-31 Sep 58)

| | |
|--|------------------|
| <i>(cont.) Brig Gen Aubrey L. Moore.....</i> | <i>26 Aug 48</i> |
| Col James E. Roberts..... | 01 Dec 48 |
| Col John R. Morgan..... | 01 Aug 50 |
| Col Robert B. Davenport..... | 31 Jul 53 |
| Col Beverly E. Carmack..... | 04 Jan 55 |
| Col Roscoe C. Crawford, Jr..... | 19 Feb 55 |
| Col Alexander G. Evanof..... | 12 Jul 57 |
| Col Robert H. Augustinus..... | 20 Aug 58 |

6940th Air Base Wing (1 Oct 58-31 Mar 60)

| | |
|--|-----------------|
| <i>(cont.) Col Robert H. Augustinus.....</i> | <i>1 Oct 58</i> |
|--|-----------------|

* Ranks are those worn on the final day in command at Goodfellow.

*** Served more than one tenure in command at Goodfellow.*

6940th Technical Training Wing (1 Apr 60-31 Jan 63)

(cont.) Col Robert H. Augustinus.....1 Apr 60
Col Frederick A.V. Hartbrodt.....06 Apr 61
Col Carl W. Stapleton.....28 Aug 61

6940th Security Wing (1 Feb 63-30 Jun 78)

(cont.) Col Carl W. Stapleton.....1 Feb 63
Col Henry S. Taylor.....08 Jul 63
Col Joseph Bush.....26 Aug 63
Col John R. Neal.....29 Dec 67
Col John C. Rees.....14 Nov 70
Col John H. Vinay, Jr.....01 Aug 73
Col Norma E. Brown.....01 Dec 74
Col Donald E. Weaver.....20 Jun 77

3480th Technical Training Wing (1 Jul 78-28 Feb 85)

(cont.) Col Donald E. Weaver.....1 Jul 78
Col Charles E. Powell.....24 Jun 80
Brig Gen Chalmers R. Carr, Jr.....10 Jul 84

Goodfellow Technical Training Center (1 Mar 85-31 Jun 93)

(cont.) Brig Gen Chalmers R. Carr, Jr.....1 Mar 85
Brig Gen Paul R. Roberson.....09 Apr 86
Brig Gen William E. Collins.....11 Jun 87
Col Charles R. Edwards.....10 Jan 89
Col James A. Maxwell, Jr.....31 Jul 90
Col Joseph H. Wehrle, Jr.....14 Jun 92

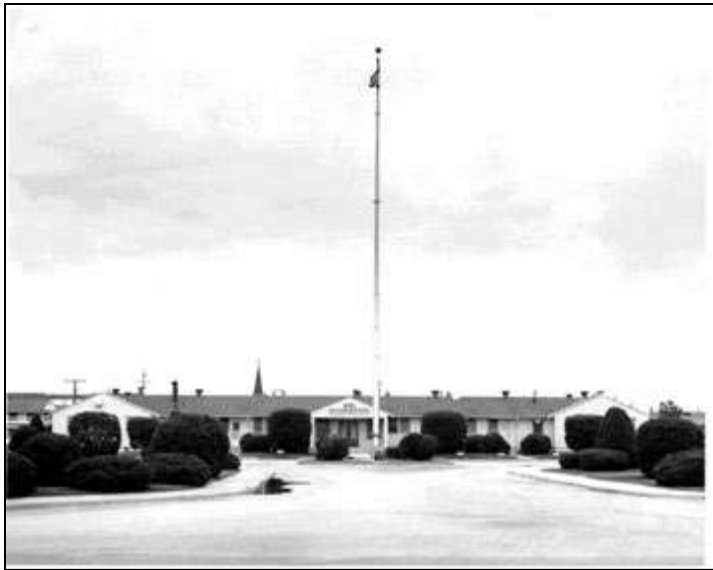
17th Training Wing (1 Jul 93-Present)

(cont.) Col Joseph H. Wehrle, Jr.....1 Jul 93
Col Ronald D. Tabor.....27 Jul 94
Col Kelvin R. Coppock.....26 Aug 96
Col Toreaser A. Steele.....25 Sep 98
Col K.C. McClain.....4 Aug 00
Col Martin Neubauer.....23 Jul 02
Col Lori J. Robinson.....12 Aug 04
Col Scott A. Bethel.....12 Aug 05
Col Richard R. Ayres.....9 Mar 07
Col Thomas W. Geary.....22 Jul 09

| | |
|-----------------------------|-----------|
| Col Mark T. Damiano..... | 23 Jun 11 |
| Col Kimberlee P. Joos..... | 29 May 13 |
| Col Michael L. Downs..... | 14 Jul 15 |
| Col Ricky L. Mills..... | 21 Jul 17 |
| Col Andres R. Nazario..... | 28 Jun 19 |
| Col Matthew R. Reilman..... | 12 Jul 21 |

NOTE: *When activated in 1940, the base was assigned to the Gulf Coast Air Corps Training Center. It transferred to Air Corps Flying Training Command on 23 January 1942. That command was re-designated as Army Air Forces Flying Training Command on 15 March 1942, as Army Air Forces Training Command on 31 July 1943, as Air Training Command on 1 July 1946, and as Air Education and Training Command on 1 July 1993. However, for a 20-year period, from 1 October 1958 to 30 June 1978, the USAF Security Service was the command responsible for Goodfellow.*

* * * * *



**Wing Headquarters
1941-2005**

**Norma Brown Building
(Wing Headquarters)
2005 -**



AIRCRAFT ASSIGNED TO GOODFELLOW

Flying operations began at Goodfellow in February 1941 when the first class of students arrived to take basic flying training. In February 1943 the base improved its three runways by applying a two-inch concrete-asphalt surface over a 12-inch caliche base. Flying training came to an end at Goodfellow on 1 October 1958 but its runways continued to support administrative airlift, proficiency flying, air evacuation, and 6th Weather Wing balloon operations. In March 1975 Goodfellow terminated all flying activity at the base and closed its runways. Subsequent use of the runways by fixed-wing aircraft was limited to aero club, air show, and readiness activities in the early 1980s and, in June 1990, the landing of two C-130s in support of the fire training mission realigning to Goodfellow from Chanute AFB, Illinois.

Featured below are the key aircraft assigned to the base form 1941-75. Other aircraft assigned but not pictured here included the PT-19, AT-7, AT-11, L-16, and L-11 trainers; the P-51, C-45, U-3, and O-2 assigned for administrative airlift; the YT-34, YT-35, and T-33 assigned under test programs; and the C-47, U-6, and H-21 assigned as part of the balloon mission.

..... KEY WORLD WAR II TRAINERS



North American BT-9/14
(1941)



Vultee BT-13/15
(1941-44)



Stearman PT-13/17
(1944-46)

..... KEY POSTWAR TRAINERS



North American T-6
(1944-46. 1948-54)



North American T-28
(1953-55)



North American TB-25
(1954-58)

AUXILIARY AIRFIELDS

Flight operations for Goodfellow's first class of cadets began on 17 February 1941. Within a week, training officials had already identified a major deficiency: since much of the basic pilot training program involved take-offs, approaches, and landings, the installation's landing field was unable adequately to accommodate the current and projected training loads. The need was to acquire additional or "auxiliary" airfields, reasonably proximate to the main field, at which the school's cadets could practice approaches and related flight procedures. By 1 March 1941 officials at the school had identified two suitable locations; by 1943, seven auxiliary landing fields were in operation.

None was an elaborate establishment, although each was at least reasonably level and far from hills and buttes. Man-made obstacles, such as electrical or telephone lines, were easily removed. On most, eventually, were erected modest facilities such as an outhouse, a crash station, in some instances a cadet shelter, and an operations building. Some boasted portable electrical and water service but all, during the war, were mere soil and grass affairs turned muddy and unusable during occasional wet conditions or dusty and uninviting when the weather stayed too long dry.

Even so, these simple clearings performed a vital training service, accepting as much as 80 percent of the training traffic between sunrise and sunset, by which time all aircraft had returned to Goodfellow. As the base scaled back operations after the war, the auxiliaries fell into disuse. However, the resumption of pilot training at Goodfellow in 1948 restored three auxiliaries to service. Later, to reduce dust and support B-25 training operations, one auxiliary even received three asphalt-surface runways. This was the Vancourt auxiliary field (#6), located south of Wall, Texas. Returning to private ownership after 1958, its permanently surfaced 150 by 5000-foot runways would entertain racing enthusiasts for decades as an auto drag strip. Of the other auxiliaries, however, there is no longer any trace, as those not supporting the cultivation of cotton simply returned to nature.

AUXILIARY FIELD # 1 OATES FIELD

Leased on 1 March 1941 and named for the land's owner, Oates Field was the first of Goodfellow's auxiliaries. In January 1942, Oates was enlarged from 201 to 428 acres, providing a usable landing area measuring 3,554 by 5,312 feet. It lay 6.25 miles southeast of Goodfellow, near US Route 87, and boasted a crash station, an operations building, and a toilet. Goodfellow declared the field surplus in 1945.

AUXILIARY FIELD # 2 BROOME FIELD

Named for the landowner from whom it was leased, Broome Field lay 7.5 miles south of Goodfellow near US 277. The 300 acre site ran 3,615 feet on each side and eventually boasted a crash station, an operations building, and a toilet. Acquired in March 1941, the auxiliary was one of three to support GAFB operations after the war.

AUXILIARY FIELD # 3 ROBBINS FIELD

Named for Col A. W. Robbins, a commander of Randolph Field who died in 1940, the auxiliary was leased in March 1941 and enlarged to 295 acres the following January. Rolling terrain rendered one-third of it unusable, and the 2,853 by 3,229 feet landing area was supported only by a simple operations building and a toilet. Located nine miles northwest of Goodfellow, the field was declared excess in 1945.

AUXILIARY FIELD # 4 LANE FIELD

Another leased field named for its landowner, Lane Field lay 8.75 miles northeast of Goodfellow, just south of the town of Veribest. A crash station, an operations building, a toilet, and an electric power generator supported the 593 acre, 4,900 by 5,300 feet site, declared surplus in 1945.

AUXILIARY FIELD # 5 PULLIAM FIELD

Named Pulliam Field in its postwar incarnation, auxiliary #5 lay nine miles north of Goodfellow along US Route 208. Its 640 acres of flat terrain included crash houses, a cadet shelter, portable electric power, and several toilets. The field supported training operations during and after World War II.

AUXILIARY FIELD # 6 VANCOURT FIELD

The third of the auxiliary fields to return to service in the postwar period, Vancourt lay 8.75 miles southeast of Goodfellow along Wall Road. Declared surplus in 1945, the 649-acre field with crash houses, cadet shelter, toilets, and portable electric power was restored after flying operations resumed at Goodfellow in 1948. Alone among Goodfellow's auxiliaries, Vancourt Field boasted asphalt-surfaced runways and taxiways. The paving project was completed in November 1953 and was intended to reduce the ubiquitous dust hazard and support the new multi-engine basic pilot training program arriving at Goodfellow in 1954.

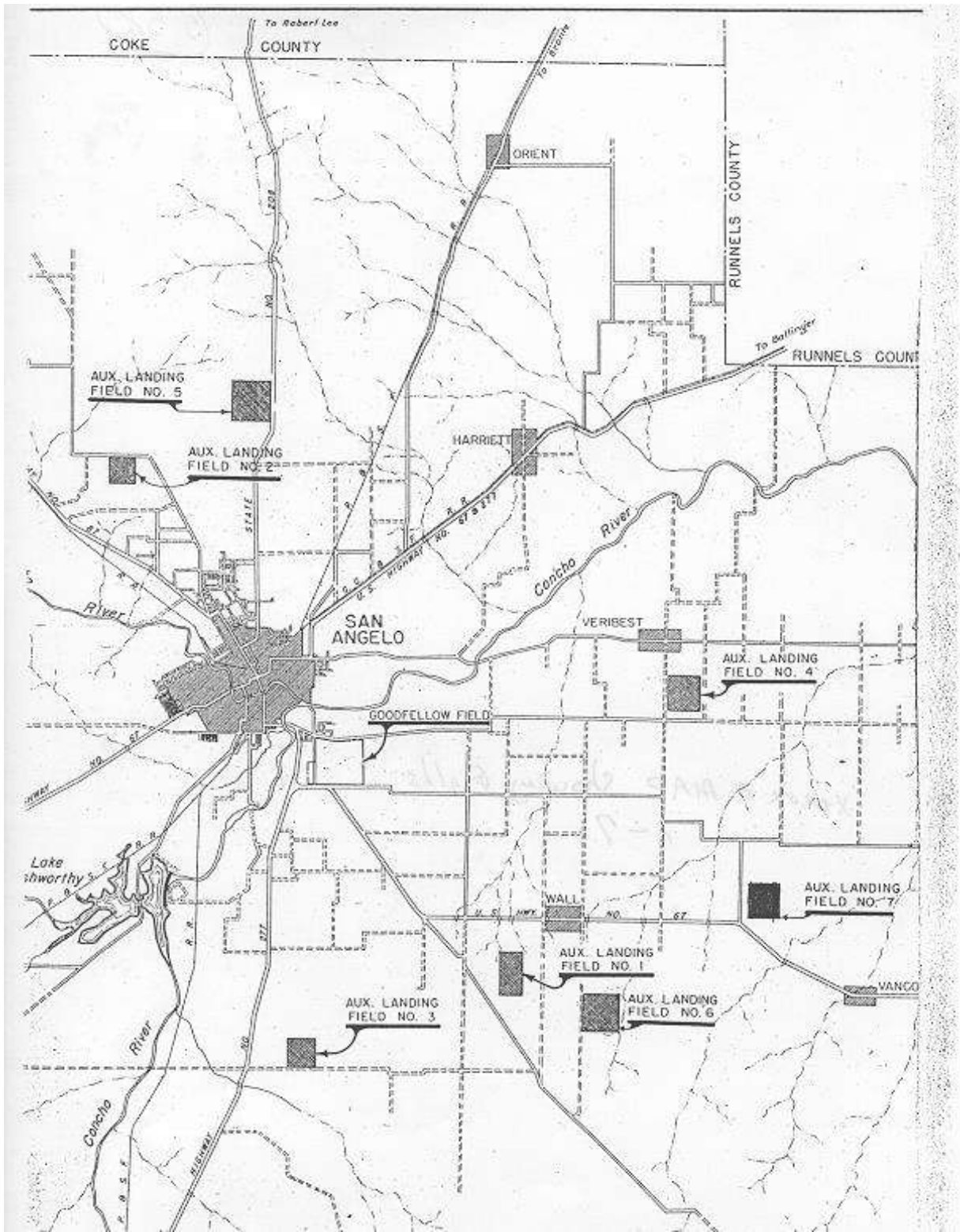


TB-25 at Auxiliary Field #6

AUXILIARY FIELD # 7 No Name

Eleven miles east by southeast of Goodfellow near the town of Vancourt along US 87, Auxiliary Field #7 was the farthest from the main base. It provided a 4,082 by 4,965 feet landing area plus crash houses, cadet shelter, toilet, and electric generator. Unnamed, number seven's 467 rolling acres provided only "fair" visibility during taxiing and was declared surplus in 1945.

The drawing on the next page locates the seven auxiliary fields that supported flying operations at Goodfellow at various times between 1941 and 1958. The images on the following page show Auxiliary #2 (Broome, top), which offered little more than a clear and reasonably level surface on which to land, and Auxiliary #6 (Vancourt, bottom), which shows improved and permanently surfaced runways and taxiways still evident in this 1995 Google image.





GOODFELLOW HEROES

Among Goodfellow's hundreds of thousands of graduates are many who achieved particular fame, often through the display of extraordinary courage. The next dozen pages discuss seven of these, including five medal of honor recipients, a Doolittle raider, and an ace whose first two aerial victories came at Pearl Harbor on 7 December 1941. But there were many others. There was Gen Welch, who took flying training at Goodfellow in the early 1950s and went on to become Chief of Staff of the Air Force; and Maj Gen Norma Brown, who came to Goodfellow in 1974 to become the first woman to command an Air Force wing; and Gene Rodenberry, who graduated Goodfellow in June 1942 and later created Star Trek. And there were many who served here but did not come back, such as A1C Elizabeth Jacobson and 1Lt Roslyn Schulte (featured below, on this page), who were lost in Operations Iraqi Freedom and Enduring Freedom; and "Bravos" such as Sgt Peter Cressman, lost while flying airborne radio direction-finding missions during the Vietnam War (featured on the final page of this section).

Clockwise from top left: Jacobson Gate on south Kearney Boulevard; A1C Elizabeth Jacobson; Schulte Hall (building 530); 1Lt Roslyn Schulte.



Lieutenant Harry Brown

Paging through the cadet photos for class 41-F, not too far along, you will see his likeness. Harry Brown was a Texan, the caption will tell you, from Amarillo. When he arrived for training in March 1941 the post was not yet named Goodfellow. It would not take that name until 26 May, four days before Brown and his classmates graduated the Basic flying program at Goodfellow Field and left for Advanced training elsewhere — in Brown's case, to Kelly Field in San Antonio. There, in August 1941, he completed his training and departed for his first duty assignment, with the 47th Pursuit Squadron at Wheeler Field.



Brown's class photo at Goodfellow.

Wheeler lay on the main Hawaiian island of Oahu, north of Honolulu and the naval installation at Pearl Harbor that its aircraft were intended to protect. For that purpose, Wheeler operated a few dozen P-36 *Hawks* and nearly 100 of its newer upgrade, the P-40 *Warhawk*. On the morning of 7 December 1941, most were parked wingtip to wingtip, as protection against sabotage.

Saturday, 6 December, had been a big day for Brown. Sunday would be even bigger. Having qualified in aerial gunnery on the P-40E, he and a few of his friends stayed up late celebrating, so that he was still awake Sunday morning when the first Japanese fighters and dive bombers began strafing and bombing the airfield at Wheeler. Getting an aircraft airborne in



The five who claimed aerial victories at Pearl. Brown is at right.

the midst of so heavy an attack did not present itself as a very promising proposition so Brown, dressed still in tuxedo pants but with a pajama top, hopped in his convertible with a fellow pilot and sped north, hoping the attackers had neglected the tiny auxiliary field on the north coast, at Haleiwa. He was right. Boarding a P-36 that fortunately had been fueled — following a recent exercise, more than a few aircraft of the Hawaiian Air Force (HAF) had been left unfueled with their guns removed for cleaning — Brown quickly got airborne and slipped in behind a *Kate* torpedo bomber. Although only one of his guns worked, he hit the *Kate* and saw flames pour from it before losing sight of it. In fact, the

wreckage of this aircraft was discovered years later and marked perhaps the first kill by a US aircraft in World War II. Later, during the same sortie, Brown got behind another *Kate* and this time saw his victim crash — one of 11 by HAF pilots that day. For this, Brown was awarded the Silver Star.

Harry Brown would go on to become an ace, flying first the P-40 and then the P-38 *Lightning* in the Pacific theater and scoring a further six kills. After the war, he served for a time as base commander at McGuire AFB, NJ, before separating from the service. He died in California in 1991 at age 70.

Lieutenant William Farrow

Just after noon on 2 April 1942, a small Navy aircraft carrier left Alameda Naval Air Station heading west into the Pacific. Strapped to the deck of the carrier *Hornet* were 16 dark-green bombers in place of the normal complement of fighters and torpedo planes. No less extraordinary was the carrier's destination. "The target of this task force," the *Hornet*'s skipper announced as it cleared the Golden Gate Bridge, "is Tokyo!"



Leading the mission was Lt Col Jimmy Doolittle, a former test pilot with a PhD in aeronautical science. Doolittle's first task had been to select a plane. Choosing the B-25 *Mitchell* for its range, capacity, and ability to take off in limited space, Doolittle turned to the 17th Bomb Group for his crews. As the most experienced B-25 unit in the Army Air Corps, the 17th provided Doolittle all the volunteers he required.

By April 18th, the task force had moved within 650 miles of Tokyo when a Japanese picket boat spotted it. Despite the distance, the decision was taken to launch.

At the controls of *Bat out of Hell*, the 16th aircraft, was Lt William Farrow. Tall and angular, the South Carolina native had arrived in San Angelo in February 1941 as a member of flying cadet class 41-E, Goodfellow's first class. Graduating in April, Farrow went on to Advanced training at Kelly Field before taking an assignment as a B-25 pilot with the 17th at Pendleton, Oregon. While there, Farrow volunteered for what Doolittle had revealed only as a "special aviation project."

For most of the 16 *Mitchells* on the Doolittle mission, the target was Tokyo. Farrow's assignment, however, was Nagoya, an industrial city south of the capital. After dropping his four incendiary clusters on an oil depot and an aircraft factory from an altitude of 100 feet, Farrow continued west across the East China Sea for Chuchow, China, beyond the line of Japanese occupation. Making landfall at night, the crew was unable to establish radio contact with the ground and, as the fuel warning light indicator came on, bailed out over what, unfortunately, proved to be Japanese-held territory.

The crew survived the jump but could not evade capture. Imprisoned with the crew of another *Mitchell* from the raid – this one piloted by Lt Dean Hallmark, a native of Robert Lee, Texas – Farrow and seven others were moved first to Tokyo and then to Shanghai. There they were tortured and confined in wretched conditions on a starvation diet, to the extent that Lt Hallmark,

called “Jungle Jim” for his great size and strength, could no longer walk or even stand. A mock trial in August condemned the eight to death but the Japanese subsequently commuted the sentences of five to life imprisonment. For the other three – Farrow, Hallmark, and Farrow's engineer-gunner, Sgt Harold Spatz (pictured above) – they were led to a local cemetery in October, tied to small crosses, and shot. “Don't let this get you down,” 23-year old Bill Farrow had written his mother. “Just remember that God will make everything right, and that I will see you again in the hereafter.”



Bill Farrow (second from left) with his crew aboard the USS *Hornet*. The patches on their A-2 jackets are from the 34th Bomb Squadron, a component of the 17th Bomb Group.

Lieutenant Jack Mathis

There is a story about Jack Mathis that reveals the sense of duty and personal responsibility that drove him in small things and would sustain him in larger moments. In 1941 Mathis, who was born in San Angelo and grew up in nearby Sterling City, was serving his enlistment as a clerk in the orderly room of the 49th School Squadron at Goodfellow Field. One of his duties was to compile a report

called the collection sheet. Because the report was based on inputs from units scattered across the post, he could only complete his report on time if he received those inputs in a timely fashion. That did not always happen.

One morning, as the story goes, another of the clerks arrived at work early. When he got to the orderly room, he saw Jack Mathis already at his desk. “Jack,” he said, “you really got here early today.” Mathis, who was putting the final touches on his collection sheet, looked up and said, “Nah, I haven’t been home yet.”



Jack Warren Mathis was one of three Goodfellow personnel to be awarded the Medal of Honor posthumously during the Second World War. Enlisting in the Army in June 1940, he first was assigned to an artillery unit at Fort Sill, Oklahoma, before transferring to Goodfellow in 1941 to serve alongside his brother, Mark, who already was stationed at the post. In January 1942, following the Japanese attack on Pearl Harbor, the Mathis brothers were accepted for pre-flight training at Ellington Field, Texas, before moving on for bombardier training — at Victorville, California, for Jack; and at Midland, Texas, for Mark. Graduating in July 1942 as a member of Class 42-9, Jack was assigned to Eighth Air Force as a member of the 359th Bombardment Squadron, 303rd Bombardment Group, at Molesworth, England, where he flew aboard the B-17F heavy bomber, *The Duchess*.

On 18 March 1943, Mathis was lead bombardier for his squadron on a 103-plane mission against the important U-boat shipbuilding yard at Vegesack, near Bremen in northern Germany. Eighth Air Force had only recently begun bombing by squadron, so that the performance of the lead bombardier was critical to the squadron’s success. The Vegesack mission was also the first for which Automatic Flight Control Equipment was installed, linking an aircraft’s flight controls to the Norden bombsight and enabling the bombardier to control the aircraft during the final minutes of a bomb run. As Mathis peered over his Norden bombsight in the nose of the aircraft, just one minute from target, flak exploded to the right of the nose, driving him backwards nine feet to the rear of the compartment and tearing a gaping wound in his side, abdomen, and arm. The citation accompanying the Medal of Honor recounts what happened next.

Realizing that the success of the mission depended upon him, Lt Mathis, by sheer determination and will power, though mortally wounded, dragged himself back to

his sights, released his bombs, then died at his post of duty.

The last word he spoke was “bombs,” so a crewmate completed the message, adding “away” and enabling the pilot to release the autopilot and begin evasive action. Photo reconnaissance after the raid reported severe damage to seven and lesser damage to another six of the submarine hulls under construction at the Vegesack yards. Significantly, 76 percent of the bombs fell within 1,000 feet of the aiming point, a level of accuracy three times greater than the current average and attributable in part to a lead bombardier who completed his mission although mortally wounded.



Mathis (top right) and *Duchess* crew

Jack’s brother Mark was on the ramp at Molesworth to witness the return of *The Duchess* from Vegesack, only to see the red flare signaling that wounded Airmen were aboard. Afterwards, Mark requested a transfer to Jack’s squadron and flew a mission as bombardier aboard *The Duchess*. When the crew of *The Duchess* returned to the United States after completing 25 missions, Mark remained in England and joined a different crew. On his fourth mission, to Kiel, Germany, on 13 May 1943, his bomber was shot down over the North Sea on its return flight to England. Mark’s body was never recovered.



Jack Mathis was bombardier aboard the B-17F, *The Duchess*

Lieutenant Colonel Leon Vance

As his wife, Georgette, explained afterwards, Bob Vance spent a good part of the war “trying to get out of the Training Command for combat duty.” Born in Enid, Oklahoma, in 1916, Vance graduated West Point in 1939 and immediately asked to be placed on flying status. His uncle had been a World War I aviator, and his father was a civilian flight instructor. The Army approved his request, sending him to Randolph and then Kelly Field in San Antonio, Texas, where he earned his wings in June 1940 as a member of Class 40C. Following a brief tour back at Randolph as an instructor pilot, Vance transferred in February 1941 to the new school that had just opened up on the east side of San Angelo. He served at Goodfellow for the next two years, commanding the 49th School Squadron, before taking an assignment at Strother Field, Kansas, as director of flying.

His opportunity to “get out of the Training Command for combat duty” finally came one year later, in December 1943. In preparation for D-Day, the Army Air Forces formed a number of new groups. Now a lieutenant colonel, Vance was named deputy commander of one of these, the 489th Bombardment Group, and told to prepare its B-24 *Liberators* and their crews for combat. In April the group made the flight to England, where they continued their training. Finally, on 30 May 1944, Vance flew his first combat mission, a 135-mission against the airfield at Oldenburg, near Wilhelmshaven in northwest Germany.



Maj Vance, commanding the 49th School Squadron at Goodfellow

One week later, Vance flew his second and final mission, on the day before D-Day. The target was Wimereux, on the French coast, but the purpose was to reinforce the belief among the Germans that the invasion would strike the Pas de Calais, not Normandy. For the mission, Vance was named command pilot. Instead of piloting the Sharon D, named for his daughter, he would fly as a passenger aboard *Missouri Sue*, a special radar-equipped “Pathfinder” B-24H from the 44th Bombardment Group.

The short cross-channel mission from Halesworth Airfield in eastern England to Wimereux unfolded perfectly until it came time for *Missouri Sue* to release its bombs. They failed to drop. Bombing on lead, the trailing *Liberators* held their bombs as well. Vance immediately ordered another pass over target but the German defenses this time were ready. Struck repeatedly by anti-aircraft fire, *Missouri Sue* lost three engines and sustained damage to the fourth while ruptured fuel lines sprayed gasoline throughout the fuselage. In front, the pilot lay dead, while several of the crew were seriously injured, including Vance, whose right foot was nearly severed. Amidst this absolute chaos and terror, Vance and his crew successfully dropped their bombs on target, feathered the remaining engine, and began the short glide back to England. Upon reaching the coast, Vance ordered the crew to bail out. However, on the mistaken belief that one of the crew was too injured to jump, Vance



On the day he ditched in the English Channel, Lt Col Vance was aboard a B-24H similar to the aircraft shown here

turned the aircraft around in order to ditch in the channel. The resulting impact trapped Vance in the cockpit, beneath about six feet of water. At that point, as he recalled afterwards, “something exploded and I found myself again in the outside world with the sun shining down in my face.” Somehow, he managed to cling to some floating wreckage for nearly an hour until a rescue boat finally found him.

One month later, Vance was released from a London hospital and boarded a C-54 bound for the United States. In what can only be described as a cruel twist of fate, the plane disappeared between Iceland and Newfoundland and was never recovered.

Major Horace Carswell

They called him “Stump” because he was short but powerful. Born in Fort Worth, Texas, in 1916, Horace Seaver Carswell, Jr., briefly attended Texas A&M before transferring to Texas Christian University, where he played football while earning a degree in physical education. While at TCU he dated Virginia Ede, a San Angelo native, whom he would marry one year later while stationed at Goodfellow. There, he and his wife became close friends with Bob and Georgette Vance. Like Vance, Carswell had earned his wings the previous year at Kelly Field and then instructed at Randolph Field before arriving at Goodfellow. After Goodfellow, like Vance, Carswell would move through a number of stateside assignments before securing a posting overseas. Like Vance, his aircraft would be the B-24 *Liberator*. Like Vance, he would earn the Medal of Honor for his selfless attempt to save a crewmember unable to bail out of his stricken aircraft. And like Vance, regrettably, the medal would be presented to his fatherless child.

Carswell’s overseas assignment was to the 308th Bombardment Group at Chengkung Airfield in southwestern China. The 308 BG was the heavy bombardment arm of Claire Chennault’s Fourteenth Air Force, the successor to the Flying Tigers of Chennault’s American Volunteer Group. Heavy bomber missions from Chengkung ranged across the China-Burma-India and western Pacific theaters of operation, and included flights over “the Hump” as well as sea sweeps across the South China Sea.

Arriving in country in May 1944, Carswell was made operations officer for the group’s 374th Bombardment Squadron and, because of his experience as an instructor pilot, he often flew with other crews to observe their proficiency. On one such flight, over the Hump, he was forced to bail out but managed to make it back safely to Chengkung. On another mission, a solo sea sweep east of Hong Kong on 15 October 1944, he made three passes on a formation of Japanese naval vessels, sinking a cruiser and disabling a destroyer. For this action he would be awarded the Distinguished Flying Cross.



Eleven days later he scheduled himself again with another crew for another solo sea-sweeping mission over the South China Sea, this time at night. Surprising a Japanese convoy of armed cargo ships and at least two destroyers, he made a first pass and damaged one of the destroyers. Flying beyond the horizon, he returned 35

minutes later on a second low-level pass, striking a tanker. However, this time the convoy had not been taken by surprise and poured heavy fire into the attacking *Liberator*. With two engines gone, a third sputtering, a gas tank leaking, the hydraulic system gone, and the co-pilot wounded, Carswell immediately turned towards land and strained to gain altitude. Crossing the coast at 3,500 feet he flew on for another hour before the still sputtering third engine finally failed. At 2,000 feet he ordered the crew to bail out. Eight jumped, leaving the co-pilot, who lay wounded, the bombardier, whose chute had been destroyed in the attack, and Carswell, who stayed with the plane and attempted a crash landing in what his Medal of Honor citation rightly called “a supreme effort to save all members of his crew.” Sadly, Carswell and his two crewmembers died when the crippled aircraft struck the side of a mountain.



Stump Carswell flew a B-24J similar to the one pictured here

Colonel Leo Thorsness

His classmates at Goodfellow called him “Buzz” and took note of his “excessive smarts.” Leo Thorsness had entered training at Goodfellow as an aviation cadet, still the chief source of rated officers until the Air Force discontinued the practice in 1961. Between March and September 1953, Thorsness and the other 56 graduating members of primary Class 54-E flew the L-21 *Super Cub* and the T-6 *Texan* before departing Goodfellow for Basic and Advanced training at other installations in the command. Commissioned in 1954, Thorsness would spend the next decade flying the F-84 *Thunderstreak* and the F-100 *Super Sabre* at a host of

assignments, having opted to make the Air Force his career. In 1966, now a Major, Thorsness deployed to southeast Asia.

The Soviet Union had recently begun supplying its North Vietnamese client with surface-to-air missiles (SAMs) in an attempt to counter the buildup of American air power. In response, the Air Force developed the *Wild Weasel* program. Essentially, it was the incredibly hazardous mission of the *Weasels* to fly into a target area ahead of a strike force and troll for SAMs. The *Weasels* would then direct their specialized bombs and missiles at the SAM site as soon as it turned on its radar.

By spring 1967 Thorsness had flown nearly 90 such missions, and survived. One hundred was the limit. On 19 April, he and his backseater, Capt Harold Johnson, led a four-plane formation of F-105F *Thud Weasels* from their home station at Takli Royal Thai Air Force Base, Thailand, towards a target near Hanoi. As the *Wild Weasel* formation approached the target, the enemy radar came on. Thorsness immediately directed two of the aircraft north of the area while he and his wingman stayed south, quickly silencing one SAM site with a Shrike missile and another with bombs. Unfortunately, during the attack on the second SAM site, Thorsness' wingman was hit by ground fire and the *Thud's* two crewmembers were forced to eject. At about the same time the afterburner on one of the two F-105s Thorsness had sent north now failed, forcing both *Thuds* in that element to return to base.



Thorsness (left) and four classmates stand next to a T-6 trainer at GAFB.

Thorsness and his backseater were now alone. Rather than joining the other *Thuds* and returning to base, Thorsness instead flew towards the two descending chutes, hoping to keep the crew in sight and report their position for rescue. As he circled, however, Johnson noticed the approach of several MiG-17s. Thorsness immediately attacked, destroying one MiG with 20-mm cannon fire before breaking off to refuel.

As Thorsness approached the tanker, two A1E *Sandys* and a rescue helicopter reported their arrival in the area of his downed wingman. Knowing the threat the remaining MiGs posed to the rescue team, Thorsness opted not to refuel and instead returned to the rescue area, firing the last of his ammunition into one of the MiGs. At about the same time, the strike force he and the *Thud Weasels* had been

leading into the strike area finally arrived, driving away the remaining MiGs. Still low on fuel, Thorsness prepared again to mate with the tanker, only to hear one of the pilots from the strike package report that he would have to eject if not immediately refueled. Despite his own desperate condition, Thorsness directed the tanker to assist the other plane while he turned back towards Takhli. Although he lacked sufficient fuel to return to his base, he calculated that he stood a reasonable chance of reaching Udorn, halfway there, provided he throttled back and glided much of the way. He landed at Udorn just as his tanks ran dry.



Thorsness (left) and Johnson pose with their F-105F at Takhli in 1967.

For “conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty,” Leo Thorsness was awarded the Medal of Honor. However, he would not receive the medal or even learn of it until six years later. Flying another *Weasel* mission on the last day of April 1967, Thorsness was shot down, captured, tortured, denied medical attention, and imprisoned for six years in



Shown here is the F-105F Thorsness flew on his Medal of Honor mission.

the “Hanoi Hilton.” So as not to make his poor situation worse, the United States wisely kept word of the award secret until he returned home in 1973.

Thorsness retired from the Air Force as a colonel in 1973 and subsequently pursued careers in business and politics. In 2010, he returned to Goodfellow to attend

the dedication of “Thorsness Manor,” building 702, in his honor. Alongside him at Goodfellow that day, at the simultaneous dedication of “Day Manor,” building 700, was Col (ret.) George “Bud” Day.

Colonel George “Bud” Day

— By Lt Jay Hansen

One of the greatest men ever to grace the skies was retired Colonel George E. “Bud” Day. Born in Sioux City, Iowa, on 24 February 1925, he is the second most decorated military officer behind General Douglas MacArthur, holding nearly seventy awards and decorations, fifty of which were earned in combat. His military career began in 1942 when, as a seventeen year old young man, he enlisted in the Marine Corps. As a noncommissioned officer, he spent the next thirty months in the South Pacific during WWII. After returning home and earning a law degree, he joined the Air National Guard in 1950. He was called up for active duty a year later and applied for pilot training, serving briefly as an operations officer at Goodfellow in 1951 before moving on to fly fighter-bomber jets on two tours in the Korean War.

On 26 August 1967, Major Day was 41 years old. At this time, Major Day was one of the most experienced jet fighter pilots with 4,500 hours of single engine time and more than 5,000 hours flying time. In his third war, he was flying out of Phu Cat Air Base, Vietnam, as the first commander of his self-organized squadron of F-100s, nicknamed the *Misty Super FACs*. The squadron’s mission was to fly over North Vietnam and Laos as “forward air controllers,” selecting military targets and calling in air strikes on them. All was going well until Major Day’s plane was hit by ground fire, destroying the hydraulic controls and sending his plane into a steep dive. Major Day ejected from the plane and was slammed into the fuselage, breaking his right arm in three places and badly spraining his left knee. Upon reaching the ground he was immediately captured by the waiting Viet Cong, who took him to a camouflaged underground shelter where they staged his execution and then hung him upside down from an overhead rafter for several hours. He was beaten and tortured for two days before a medic crudely set his arm. On the fifth day following his capture, he feigned a serious back injury. This, in addition to his other wounds, convinced his teenage guards that an attempt at escape was inconceivable. That night he slipped out of his loosely tied ropes and escaped into the jungle. He traveled barefoot towards the south for two days. As he slept fitfully in a bush during his second night after escape, a rocket or bomb exploded nearby. Shrapnel ripped large wounds in his right leg. Blood ran from his ruptured eardrums and sinuses. Vomiting blood, disoriented, with no equilibrium, he languished in the brush and jungle, recovering so he could continue his journey south. It was two more days until he was able to proceed.

It had been slightly over a week since his escape when he reached the Ben Hai River, the northern border of the demilitarized zone, beyond which lay freedom and total escape. He laid low during the day and, at night, floated across the river into “no man’s land” using a bamboo log. Delirious, sustaining himself with no more than berries and uncooked frogs, he continued his trek south while evading the enemy. Two Forward Air Controllers passed directly overhead without spotting him. Later, he limped towards two Marine helicopters, coming heartbreakingly close to reaching them before they left the landing zone.



Maj Bud Day as commander of the Misty Fast FACs, 1967

After a week in the demilitarized zone, he came in sight of an American base camp. Not wanting to approach the camp at night for fear that he might be mistaken as the enemy by the defenders, he waited for dawn. Just before the needed daylight arrived, he looked up into the muzzle of an AK-47 held by a North Vietnamese soldier. With freedom so close, Major Day attempted escape and was shot in the left hand and thigh. After another day and a half, he was recaptured and taken to the original prison camp. He



F-100F restored in a paint scheme similar to Bud Day’s *Misty Fast FAC* (the tail code on Day’s aircraft was HE 56-954)

was brutally punished for his escape attempt. He suffered forty-eight straight hours of torture. Finally, after being bound by a rope under his armpits and suspended from a ceiling beam for two hours, the interrogating officer ordered the guard to twist his arm. His wrist broke under the pressure. The Viet Cong believed that they had finally broken his spirit when he gave them answers to their questions. What they did not know was that he had given them false information of no value whatsoever, risking the punishment of death if he was caught. Day's Medal of Honor citation describes his state at this time:

Physically, Col. Day was totally debilitated and unable to perform even the simplest task for himself. Despite his many injuries, he continued to offer maximum resistance. His personal bravery in the face of deadly enemy pressure was significant in saving the lives of fellow aviators who were still flying against the enemy.

Two months following his capture he was sent to the infamous "Hanoi Hilton," being completely destroyed physically and totally incapacitated. There, the barbarous torture and treatment continued for over five more years. In February of 1971, Major Day and several other prisoners gathered for an illegal religious meeting. Suddenly, the enraged enemy guards burst into the room to interrupt the gathering. George Day, battered and beaten, rose to his feet, stared back at the muzzles of the enemy rifles, and proved that his spirit was yet unbroken by lifting his voice in an anthem of freedom, "The Star-Spangled Banner". The top-ranking officer of the prison, Commander James Bond Stockdale, prompted others to join in the singing by lending his voice to the anthem. Soon, voices of soldiers throughout the prison camp joined in the refrain.



Day and his wife, Doris, embrace following his release in 1973.

George Day was released to come home on 14 March 1973 and was awarded the Medal of Honor on 4 March 1976. Colonel Day was the only POW to have escaped from prison in North Vietnam and then to have been recaptured by the Viet Cong in South Vietnam. Additionally, the period of his escape in Vietnam was, at the time of this writing, the longest survival of any graduate of the Fairchild Survival School.

ALONE, UNARMED, UNAFRAID: THE EC-47 MISSION IN SOUTHEAST ASIA

On 15 May 1974, an EC-47Q touched down for the last time at Ubon Royal Thai Air Force Base, Thailand, completing the final USAF Airborne Radio Direction Finding (ARDF) mission of the Vietnam War. The genesis of that mission formed 13 years earlier, when an American soldier became the first US casualty of the war while attempting to get a fix on a low-powered Viet Cong radio transmitter. Over the next five years the Air Force examined the feasibility of conducting that mission from the air. Beginning in 1966, under the cover name Phyllis Ann, the Air Force modified nearly four dozen World War II-era C-47 *Gooney Birds* to perform the ARDF mission. Flying from seven bases scattered across Vietnam and Thailand, flight crews from the 360th, 361st, and 362nd Tactical Electronic Warfare Squadrons together with “backend” USAF Security Service crews assigned to the 6994th Security Squadron and made up of Morse intercept specialists, linguists, and analysts flew thousands of missions tracking enemy movement along the Ho Chi Minh Trail and other parts of southeast Asia. The loss of aircraft and crew was always a possibility, and eventually hostile fire, crashes, and in one instance a terroristic ground attack claimed the lives of 36 crewmembers.

Many of the backend or crewmembers had been trained at Goodfellow, and the base has been earnest in recognizing their service. Six buildings on Goodfellow are named in honor of backenders who trained at the base and who perished while assigned to the EC-47 mission. These include Sebers Hall, named for TSgt Fred Sebers, a communications analyst who died in 1967 from wounds sustained in a terroristic ground attack; Leftwich Hall, named for TSgt Raymond Leftwich, a Morse intercept operator who died earlier in 1967 when his aircraft succumbed to enemy fire; Ryon Hall, named for MSgt John Ryon, a radio communications analyst who perished when his aircraft crashed over Thailand in 1972; Melton Hall, named for SSgt Todd Melton, a cryptologic linguist lost in 1973 when his aircraft was hit by enemy fire; and Cressman Dining Facility, named for Sgt Peter Cressman, a Morse systems operator lost on the mission with Melton. Additionally, in 2005, the base reclaimed a long-neglected C-47 and restored it as the aircraft that flew the final EC-47 mission of the Vietnam War. Honoring the crewmembers who served and returned, the aircraft stands on display in front of the Norma Brown wing headquarters (see photo next page, taken on Memorial Day, 2005).



GAFB BALLOON MISSION

From September 1958 through 31 July 1971 a balloon activities unit operated at Goodfellow AFB. The unit's mission was to launch, monitor, and recover helium-filled, polyethylene weather balloons. Sponsored by the Atomic Energy Commission, the program collected gaseous and particle-debris samples from altitudes ranging from 70,000 to 135,000 feet in order to measure radioactivity in the stratosphere. At altitudes below 65,000 feet, specially modified B-57 *Canberra* aircraft stationed at other bases collected the samples.

The balloons were sizeable, measuring as much as 212 feet in diameter and containing four million cubic feet of helium. Suspended beneath each balloon was the payload – nitrogen-driven electronic air-sampling equipment designed to work automatically but which could be operated by remote electronics if the automatic switches failed. On a typical mission, the package would ascend to a pre-determined altitude in the stratosphere and collect air samples for two and one-half hours. After another hour, automatic devices would deflate the balloon and detach it from the payload. From an altitude of 110,000 feet, the balloon would fall for 16 minutes before reaching the ground; assisted by a parachute, the payload would land 11 minutes later. At that point Goodfellow's balloon detachment, having followed the

flight and descent of the balloon from one of its aircraft, would recover the package and deliver it to US Health and Safety laboratories for analysis.

A variety of aircraft supported the tracking and recovery of the balloons by Goodfellow personnel, including H-21 helicopters and U-6A, C-47, C-130, and Piper Cherokee 100 aircraft. Although most launches took place on the GAFB flight line, the detachment also launched balloons from other sites in Texas and from as far north as Alaska and South Dakota and as far south as the Canal Zone and Brazil. On 31 July 1971, Detachment 31, 6th Weather Wing inactivated at Goodfellow, bringing Goodfellow's balloon mission to a close after the launch of more than 1,300 balloons.

That did not mark the end of Goodfellow's balloon activities, however. Three years later, in May 1974, the base supported a balloon experiment co-sponsored by the University of Wyoming and the National Aeronautics and Space Administration. Called LACATE, or Lower Atmospheric Composition and Temperature Experiment, the project evaluated the possibility of remote inference of temperature and trace constituent concentrations in the stratosphere. With successful launches from Goodfellow, Holloman AFB in New Mexico, and Winslow, Arizona, the experiment was a precursor to satellite-borne LACATE flights commencing later in the decade.



Above, Goodfellow personnel pump helium into a polyethylene weather balloon and prepare it for launch from the base flight line, circa 1965.

WASPs AT GOODFELLOW

When Jimmie Parker reported for duty on 6 May 1944, Goodfellow was a bustling pilot training school with three paved runways and seven auxiliary landing fields. Established four years earlier in preparation for the war the United States would enter following the Japanese attack on Pearl Harbor, Goodfellow already had more than 8,000 pilots to its credit and had entered an even busier period. With 800 students competing for a limited number of aircraft and instructors, Goodfellow sorely needed the kinds of skills Parker would bring as a recent graduate of the pilot training program at Avenger Field near Sweetwater, Texas.

What was special about Jimmie Parker, however, was that she was a *female* pilot, a WASP. Before 1942, the flying of military aircraft in the United States had been a profession open only to men, and the bias against relaxing that restriction was strong. Women were too “high strung,” the chief of the Army Air Corps, Maj Gen James Fechet, opined in 1930, dismissing as “utterly unfeasible” a suggestion that he employ women as pilots.

By 1942 the bias had not changed so much as had the conditions against which it played. Specifically, using women for such flying jobs as ferrying aircraft or towing targets would free male pilots for combat. Thus, pioneer aviator Nancy Love pushed for and received approval in September 1942 to organize a Women’s Auxiliary Ferrying Squadron (WAFS). At the same time Jackie Cochran, who later would become the first woman to break the sound barrier, secured approval to form a Women’s Flying Training Detachment (WFTD) at Avenger Field. Within a year the fledgling organizations had merged under Cochran as the Women’s Airforce Service Pilots, or WASP.



Nine of Goodfellow’s WASP contingent, 1944. Jimmie Parker is standing in the middle of the back line.

Immensely popular, the WASP and its predecessors received more than 25,000 applications, culling 1,830 candidates from which they produced 1,074 pilots. Among the more famous was Cornelia Fort. Born to a wealthy Tennessee family but remembered by her sister as “a great rebel of her time,” Fort learned to fly in 1940 and was hired the following year to teach the skill to defense workers in Hawaii. It was she, as portrayed in the movie *Tora! Tora! Tora!*, whose training flight was overtaken by Japanese aircraft commencing their attack on Pearl Harbor. Surviving the encounter, Fort subsequently returned to the United States and was among the first to join the WAFS, in autumn 1942. The following spring, she and a number of other pilots were commissioned to ferry some BT-13 trainers from the Vultee factory in California to Love Field in Dallas, Texas. Unfortunately, towards the end of the routine flight, the landing gear of another aircraft came into contact with her left wing, breaking away about six feet of the leading edge and sending her to her death. “If there can be any comforting thought,” Nancy Love wrote afterwards, “it is that she died as she wanted to – in an Army airplane, and in the service of her country.”

The same spirit moved Jimmie Parker. When she arrived at Goodfellow she was

assigned first to the Instrument School for additional training and then to Post Operations, where she ferried aircraft for the school. In time she was joined by others, seventeen in all, who served at Goodfellow mainly as test pilots. For them, daily flights involved routine checks on aircraft after normal maintenance had been performed. At times, however, work proved a bit more dicey, especially when flying aircraft that had been “red lined” for serious malfunctions and checking them out to certify that they were again fit for student pilots. In contrast to some of the other flying fields, however, Goodfellow never employed a WASP as an instructor. “We considered it,” Maj John Hardy, Goodfellow’s director of flying, allowed afterwards, but rejected the proposal “due to their inability to execute acrobatic maneuvers and maneuvers requiring considerable strength.”

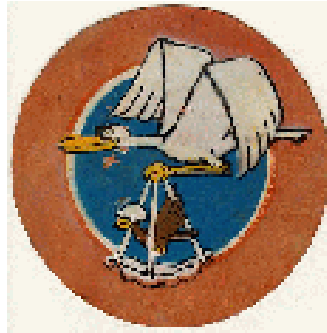
Hardy also worried about the “difficult relationship between a female instructor and a male student.” Indeed, the bias against the WASP corps at Goodfellow initially was quite strong. According to Jimmie Parker, “some were quite dubious whether or not we were capable of flying anything larger than a kite.” Happily, many of these doubts eventually were dispelled and the WASP came to be “treated as rated pilots,” she recalled. “Our Commanding Officer has not drawn a line,” Parker concluded, “but has allowed us to fly every airplane assigned to this station.” Major Hardy at least agreed, noting that the WASP “adapted themselves very well and compared favorably with male pilots.”

All told, WASP members logged over 2,000 flying hours at Goodfellow and suffered only two accidents. Neither was fatal. Nonetheless, the experiment at Goodfellow was short lived. The attrition rate among combat pilots had proved far lower than expected, moving the AAF, buoyed by a surplus of male pilots, to disband the WASP program in December 1944.

During its brief period of service the WASP program nationally had ferried and flown more than 12,000 aircraft of nearly every type, including trainers, pursuits, bombers and, in one instance, a jet. Thirty-eight died in the performance of their duties. Nevertheless, it was not until 1977 that the surviving WASP members finally received proper recognition of their service and were granted veteran status – the same year in which the Air Force graduated its first female pilots.

As for Jimmie Parker, she was grateful for her experience as a WASP and the duty she performed, remembering the day she received her silver wings as “the happiest day of my life.” But perhaps the lasting significance of their service is best captured by Joan Gough, a Goodfellow WASP who arrived at the post in October 1944. “Women in aviation,” she explained, “is not an experiment anymore.”

GOODFELLOW HERALDRY



1941



1948



1958



1978



1985



1993

THE 17TH TRAINING WING



Shown here is the original emblem of the 17th Pursuit Group. The emblem was first authorized in 1934, three years after the group's activation. Part eagle and part lion, the mythological griffin adorning the emblem's crest symbolized the union of agility and strength.

WING HISTORY

The end of the Cold War left the United States needing fewer military forces. A smaller force required fewer bases to support it and, organizationally, fewer units to hold those reduced numbers. For the Air Force, as it set about eliminating excess bases through the Base Realignment and Closure (BRAC) process and excess wings through inactivations, it quickly became apparent that some of the wings it was standing down had an awful lot of important heritage associated with them. “If we’re not careful,” Air Force Chief of Staff, Gen Tony McPeak, warned, “we’ll whittle away at our legacy, we’ll create a new kind of hollow Air Force – one that’s lost its heritage, its heroes, its famous campaigns, its core values.”

So the Air Force set about restoring its “most distinguished flags” by starting at the beginning. “We decided first to preserve our 13 oldest wings,” McPeak explained. One of these original 13 was the famous 17th . This was the unit that flew the Doolittle Raid. It was the first US air unit to sink an enemy submarine during World War II, and the first to sink subs along both coasts. It was the first to bomb all three Axis countries, and the first to earn the French *Croix de Guerre Avec Palme*. Its personnel provided the core cadre for so many World War II bomb groups that it earned the sobriquet, “The Daddy of Them All.”

This was the kind of heritage General McPeak dared not let perish. So he pulled the 17th out of retirement and returned it to active duty at Goodfellow Air Force Base, Texas, on 1 July 1993. There, as the 17th Training Wing, the unit would produce intelligence, surveillance, and reconnaissance specialists and firefighters for the uniformed services while keeping alive the heritage of the original 17th.¹

That heritage begins with the emblem, whose vertical line of crosses counts World War I battle credits belonging to the 95th Aero Squadron. When the 17th first stood up, as the 17th Pursuit Group at March Field, California, in 1931, the 95th was a founding member.

At March, the group flew Boeing P-12 and P-26 pursuit aircraft before transitioning to the Northrup A-17 attack bomber and assuming the designation, 17th Attack Group, in 1935. Four years later the group was re-designated again, becoming the 17th Bombardment Group (Medium) and acquiring the Douglas B-18 and B-23 bombers.

¹ *The organizational lineage of the unit placed at Goodfellow in 1993 descended directly from the 17th Bombardment Wing, activated in 1952. However, the USAF elected in 1954 to bestow the history and honors of World War II combat groups on like numbered postwar wings. That was the path by which the 17th Training Wing inherited the history and honors of the famous 17th Bombardment Group.*

Following the Japanese attack on Pearl Harbor on 7 December 1941, the 17th Bombardment Group flew antisubmarine patrols from Pendleton, Oregon, with the new North American B-25 *Mitchell* medium bomber. As the first operational unit to fly the B-25, the 17th claimed another first on 24 December 1941 when one of its *Mitchells* reportedly dropped four 300-pound bombs on a Japanese submarine near the mouth of the Columbia River. Three months later and 3,000 miles away, the group became the first to sink submarines on both coasts of the United States.



P-12s from the 34th Pursuit Squadron, 17th Pursuit Group, on the ramp at March Field.

By then, 120 volunteers from the group had transferred to Eglin Field, Florida, to practice short take-offs and landings for yet another first. On the morning of 18 April 1942, some 600 miles east of Japan, the aircraft carrier *Hornet* launched sixteen B-25s crewed by 80 Airmen for an incredibly daring assault on Tokyo and other Japanese cities. A boost to American morale, the Doolittle Raid marked the first combat launch of bombers from an aircraft carrier and the first American aerial attack on the Japanese mainland. Piloting the 16th B-25 was 1st Lt William Farrow, a Goodfellow graduate. After completing his mission, Farrow was captured and later executed by the Japanese.

Following the Doolittle Raid the group transferred to Barksdale Field, Louisiana, to begin training on the B-26 *Marauder* medium bomber. In December, following the British-American landings in French North Africa, the group moved to Telergma, Algeria, to begin combat operations in the Mediterranean theater. Upon the expulsion of Axis forces from North Africa in May 1943, the 17th moved to Sedrata, Algeria, to commence air operations against Pantelleria. Five by eight miles in dimension, the Mediterranean island sheltered an important Axis airfield with hangars carved into solid rock



Doolittle's *Mitchell* was the first to leave the flight deck of the *Hornet*.

Its sheer cliffs provided a daunting obstacle to amphibious invasion, but precision bombardment by the 17th and other air units secured the island's surrender in less than a month by the use of air power alone.

Through the rest of the war, from bases in Tunisia, Sardinia, Corsica, and France, the 17th bombed critical targets throughout the Mediterranean, Italy, southern France, and Germany. It received a Distinguished Unit Citation for its support of the Allied drive on Rome and another for outstanding performance against ground units near Schweinfurt, Germany. For operations in Italy during April, May, and June 1944, the 17th became the first American air unit to receive the French *Croix de Guerre Avec Palme*. All told, the group conducted 606 combat missions in 11 campaigns during 124 days of combat before returning to the United States after the war and inactivating in November 1945.

With war in Korea came the activation of the 17th Bombardment Wing (Light) at Pusan-East Air Base on 10 May 1952. Their hard-nosed B-26B and glass-nosed B-26C *Invaders* painted black, the "Black Knights" of the 17 BW logged nearly 11,000 combat sorties attacking North Korean trucks and trains on nighttime interdiction missions. Operating continuously until the end of the conflict, the wing earned another Distinguished Unit Citation and the Republic of Korea Presidential Unit Citation.



On the ramp at Pusan, a 17 BW crew stands in front of its aircraft, a hard-nosed Douglas B-26B *Invader*.

After the war the wing transitioned to the Martin B-57 *Canberra* and the Douglas B-66 *Destroyer* medium bombers, operating briefly at Miho Air Base in Japan and Hurlburt Field in Florida before inactivating on 25 June 1958. Four years later, the Air Force re-designated the wing as the 17th Bombardment Wing, Heavy, and assigned it to Strategic Air Command (SAC), who activated it at Wright-Patterson AFB on 15 November 1962. There, the 17th maintained a long-range refueling and strategic bombing capability flying the Boeing KC-135 *Stratotanker* and the Boeing B-52 *Stratofortress*. The wing also provided B-52 crews for the war in southeast Asia. One of these crews, flying a *Linebacker II* mission on Christmas Eve, 1972, scored the second and last B-52 kill of an enemy aircraft when gunner Albert Moore fired upon and destroyed an attacking MiG-21.

In September 1975, the wing moved without personnel to Beale AFB, California, where it absorbed the resources and mission of the inactivated 456th Bombardment Wing. At Beale, the 17th continued to operate B-52 and KC-135 aircraft, remaining on global strategic bombardment alert until 30 June 1976.

Six years later, the Air Force re-designated the 17th as a reconnaissance wing, activating it at RAF Alconbury in the United Kingdom on 1 October 1982. Operating the TR-1 tactical reconnaissance aircraft, a larger follow-on to Lockheed's U-2, the wing flew high-altitude tactical and strategic reconnaissance missions in support of US and North Atlantic Treaty Organization (NATO) objectives in Europe. As the first and only TR-1 wing in the Air Force, the 17th heavily supported Air Force intelligence requirements during the Persian Gulf War before inactivating the following summer.

The unit's redesignation as a training wing and its activation at Goodfellow AFB two years later moved it fully into the training arena while preserving its more recent association with intelligence. Over the next two decades the wing produced firefighters and intelligence, surveillance, and reconnaissance (ISR) professionals in ever increasing numbers, more than doubling the production of graduates over the period. Over the same period, the wing rebuilt the base, replacing much of the original World War II construction and making this very old base one of the most modern in the Air Force.

WING CHRONOLOGY

17th Group

18 Oct 27 The War Department authorized but did not activate the 17th Observation Group.

15 Jul 31 Re-designated the 17th Pursuit Group in 1929, the unit was activated at March Field, California, two years later (15 July 1931) with assets from the 34th, 37th and 95th Pursuit Squadrons. While at March Field the new pursuit group operated the Boeing P-12 biplane and the Boeing P-26 *Peashooter* monoplane.

19 Jan 34 The Army Air Corps approved the emblem and motto of the 17th Pursuit Group. The griffin atop the crest on the emblem (see page 50) represented the union of agility and strength, while the seven black pattee crosses on the shield represented World War I battle campaigns associated with the 95th Aero Squadron, one of group's original components.

1935 Adopting the Northrup A-17 *Nomad*, the unit was re-designated 17th Attack Group.

1939 Still at March, the unit was re-designated 17th Bombardment Group (Medium) and became the first Army Air Corps unit designated for medium bombardment. In place of the A-17 the group acquired and operated the Douglas B-18 *Bolo* and its successor, the B-23 *Dragon*.

24 Jun 40 The 17th Bomb Group moved from March Field to McChord Field, Washington, becoming the first Army Air Corps unit to fly the new North American B-25 *Mitchell* (at right).



- 29 Jun 41 The group transferred to Pendleton, Oregon. On anti-submarine patrol on Christmas Eve, 1941, a *Mitchell* from the 17 BG reportedly (there is some dispute) became the first US aircraft to destroy an enemy submarine during World War II.
- 9 Feb 42 The group transferred to Lexington County Airport, South Carolina, to address the greater submarine threat from Germany. While completing the transfer, 24 *Mitchells* and volunteer crews diverted to Eglin Field, Florida, to practice short take-offs in preparation for the carrier-based Doolittle Raid.
- 21 Mar 42 During a reconnaissance flight off the east coast of the United States a 17 BG *Mitchell* spotted and sank a German submarine, making the 17th the first unit to sink enemy submarines along both coasts. Also in March, the unit began flying patrols in the Gulf of Mexico, making it the first Air Corps unit to provide wartime coverage of all three coasts of the United States.
- 18 Apr 42 Under the command of Lt Col Jimmy Doolittle, sixteen B-25s launched from the carrier *Hornet* to execute a daring bombing raid over Tokyo and other Japanese cities.
- 23 Jun 42 After the Doolittle raid, the group moved to Barksdale Field, Louisiana, for training on the B-26 *Marauder*.
- 10 Dec 42 The 17th relocated to Telergma, Algeria, under assignment to Twelfth Air Force. On 30 December the group carried out its first combat mission in Africa, attacking the aerodrome at Gabes, Tunisia.
- May 43 In late spring “Hell Cat” became the first B-26 to complete 50 combat missions. Its crew subsequently returned to the United States to promote the sale of war bonds.
- 11 Jun 43 The group participated in the bombing of Pantelleria, leading to the surrender of the 12,000-strong island garrison through air power alone.
- 23 Jun 43 Transferring to Djedeida, Tunisia, in late June, the group bombed strategic targets in July and early August in support of the invasion of Sicily.

10 Nov 43 Reassigned to Fifteenth Air Force, the group transferred to Sardinia and, in January 1944, returned to Twelfth Air Force.

13 Jan 44 For operations in assistance of the Allied drive on Rome and for a particularly devastating bombing attack on aerodromes in and about the Italian capital, the 17th was awarded a Distinguished Unit Citation (DUC).

Apr - Jun 44 For operations against coastal gun positions and inland bridges preparatory to the invasion of southern France, the group became the first US air unit to receive the French *Croix de Guerre* with Palm during the war.

Jul - Dec 44 Transferring to Corsica and then Dijon, France, the group continued to pound enemy positions in support of the Allied advance. In December, the group helped turn back the German advance during the Battle of the Bulge.



On a 20 Aug 1944 mission to Toulon, France, "Flossie's Fury" was struck by antiaircraft fire. Only two of the eight crewmembers safely parachuted from the stricken bomber.

10 Apr 45 The group earned a second DUC, recognizing its bold and effective attack on fortified enemy ground positions near Schweinfurt, Germany.

1 May 45 The 17 BG flew its final mission of the war, hitting gun positions near Ile d'Oleron, France. Low ceilings and the imminent German surrender led to the cancellation of additional missions. All told, the group flew 606 missions in 11 campaigns during 124 days of combat.

10 Jun 45 Following the German surrender, the group transferred to Horsching, Austria, to assist in the disarming of Axis forces.

26 Nov 45 After transferring to Clastres, France, on 3 October, the group returned home to Camp Myles Standish, Massachusetts, and inactivated.

19 May 47 Re-designated the 17th Bombardment Group (Light), it activated at Langley Field, Virginia. As no personnel or aircraft were assigned, it inactivated on 10 September 1948.

17th Wing

8 May 52 HQ USAF established the 17th Bombardment Wing, Light, and activated it two days later at Pusan-East Air Base, South Korea, with assignment to the Fifth Air Force.

May 52-Jun 53 Replacing the 452nd Bombardment Wing and flying black B-26 *Invaders*, from which it took the name “Black Knights,” the wing conducted nighttime interdiction missions against enemy trucks and trains, daylight formation raids, close air support and armed reconnaissance missions. Operating continuously until the end of the conflict, the wing earned another Distinguished Unit Citation and the Republic of Korea Presidential Unit Citation.



10 Oct 54 Following the Korean War the wing transferred to Miho Air Base, Japan, maintaining operational proficiency on the B-26 *Invader*.

1 Apr 55 The wing moved to Hurlburt Field, Florida, where it transitioned to the B-57 *Canberra* and the B-66 *Destroyer* jet bombers. In October HQ USAF re-designated the wing as the 17th Bombardment Wing, Tactical, and assigned it to Tactical Air Command’s Ninth Air Force.

25 Jun 58 Tactical Air Command inactivated the 17th Bomb Wing.

15 Nov 62 HQ USAF re-designated the wing as the 17th Bombardment Wing, Heavy, assigned it to Strategic Air Command (SAC), and activated it. However, SAC would not organize the wing with aircraft and personnel until the following February.

1 Feb 63 Organized at Wright-Patterson AFB, the 17th Bombardment Wing replaced the 4043rd Strategic Wing and for the next dozen years maintained proficiency in strategic bombardment and aerial refueling with the B-52 *Stratofortress* and the KC-135 *Stratotanker*. The wing also provided B-52 and KC-135 aircraft and crews for operations in southeast Asia during the Vietnam War.

24 Dec 72 A1C Albert E. Moore became the second (and last) B-52 gunner to shoot down an enemy aircraft when he fired upon and destroyed a MiG-21 near the Thai Nguyen railroad yards northeast of Hanoi, North Vietnam. Named “Diamond Lil,” Moore’s B-52D today is on display at the United States Air Force Academy.



Moore’s accomplishment is captured in a painting by Jack Fellows.

30 Sep 75 The wing moved without personnel to Beale AFB, California, and absorbed the resources of the inactivated 456th Bombardment Wing. The 17th continued to operate B-52 and KC-135 aircraft, remaining on global strategic bombardment alert until 30 June 1976.

30 Sep 76 Strategic Air Command inactivated the 17th Bombardment Wing.

20 Jan 82 HQ USAF re-designated the 17th as a reconnaissance wing.

1 Oct 82 Assigned to Strategic Air Command’s 7th Air Division, the 17th Reconnaissance Wing activated at RAF Alconbury in the United Kingdom. As the first and only all TR-1 wing, the 17th flew high-altitude tactical reconnaissance flights for the United States and its NATO allies. The wing also joined the 9th Strategic Reconnaissance Wing in providing high-altitude, all-weather surveillance in support of *Operations Desert Shield* and *Desert Storm*.

30 Jun 91 Following the dissolution of the Warsaw Pact and the Soviet Union, the 17th Reconnaissance Wing inactivated.

1 Jul 93 HQ USAF re-designated the 17th as a training wing and assigned the organization to Air Education and Training Command (AETC). HQ AETC activated the 17th Training Wing at Goodfellow and further assigned it to Second Air Force.

16 Aug 93 The first round of Base Realignment and Closure (BRAC I) transferred fire training from Chanute AFB, Illinois, to Goodfellow. There, fire training for Army and Air Force personnel used a former parking lot while awaiting completion of a new fire training facility at the base.



10 Jan 94 BRAC II brought special instruments training (SPINSTRA) from Lowry AFB, Colorado, to Goodfellow. Formerly known as seismic sensors training, SPINSTRA delivered courses in the methodology of nuclear detonation detection.

1 Oct 95 A Goodfellow tenant, the PAVE PAWS radar facility at Eldorado Air Station closed. Operational since 8 May 1987, the phased array missile warning and space surveillance system went off line on 7 July 1995.

3 Oct 95 The first class of Marine Corps students began training at the recently opened Garland Fire Academy on Goodfellow, graduating on 12 January 1996.

28 May 96 The live fire burn pits became operational at the Garland Fire Academy and were used for the first time in a training session with students.

6 Jan 99 Raytheon Systems Corporation began disassembly of the PAVE PAWS Southwest facility at Eldorado Air Station for reshipment to Clear Air Station, Alaska, where it would replace the mechanical radar in the Ballistic Missile Early Warning System (BMEWS) site. The phased array radar, once one of four such systems watching the skies

for submarine launched ballistic missiles, closed in 1995 after nine years' service. Goodfellow provided operating support to the site during the period of its operation.



- 20 Jan 99 Navy pipeline students began training at the Garland Fire Academy. The Navy was the last of the four armed services to join the Joint fire protection training program at Goodfellow. The Marine Corps joined the program in 1995, while the Army and Air Force had consolidated their programs at Chanute AFB, Illinois, in 1977.
- 15 Mar 99 Air Force Technical Applications Center (AFTAC) activated the Subsurface Alternate Headquarters Subsystem (SAHS) at Goodfellow and, in October, further expanded its contingency operations at the base by moving its Continuity of Operations center from Kelly AFB, Texas.
- 30 Mar 00 The wing accepted delivery of a pair of senior officers quarters on base, marking the first on-base housing constructed on Goodfellow since the Korean War.
- 11 Sep 01 The terrorist attack on the United States precipitated a series of responses at Goodfellow, including the deployment of wing personnel in support of *Operations Enduring Freedom* and *Iraqi Freedom*, an increase in training production, and heightened security at the base.
- 18 Mar 03 Arriving in Kuwait two days before the start of *Operation Iraqi Freedom*, Capt Terry Hamrick became the first Air Force intelligence specialist to deploy inside Iraq with an Army unit, operating ultimately from Baghdad International Airport. Assigned to the 315th Training Squadron at Goodfellow AFB, Captain Hamrick received the bronze star for his work interpreting intelligence to provide effective close air support for V Corps operations in Iraq.

27 Mar 03 Thirteen members of the 17th Security Forces Squadron became the first Air Force unit to enter Iraq during Operation Iraqi Freedom. The Airmen operated armored Humvees while escorting a



convoy of nearly 100 heavy vehicles carrying jet fuel and supplies to a recently captured air base in Iraq.

11 Sep 04 SrA Brian Kolfage, a member of the 17th Security Forces Squadron deployed to Iraq, lost both legs and a hand when an enemy mortar round exploded inside his camp in Balad. Kolfage, who had been among the first unit of Airmen to enter Iraq as a ground force 18 months earlier, was one of the most seriously wounded American military members to survive the war.

31 Mar 05 Goodfellow stood up the first of what promised to be more than two dozen new courses associated with the Distributed Common Ground System Formal Training Unit being established on the base.

28 Sep 05 A1C Elizabeth Jacobson, a member of the 17 SFS deployed to Iraq, was killed when an improvised explosive device detonated alongside the Humvee in which she was riding while providing convoy security near Camp Bucca. Jacobson was the first woman Airman killed in the line of duty while supporting *Operation Iraqi Freedom* and the first person from Goodfellow killed in action while supporting the Global War on Terror. She was awarded the Bronze Star and Purple Heart posthumously. Later, on 24 March 2006, the main gate at Goodfellow was named Jacobson Gate in her honor, while the Air Force established the Elizabeth N. Jacobson Award for Expeditionary Excellence, to be awarded annually in recognition of the war-fighting contributions and outstanding accomplishments of first-term Security Forces Airmen.

21 Oct 05 The wing named its new headquarters the “Norma Brown Building” in honor of Maj Gen Norma Brown, who became the first woman to

command an Air Force wing when she took command at Goodfellow in 1974.

15 May 09 The 517th Training Group was activated on the Presidio of Monterey (PoM), California. The new group assumed the leadership of the more than 1,000 airmen of the 311th and 314th Training Squadrons. The first commanding officer was Col. William “Terry” Bare, former commander of the Air Force Element at PoM.

25 Aug 09 Open since November 1941, the original Goodfellow Chapel was demolished. Replacing it, a new and much larger base chapel opened on 21 April 2009 at the intersection of Fort Lancaster Avenue and Valiant Street. Three years later, on 24 February 2012, the new chapel was named Taylor Chapel in memory of Chaplain, Maj Gen Robert Preston Taylor, a former USAF Chief of Chaplains and survivor of the Bataan Death March.



The old base chapel received a new red roof in 1995 following a tornadic storm on Goodfellow.

11 Jan 11 The 313th Training Squadron at Corry Station, Florida, inactivated and signals intelligence analysis training (AFSC 1N2) moved to Goodfellow under the auspices of the 316th Training Squadron.

30 Sep 12 The transformation of Air Force Intelligence, Surveillance, and Reconnaissance (ISR) brought fundamental change to the training arena, revising the curriculum to match the restructuring of ISR specialties while fostering a new pedagogy that replaced repetition and memorization with a fresh focus on critical thinking and analysis. Training production also increased, as the wing graduated more than 14,000 students in fiscal year 2012.

22 Feb 13 The Air Force announced that Goodfellow would provide specialized intelligence training for Royal Saudi Air Force (RSAF) members on base beginning in 2014. The training would be in support of the RSAF F015 Fleet Modernization Program.

- 31 Aug 15 Training in Manual Morse for Airmen began at Goodfellow. As the sole remaining service with a requirement for training Morse code, the Air Force assumed training responsibility from the Army, moving the course from Fort Huachuca, Arizona, to Goodfellow. With few adversaries still using Morse, Air Force production from the training course had declined markedly over the previous two decades.
- 21 Nov 17 The 17th Training Wing commander, Col Ricky Mills, and San Angelo Mayor, Brenda Gunter, cut the ribbon to open the new International Intelligence Training Center inside building 900 on Goodfellow. The collaboration of the wing commander and city mayor to cut the ribbon was symbolic of the city and county's support in providing the funding to renovate the facility, formerly an NCO academy. The new IITC marked a major expansion in the wing's capacity to provide international intelligence training program, with the number of potential clients projected at nearly four dozen.

COMMANDERS OF THE 17TH

17th Pursuit/Attack/Bombardment Group (1931 - 1948)

| | |
|---------------------------------|------------|
| Capt Frank O. Hunter..... | 15 Jul 31 |
| Maj Clarence L. Tinker..... | Oct '32 |
| <i>(data missing)</i> | Dec '35-41 |
| Lt Col Walter R. Peck..... | Mar 41 |
| Lt Col William C. Mills..... | Feb 42 |
| Lt Col Flint Garrison..... | 16 Jun 42 |
| Lt Col Curtis D. Sluman..... | 26 Jun 42 |
| Lt Col Karl E. Baumeister..... | 11 Mar 43 |
| Lt Col Charles R. Greening..... | 25 May 43 |
| Lt Col Robert A. Zaiser..... | 18 Jul 43 |
| Col Donald L. Gilbert..... | 14 Oct 43 |
| Col R.O. Harrell..... | 21 Jul 44 |
| Col Wallace C. Barrett..... | 20 Mar 45 |
| Lt Col Stanford W. Gregory..... | 1 Jul 45 |
| <i>Not manned</i> | 1947-48 |

17th Bombardment Wing (1952 - 1976)

| | |
|---------------------------------|-----------|
| Col Albert W. Fletcher..... | 10 May 52 |
| Col Glen C. Nye..... | 3 Jun 52 |
| Col William C. Lindley, Jr..... | 7 Oct 52 |
| Col Clinton C. Wasem..... | 10 Oct 52 |
| Col Murdoch W. Campbell..... | Aug 53 |
| Col Daniel F. Tatum..... | Sep 53 |
| Col George D. Hughes..... | 8 Jul 54 |
| Col Walter H. Williamson..... | 4 Aug 54 |
| Col George D. Hughes..... | 4 Sep 54 |
| Col Howard F. Bronson, Jr..... | 10 Sep 54 |
| Col Carroll H. Bolender..... | 9 May 56 |
| Col Reginald J. Clizbe..... | 25 Jun 56 |
| Col Kenneth C. Dempster..... | 31 Mar 58 |
| <i>Not manned</i> | 15 Nov 62 |
| Col George H. Fulcher..... | 1 Feb 63 |
| Col Mason A. Dula..... | 1 Jun 65 |
| Col Clifford W. Hargrove..... | 1 Jan 67 |

| | |
|------------------------------|-----------|
| Col Raymond P. Lowman..... | 17 Jun 67 |
| Col James B. Vogler, Jr..... | 20 Nov 68 |
| Col Alfred R. Grimm..... | 12 Jan 70 |
| Brig Gen Ray B. Stitton..... | 26 Jun 70 |
| Col Thomas F. Rew..... | 24 May 71 |
| Col John D. Mash..... | 8 Jun 72 |
| Col Thomas P. Conlin..... | 12 Jun 72 |
| Col Andrew Pringle, Jr..... | 12 Feb 73 |
| Col Henry W. Boardman..... | 3 Jun 74 |
| Col George R. Savage..... | 8 Jul 75 |
| Lt Col Ovidio Pugnale..... | 4 Aug 75 |
| Col Phillip A. Brennan..... | 30 Sep 75 |
| Col John J. Tobin..... | 6 Apr 76 |

17th Reconnaissance Wing (1982 - 1991)

| | |
|----------------------------|-----------|
| Col George V. Freese..... | 1 Oct 82 |
| Col Thomas C. Lesan..... | 28 Jul 83 |
| Col James E. Wrenn..... | 16 Aug 85 |
| Col Arthur Saboski..... | 16 Jul 87 |
| Col John L. Sander..... | 6 Jun 89 |
| Col Charles W. Hinkle..... | 20 Feb 91 |

17th Training Wing (1993 - present)

| | |
|-------------------------------|-----------|
| Col Joseph H. Wehrle, Jr..... | 1 Jul 93 |
| Col Ronald D. Tabor..... | 27 Jul 94 |
| Col Kelvin R. Coppock..... | 26 Aug 96 |
| Col Toreaser A. Steele..... | 25 Sep 98 |
| Col K.C. McClain..... | 4 Aug 00 |
| Col Martin Neubauer..... | 23 Jul 02 |
| Col Lori J. Robinson..... | 12 Aug 04 |
| Col Scott A. Bethel..... | 12 Aug 05 |
| Col Richard R. Ayres..... | 9 Mar 07 |
| Col Thomas W. Geary..... | 22 Jul 09 |
| Col Mark T. Damiano..... | 23 Jun 11 |
| Col Kimberlee P. Joos..... | 29 May 13 |
| Col Michael L. Downs..... | 14 Jul 15 |
| Col Ricky L. Mills..... | 21 Jul 17 |
| Col Andres R. Nazario..... | 28 Jul 19 |
| Col Matthew R. Reilman..... | 13 Jul 21 |

* * * * *

WING AIRCRAFT FLOWN

17th Group



Boeing P-12
(1931-35)



Boeing P-26
(1931-35)



Northrup A-17
(1935-39)



Douglas B-18
(1940-41)



North American B-25
(1941-42)



Martin B-26
(1942-45)



Douglas B-26
(1952-56)



Martin B-57
(1955-56)



Douglas B-66
(1956-58)



Boeing B-52
(1963-76)



Boeing KC-135
(1963-76)



Lockheed TR-1/U2-R
(1983-91)

WING LINEAGE & HONORS

Lineage

Note: Although the wing carries the heritage and honors of the original 17th Bomb Group, active under several designations from 1931 - 1947, the formal activation of the 17th Bombardment Wing took place on 10 May 1952 at Pusan-East Air Base, South Korea, when it relieved and assumed the personnel and mission of the 452nd Bomb Wing.

17th Bombardment Wing, Light (1952-55)

Established, 8 May 52

Activated, 10 May 52

Assigned to Fifth Air Force

Stationed at Pusan-East AB, South Korea

Moved to Miho AB, Japan, 10 Oct 54

Reassigned to Ninth Air Force, 1 Apr 55

Moved to Eglin AF Auxiliary Field #9 (Hurlburt Field),
Florida

17th Bombardment Wing, Tactical (1955-58)

Re-designated as 17th Bombardment Wing, Tactical, 1 Oct 55

Attached to Nineteenth Air Force, 15 Dec 56

Assignment reverted to Ninth Air Force, 16 Dec 57

Inactivated, 25 Jun 58

17th Bombardment Wing, Heavy (1962-76)

Re-designated as 17th Bombardment Wing, Heavy, 15 Nov 62

Activated and assigned to Strategic Air Command

Organized and reassigned to 40th Air Division, 1 Feb 63

Stationed at Wright-Patterson AFB, Ohio

Reassigned to 6th Air Division, 1 Jul 63

Reassigned to 57th Air Division, 1 Jul 65

Reassigned to 817th Air Division, 2 Jul 68

Reassigned to 45th Air Division, 2 Jul 69

Reassigned to 40th Air Division, 1 Jul 71

Reassigned to 42nd Air Division, 1 Jul 73

Reassigned to 14th Air Division, 30 Sep 75

Moved to Beale AFB, California
Inactivated, 30 Sep 76

17th Reconnaissance Wing (1982-91)

Re-designated as 17th Reconnaissance Wing, 20 Jan 82
Activated on 1 Oct 82
Assigned to 7th Air Division
Stationed at RAF Alconbury, United Kingdom
Inactivated, 30 Jun 91

17th Training Wing (1993-Present)

Re-designated as 17th Training Wing, 1 Jul 93
Activated and assigned to Second Air Force
Stationed at Goodfellow AFB, Texas

Honors

Bestowed Campaign Streamers

| | |
|---|------------------------------|
| Air Combat, Europe-Africa- Middle East Theater | North Apennines Rhineland |
| Antisubmarine, American Theater | Rome-Arno |
| Anzio | Sicily |
| Central Europe | Southern France |
| Naples-Foggia | Tunisia |

Bestowed Decorations

Distinguished Unit Citation, Italy, 13 Jan 44
French *Croix de Guerre* with Palm, Apr-May-Jun 44
Distinguished Unit Citation, Schweinfurt, Germany, 10 Apr 45

Service Streamers

None

Campaign Streamers

Korea Summer-Fall, 1952
Third Korean Winter
Korea Summer, 1953

Decorations

Republic of Korea, Presidential Unit Citation, 24 May 52-31 Mar 53

Distinguished Unit Citation, 1 Dec 52 - 30 Apr 53 (*17 BG only*)

Air Force Outstanding Unit Awards:

1 Jul 63 - 31 Mar 64

1 Jul 71 - 30 Jun 73

1 Jul 85 - 30 Jun 87

1 Jul 88 - 30 Jun 90

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

Components

17th Medical Group

17th Medical Operations Squadron

17th Medical Support Squadron

17th Mission Support Group

17th Civil Engineer Squadron

17th Communications Squadron

17th Contracting Squadron

17th Logistics Readiness Squadron

17th Force Support Squadron

17th Security Forces Squadron

17th Training Group

17th Training Support Squadron

312th Training Squadron

313th Training Squadron

315th Training Squadron

316th Training Squadron

Detachment 1, 17 TRG

517th Training Group

311th Training Squadron

314th Training Squadron

17th Comptroller Squadron

* * * * *

17TH MEDICAL GROUP

Authorized to use emblem of parent wing.



The wing's insignia features seven black pattee crosses representing the battle campaigns in which the 95th Aero Squadron participated during the First World War. The 95th was an original component unit and the seven campaigns in which it participated were: Marne, Aisne-Marne, Oise-Aisne, Ile de France, St. Mihiel, Meuse-Argonne, and Lorraine.

Motto: None

Lineage

17th Medical Group (1952-54)

Constituted as 17th Medical Group, 8 May 52

Activated, 10 May 52

Assigned to 17th Bombardment Wing, Light

Stationed at Pusan-East AB, Korea

17th Tactical Hospital (1954-55)

Re-designated 17th Tactical Hospital, 8 Mar 54

Moved to Miho AB, Japan, 10 Oct 54

Moved to Eglin AF Aux Field #9 (Hurlburt Field), FL, 1 Apr 55

17th Tactical Infirmary (1955-56)

Re-designated 17th Tactical Infirmary, 18 Jun 55

17th Tactical Hospital (1956-58)

Re-designated 17th Tactical Hospital, 17 Aug 56

Inactivated, 25 Jun 58

17th Medical Squadron (1993-94)

Re-designated and activated as 17th Medical Sq, 1 Jul 93

Assigned to 17th Training Wing

Stationed at Goodfellow AFB, Texas

17th Medical Group (1994-Present)

Re-designated 17th Medical Group, 27 Sep 94

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Mar 92 - 28 Feb 94

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 01 - 30 Jun 03

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

Components

17th Medical Operations Squadron

17th Medical Support Squadron



Pictured here in the 1950s, the original Goodfellow Hospital stood at the present location of the Western Winds dining facility.



17TH OPERATIONAL MEDICAL READINESS SQUADRON

Emblem: approved 2 July 2016 (17th Med Ops Sqdn)

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 mountains represent the endurance of the Squadron's mission. The desert hawk in flight denotes the vigilance required by all members of the Squadron as they execute that mission. It soars from high above, keeping vigilant watch over the land for its prey, much as the Squadron is constantly vigilant against death and disease. The red cross, the universal symbol of health care, serves to illustrate clearly the medical nature of the mission, which is to provide optimized healthcare. The motto is "UNITY VIGILANCE ENDURANCE." Unity speaks to the exemplary collaboration among all six flights of the Squadron carrying out its mission; vigilance stands for the constant watchfulness against death and disease; and endurance refers to the fact that the Squadron has persisted against all odds since its activation and that all its members work tirelessly until the mission is completed. The Squadron has improved and saved lives by exercising these values.

Motto: Unity, Vigilance, Endurance

Lineage

17th Medical Operations Sq (1994-Present)

Activated, 27 Sep 94

Assigned to 17th Medical Group

Stationed at Goodfellow AFB, Texas

Re-designated 17th Operational Medical Readiness Squadron, 15 Aug 2019

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 01 - 30 Jun 03

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19
1 Jul 19 - 30 Jun 20

17TH HEALTHCARE OPERATIONS SQUADRON

Emblem: Pending Approval

Motto: Leading the Best (pending approval)

Lineage

17th Medical Support Sq (1994-Present)

Activated, 27 Sep 94

Assigned to 17th Medical Group

Stationed at Goodfellow AFB, Texas

Inactivated, 15 Aug 19

17th Healthcare Operations Squadron

Activated, 15 Aug 19

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards (17th Med Spt Sqdn):

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 01 - 30 Jun 03

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

**Shown here on parade in January 1941,
members of the 62nd Medical Squadron were
among the first personnel assigned to
Goodfellow.**



17TH MISSION SUPPORT GROUP



Authorized to use emblem of parent wing.

The wing's insignia features seven black pattee crosses representing the battle campaigns in which the 95th Aero Squadron participated during the First World War. The 95th was an original component unit and the seven campaigns in which it participated were: Marne, Aisne-Marne, Oise-Aisne, Ile de France, St. Mihiel, Meuse-Argonne, and Lorraine.

Motto: None

Lineage

17th Air Base Group (1952-58)

Constituted as 17th Air Base Group, 8 May 52

Activated, 10 May 52

Assigned to 17th Bombardment Wing, Light

Stationed at Pusan-East AB, Korea

Moved to Miho AB, Japan, 10 Oct 54

Moved to Eglin AF Aux Field #9 (Hurlburt Field), FL, 1 Apr 55

Inactivated, 25 Jun 58

17th Combat Support Group (1975-76)

Re-designated 17th Combat Support Group, 31 Jul 75

Activated, 30 Sep 75

Assigned to 17th Bombardment Wing, Heavy

Stationed at Beale AFB, California

Inactivated, 30 Sep 76

-
17th Support Group (1993-2002)

Re-designated and activated as 17th Support Group, 1 Jul 93

Assigned to 17th Training Wing

Stationed at Goodfellow AFB, Texas

17th Mission Support Group (2002-Present)

Re-designated 17th Mission Support Group, 3 Sep 02

Honors

Service Streamers: None

Campaign Streamers: Korea Summer-Fall, 1952

Third Korean Winter

Korea Summer-Fall, 1953

Decorations: Republic of Korea Presidential Unit Citation,
24 May 52 – 31 Mar 53

Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

Components

17th Civil Engineer Squadron

17th Communications Squadron

17th Contracting Squadron

17th Logistics Readiness Squadron

17th Force Support Squadron



17th
Security
Forces



Squadron

Pictured at right are fire trucks assigned to the 17th Air Base Group, Pusan-East, Korea, circa 1952.

17TH CIVIL ENGINEER SQUADRON

Emblem approved 1999

Air Force yellow signifies the excellence required of Air Force personnel. Air Force blue signifies the sky as the primary theater for Air Force operations. Silver signifies the perseverance all Air Force personnel must possess. The lightning bolts represent the constant state of readiness 17th Civil Engineer Squadron personnel are in, ready to do the job wherever and whenever. The group of tools represents the tools of the 17th Civil Engineer Squadron craftsmen who are building, maintaining, and protecting the Air Force's finest facilities. The gear and compass represent the meshing of all the different specialties under the 17th Civil Engineer Squadron into a single force that can overcome any challenge it is presented.

Motto: Ready, Willing, Able

Lineage

17th Installations Sq (1952-58)

Constituted as 17th Installations Sq, 8 May 52

Activated, 10 May 52

Assigned to 17th Air Base Group

Stationed at Pusan-East AB, Korea
Moved to Miho AB, Japan, 10 Oct 54
Moved to Eglin AF Aux Field #9 (Hurlburt), FL, 1 Apr 55
Inactivated, 25 Jun 58

17th Civil Engineering Sq (1975-76, 1993-94)

Re-designated 17th Civil Engineering Sq, 31 Jul 75
Activated, 30 Sep 75
Assigned to 17th Combat Support Group
Stationed at Beale AFB, California
Inactivated, 30 Sep 76
Activated, 1 Jul 93
Assigned to 17th Support Group
Stationed at Goodfellow AFB, Texas

17th Civil Engineer Sq (1994-Present)

Re-designated 17th Civil Engineer Sq, 1 Mar 94
Reassigned to 17th Mission Support Group, 3 Sep 02

Honors

Service Streamers: None

Campaign Streamers: Korea Summer-Fall, 1952
Third Korean Winter
Korea Summer-Fall, 1953

Decorations: Republic of Korea Presidential Unit Citation,
24 May 52 - 31 Mar 53

Air Force Outstanding Unit Awards:

1 Oct 92 - 15 Jun 94
1 Jul 95 - 30 Jun 97
1 Jul 97 - 30 Jun 99
1 Jul 03 - 30 Jun 05
1 Jul 07 - 30 Jun 09
1 Jul 09 - 30 Jun 11
1 Jul 11 - 30 Jun 13
1 Jul 13 - 30 Jun 15
1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19
1 Jul 19 - 30 Jun 20

The unit's original heraldry dated to 1956 and featured a cartoon-like character whom squadron members called "hatchet man."



17TH COMMUNICATIONS SQUADRON



Emblem approved on 12 January 1995

Blue and 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 divided shield represents day and night signifying endless vigilance and consistency in dedicated service. The star suggests perfection demonstrated by unit personnel in performance of their duties. The armored hand grasping the arrows symbolizes the squadron's control over all aspects of communication; the arrows further show that communication travels in all directions. The red lightning bolt reflects the harnessing of electricity for communications purposes, and also indicates the unit's additional functions of communications training.

Motto: *Nervus-Centratus* (Nerve Center).

Lineage

17th Communications Sq (1952-58, 1975-76, 1993-)

Constituted as 17th Communications Sq, 8 May 52
Activated, 10 May 52
 Assigned to 17th Air Base Group
 Stationed at Pusan-East AB, Korea
Moved to Miho AB, Japan, 10 Oct 54
Moved to Eglin AF Aux Field #9 (Hurlburt Field), FL, 1 Apr 55
Inactivated, 25 Jun 58
Activated, 31 Jul 75
Assigned to 17th Combat Support Group, 30 Sep 75
 Stationed at Beale AFB, California
Assigned to Strategic Communications Area, 1 Jul 76
Inactivated, 1 Oct 77
Activated 1 Jul 93
 Assigned to 17th Support Group
 Stationed at Goodfellow AFB, Texas
Reassigned to 17th Mission Support Group, 3 Sep 02

Honors

Service Streamers: None

Campaign Streamers: Korea Summer-Fall, 1952
 Third Korean Winter
 Korea Summer-Fall, 1953

Decorations: Republic of Korea Presidential Unit Citation,
 24 May 52 - 31 Mar 53

Air Force Outstanding Unit Awards:

1 Jul 92 - 30 Jun 94
1 Jul 95 - 30 Jun 97
1 Jul 97 - 30 Jun 99
1 Jul 03 - 30 Jun 05
1 Jul 07 - 30 Jun 09
1 Jul 09 - 30 Jun 11
1 Jul 11 - 30 Jun 13
1 Jul 13 - 30 Jun 15
1 Jul 15 - 30 Jun 17
1 Jul 17 - 30 Jun 19
1 Jul 19 - 30 Jun 20



The original
emblem of the
17th

Communications Squadron was first
approved in 1956.



17TH CONTRACTING SQUADRON

Emblem approved on 27 August 2001

Blue and 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 bendlet sinister signifies the strength the unit provides to the Wing and its tenant organizations. The delta and globe indicate the worldwide scope of the unit's mission. The quill pen with the parchment scroll is symbolic of the unit's function as a contracting squadron.

Motto: None

Lineage

17th Contracting Sq (1993-Present)

Constituted as 17th Contracting Sq, 8 Jun 93

Activated, 1 Jul 93

Assigned to 17th Logistics Group

Stationed at Goodfellow AFB, Texas

Reassigned to 17th Support Group, 1 Oct 94

Reassigned to 17th Mission Support Group, 3 Sep 02

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jan 94 - 30 Jun 95
1 Jul 95 - 30 Jun 97
1 Jul 97 - 30 Jun 99
1 Jul 03 - 30 Jun 05
1 Jul 07 - 30 Jun 09
1 Jul 09 - 30 Jun 11
1 Jul 11 - 30 Jun 13
1 Jul 13 - 30 Jun 15
1 Jul 15 - 30 Jun 17
1 Jul 17 - 30 Jun 19
1 Jul 19 - 30 Jun 20

17TH FORCE SUPPORT SQUADRON



Emblem approved on 3 February 1998

Blue and 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 triangle indicates the direct support of the squadron to the three groups under the Wing. The yellow pile suggests a ray of light and reflects a sense of well-being through knowledge. The eagle, a national symbol of defense, represents the dedication of unit personnel to the

Air Force global reach mission.

Motto: Setting the Standard

Lineage

17th Station Complement Sq (1943-44)

Constituted as 17th Station Complement Sq, 5 Apr 43

Activated, 10 Apr 43
Assigned to Third Air Force
Stationed at Jacksonville Municipal Airport, Florida
Moved to Camp Kilmer, New Jersey, 22 Jun 43
Moved to Keevil, England, 15 Jul 43
Moved to Greenham Common, England, 28 Sep 43
Moved to Keevil, England, 30 Oct 43
Moved to Zeals, England, 16 Nov 43
Moved to Gosfield, England, 13 Dec 43
Moved to Stoney Cross, England, 6 Mar 44

17th Station Complement Sq (Special) (1944-45)

Re-designated 17th Station Complement Sq (Special), Jul 44
Moved to Les Oubeaux, France, 30 Jul 44
Moved to Canisy, France, 2 Aug 44
Assigned to Ninth Air Force, 4 Aug 44
Moved to Coulouvray, France, 12 Aug 44
Moved to Haliene, France, 19 Aug 44
Moved to Versailles, France, 1 Sep 44
Moved to Jamiuulx, Belgium, 10 Sep 44
Moved to Verviers, Belgium, 2 Oct 44
Moved to Chantilly, France, 8 Nov 44
Moved to Bad Kissinger, Germany, 6 Jun 45
Disbanded, 24 Jun 45

17th Mission Support Sq (1993-2008)

Reconstituted and re-designated as 17th Mission Support Sq, 8 Jun 93
Activated, 1 Jul 93
Assigned to 17th Support Group
Stationed at Goodfellow AFB, Texas
Reassigned to 17th Mission Support Group, 3 Sep 02

17th Force Support Squadron (2008 - present)

Re-designated as 17th Force Support Sq, 22 Aug 08

Honors

Service Streamers: None

Campaign Streamers: Northern France, 1944
Rhineland 1944-1945

Decorations: Citation in the Order of the Day of the Belgian Army,
6 Jun - 30 Sep 44

Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

17TH LOGISTICS READINESS SQUADRON



Emblem approved on 3 December 1996

Blue and 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 eagle reflects the unit's functions of supply and delivery. The wagon wheel signifies the historical foundation of military transportation. The Torch of Knowledge symbolizes the Squadron's training for completion of future missions.

Motto: Progress, Spirit, Service

Lineage

17th Maintenance and Supply Group (1952-58)

Constituted as 17th Maintenance and Supply Group, 8 May 52

Activated, 10 May 52

Assigned to 17th Bombardment Wing, Light (later Tactical)

Stationed at Pusan-East AB, Korea

Moved to Miho AB, Japan, 10 Oct 54

Moved to Eglin AF Aux Field #9 (Hurlburt Field), FL, 1 Apr 55

Inactivated, 25 Jun 58

Disbanded, 27 Sep 84

17th Logistics Group (1993-94)

Reconstituted and re-designated as 17th Logistics Group, 8 Jun 93

Activated, 1 Jul 93

Assigned to 17th Training Wing

Stationed at Goodfellow AFB, Texas

17th Logistics Sq (1994-2002)

Re-designated as 17th Logistics Sq, 1 Oct 94

Assigned to 17th Support Group

17th Logistics Readiness Sq (2002-Present)

Re-designated as 17th Logistics Readiness Squadron, 3 Sep 02

Reassigned to 17th Mission Support Group

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 93 - 30 Jun 95

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

Since 1993 the Logistics Readiness Squadron has managed the largest fleet of firefighting vehicles in the Air Force, numbering nearly 50.



17TH SECURITY FORCES SQUADRON



Emblem approved on 19 October 1955

Blue and silver are for the sky and clouds and represent the Air Mission. The chain of seven links is for investigation and security. The winged star with the seven linked chains is for the numerical designation of the unit. The sword is for military justice. The lightning flash is for the power and speed of the Air Police to maintain law and order. The olive branch is for peace.

Motto: None

Lineage

17th Air Police Sq (1952-58)

Constituted as 17th Air Police Sq, 8 May 52

Activated, 10 May 52

Assigned to 17th Air Base Group

Stationed at Pusan-East AB, Korea

Moved to Miho AB, Japan, 10 Oct 54

Moved to Eglin AF Aux Field #9 (Hurlburt Field), FL, 1 Apr 55

Inactivated, 25 Jun 58

17th Combat Defense Sq (1962-67)

Re-designated & activated as 17th Combat Defense Sq, 15 Nov 62

Assigned to Strategic Air Command

Organized, 1 Feb 63

Assigned to 17th Bombardment Wing, Heavy

Stationed at Wright-Patterson AFB, Ohio

17th Security Police Sq (1967-76, 1993-97)

Re-designated 17th Security Police Sq, 2 Jul 67

Assigned to 17th Combat Support Group, 30 Sep 75

Stationed at Beale AFB, California

Inactivated, 30 Sep 76

Activated, 1 Jul 93
Assigned to 17th Support Group
Stationed at Goodfellow AFB, Texas

17th Security Forces Sq (1997 - Present)

Re-designated 17th Security Forces Sq, 1 Jul 97

Reassigned to 17th Mission Support Group, 3 Sep 03

Honors

Service Streamers: None

Campaign Streamers: Korea Summer-Fall, 1952
Third Korean Winter
Korea Summer-Fall, 1953

Decorations: Republic of Korea Presidential Unit Citation,
24 May 52 - 31 Mar 53

Air Force Outstanding Unit Awards:

1 Jul 63 - 31 Mar 64

1 Jul 70 - 30 Jun 71

1 Jul 71 - 30 Jun 73

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jun 00 - 31 May 02

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

In 1980 Goodfellow named its Security Police dormitory in honor of Sgt Gerald Fritz, a dog handler killed in the line of duty during the *Mayaguez* rescue operation in 1975. The dormitory was razed in 1985, but in April 2019, the dog kennels were renamed for Sgt Fritz.



17TH TRAINING GROUP



Authorized to use emblem of parent wing

The wing's insignia features seven black pattee crosses representing the battle campaigns in which the 95th Aero Squadron participated during the First World War. The 95th was an original component unit and the seven campaigns in which it participated were: Marne, Aisne-Marne, Oise-Aisne, Ile de France, St. Mihiel, Meuse-Argonne, and Lorraine.

Motto: None

Lineage

3480th Technical Training Wing (1978-92)

Designated as 3480th Technical Training Wing, 1 Jul 78
Activated and assigned to Air Training Command
Stationed at Goodfellow AFB, Texas
Re-designated as 3480th Technical Training Wing (USAF
Cryptological Training Center), 3 Jan 84
Re-designated as 3480th Technical Training Wing, 1 Mar 85
Reassigned to Goodfellow Technical Training Center

3480th Technical Training Group (1992)

Re-designated as 3480th Technical Training Group, 1 Feb 92
Assigned to Goodfellow Training Center

391st Technical Training Group (1992-93)

Re-designated as 391st Technical Training Group, 15 Sep 92

17th Technical Training Group (1993-94)

Re-designated as 17th Technical Training Group, 1 Jul 93
Assigned to 17th Training Wing

17th Training Group (1994-Present)

Re-designated as 17th Training Group, 1 Apr 94

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards –

1 Jul 93 - 30 Jun 95

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

Components

17th Training Support Squadron

312th Training Squadron

313th Training Squadron

315th Training Squadron

316th Training Squadron

Pictured below, the unit's original heraldry was no longer authorized after 1993, at which time it adopted the insignie of its parent wing.





17TH TRAINING SUPPORT SQUADRON

Approved for use 15 February 1996

Blue and 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 star cluster represents the four uniformed services and the DOD civilians. The pentagon denotes the primary student base. The lamp and scroll is symbolic of education and the pursuit of knowledge and reflects the Squadron's heritage as part of the Wing.

Motto: None

Lineage

3480th Training Support Sq (1992)

Activated, 1 Feb 92

Assigned to 3480th Technical Training Group (re-designated as 391 TTG on 15 Sep 92, and as 17 TRG on 1 Jul 93)

Stationed at Goodfellow AFB

310th Training Support Sq (1992-94)

Re-designated as 310th Training Support Sq, 15 Sep 92

17th Training Support Sq (1994-Present)

Re-designated as 17th Training Support Sq, 1 Apr 94

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 94 - 30 Jun 95

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13
1 Jul 13 - 30 Jun 15
1 Jul 15 - 30 Jun 17
1 Jul 17 - 30 Jun 19
1 Jul 19 - 30 Jun 20

312TH TRAINING SQUADRON



Local revision of Group emblem, first approved on 3 April 1989

Blue and 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 lightning bolt, lamp of knowledge and biparted flame signify the unit's training mission and the dual nature of instruction. The lamp rests on four pillars representing the four military services that receive training from the unit. The globe represents the worldwide implications of the training mission. The owl symbolizes the vigilance and wisdom of the instructors. The key suggests that the training provides the knowledge vital to operations.

Motto: None

Lineage

3480th Technical Training Group (1978-92)

Designated and activated, 1 Jul 78

Assigned to 3480th Technical Training Wing

Stationed at Goodfellow AFB, Texas

3480th Technical Training Sq (1992)

Re-designated as 3480th Technical Training Sq, 1 Feb 92

Assigned to 3480th Technical Training Group

312th Technical Training Sq (1992-94)

Re-designated as 312th Technical Training Sq, 15 Sep 92

Assigned to 391st Technical Training Group (re-designated from 3480th Technical Training Group)

Assigned to 17th Technical Training Group (re-designated from 391st Technical Training Group), 1 Jul 93

312th Training Sq (1994-Present)

Re-designated as 312th Training Sq, 1 Apr 94

Assigned to 17th Training Group (re-designated from 17th Technical Training Group)

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

**The 312 TRS
operates the
Louis F.
Garland Fire
Academy on
Goodfellow.**



313TH TRAINING SQUADRON



Emblem approved for use on 10 June 1997

Blue and 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 lightning bolt represents communications intelligence and communications maintenance, the areas of training provided by the unit. The osprey symbolizes the Air Force mission and also suggests the squadron's relationship to the Navy. The arc of crosses reflects the unit's association and lineage with its parent unit, the 17th Training Wing.

Motto: Hunting on the Wing

Lineage:

3482nd School Sq (1978-84)

Designated and activated on 1 Jul 78

Assigned to 3480th Technical Training Group
Stationed at Corry Station, Florida

3482nd Technical Training Sq (1984-86)

Re-designated 3482nd Technical Training Sq, 1 May 83

Reassigned to 3480th Student Group, 1 Oct 84

3482nd School Sq (1986-92)

Re-designated 3482nd School Sq, 1 Dec 86

3482nd Technical Training Sq (1992)

Re-designated 3482nd Technical Training Sq, 1 Feb 92

Reassigned to the 3480th Technical Training Group upon
the inactivation of the 3480th Student Group

313th Technical Training Sq (1992-94)

Re-designated 313th Technical Training Sq, 15 Sep 92
Assigned to 391st Technical Training Group (re-designated
from 3480th Technical Training Group)
Assigned to 17th Technical Training Group (re-designated from 391st
Technical Training Group), 1 Jul 93

313th Training Sq (1994-Present)

Re-designated 313th Training Sq, 1 Apr 94
Assigned to 17th Training Group (re-designated from 17th
Technical Training Group)
Inactivated on 11 Jan 11
Reactivated on 24 Oct 18
Assigned to 17th Training Group
Stationed at Goodfellow Air Force Base

Honors:

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

The 313 TRS was stationed at Corry Naval Air Station, Florida, an installation named for LCDR William Corry. Pictured at right, Corry was posthumously awarded the medal of honor in 1920 after running into a burning aircraft and successfully rescuing a trapped fellow crewmember.



315TH TRAINING SQUADRON



Local revision of Group emblem, first approved on 9 June 1988.

Blue and 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 checkerboard or chessboard denotes strategy and analysis, the basis of intelligence collecting. The lamp, symbol of knowledge, refers to the mission of the unit – training of the intelligence community to analyze global occurrences. The flames represent the dual training mission – analysis based upon exploiting basic intelligence sources. The crescent is a symbol to denote increasing or growing in knowledge through intelligence collection. The globe reflects the worldwide interest of the intelligence community. The flight symbols signify intelligence support to strategic and tactical air operations.

Motto: None

Lineage

3490th Technical Training Group (1987-92)

Activated as 3490th Technical Training Group, 1 Jan 87

Assigned to 3480th Technical Training Wing
Stationed at Goodfellow AFB, Texas

3490th Technical Training Sq (1992)

Re-designated as 3490th Technical Training Sq, 1 Feb 92

Assigned to 3480th Technical Training Group

315th Technical Training Sq (1992-94)

Re-designated as 315th Technical Training Sq, 15 Sep 92

Assigned to 391st Technical Training Group (re-designated
from 3480th Technical Training Group)

Assigned to 17th Technical Training Group (re-designated from 391st
Technical Training Group), 1 Jul 93

315th Training Sq (1994-)

Re-designated as 315th Training Sq, 1 Apr 94

Assigned to 17th Training Group (re-designated from 17th
Technical Training Group)

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20



In this photograph taken at Goodfellow in the 1990s, a student uses a light table to examine hardcopy imagery. More recently, computers processing softcopy imagery replaced hardcopy and light tables in the training and operational environments.

316TH TRAINING SQUADRON



Emblem approved for use on 25 February 1999

Blue and 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 star on a divided shield alludes to the unit's mission to train the best for the Nation's defense. The lightning bolt represents SIGINT-related training functions. The key symbolizes cryptologic training and reflects the Squadron's

association with its field command.

Motto: Looking Forward

Lineage

3495th Technical Training Group (1987-92)

Activated, 1 Oct 87

Assigned to 3480th Technical Training Wing
Stationed at Goodfellow AFB, TX

3495th Technical Training Sq (1992)

Re-designated as 3495th Technical Training Sq, 1 Feb 92

Assigned to 3480th Technical Training Group (re-designated from 3480th Technical Training Wing)

316th Technical Training Sq (1992-94)

Re-designated as 316th Technical Training Sq, 15 Sep 92

Assigned to 391st Technical Training Group (re-designated from 3480th Technical Training Group)

Assigned to 17th Technical Training Group (re-designated from 391st Technical Training Group), 1 Jul 93

316th Training Sq (1994-Present)

Re-designated as 316th Training Sq, 1 Apr 94

Assigned to 17th Training Group (re-designated from 17th Technical Training Group)

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

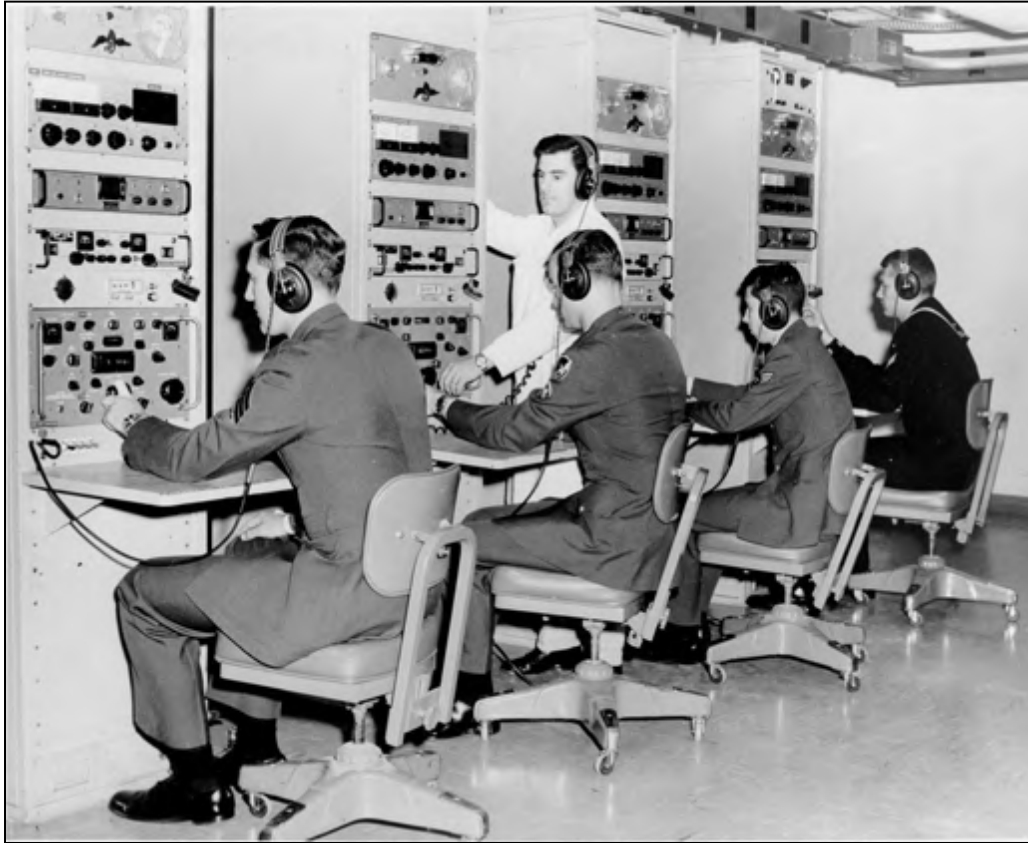
1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20



Joint service cryptologic training in the 1970s. In 1989 Goodfellow brought computer-based training to the cryptologic linguist classroom.

517TH TRAINING GROUP



Emblem approved for use 12 November 2010

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 seven crosses represent the unit's ties to the parent organization, the 17th Training Wing. The flame represents light and knowledge gained through study and training. The alternate folds of metal underneath the flame represent the Air Force's presence on an Army installation.

Motto: *Lux Lucis Per Nixus* (Enlightenment Through Effort)

Lineage

Northwest Sector, Ferrying Command (1942)

Constituted as Northwest Sector, Ferrying Command, 14 Feb 42
Activated, 21 Feb 42; stationed at Seattle, Washington

Northwest Sector, Domestic Wing, Ferrying Command (1942)

Re-designated as Northwest Sector, Domestic Wing, Ferrying
Command, 25 Apr 42

Re-designated as 7 Ferrying Group, Northwest Sector, Domestic
Wing, Ferrying Command, 26 May 42

Moved to Great Falls Municipal Airport, Montana, 22 Jun 42

Re-designated as 7 Ferrying Group, 20 May 43

Disbanded, 31 Mar 44

517th Tactical Group (1985-2009)

Reconstituted and re-designated as 517 Tactical Group, 31 Jul 85

517th Training Group (2009-Present)

Re-designated as 517 Training Group, 21 Apr 09

Activated, 14 May 09, and stationed at Presidio of Monterey, CA

Honors: Service Streamers: World War II American Theater

Decorations: Air Force Outstanding Unit Awards:

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

Components

311th Training Squadron; 314th Training Squadron

311TH TRAINING SQUADRON



Emblem approved for use 2 March 1995

Blue and 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 star reflects the unit's pursuit of excellence in providing a quality education for its students. The tree symbolizes the family of languages taught by the facility of the squadron's parent unit.

Motto: None

Lineage

3483rd Student Sq (1979-92)

Designated and activated as 3483rd Student Sq, 1 Jan 79
Assigned to 3480th Technical Training Group
Stationed at the Presidio of Monterey, California
Reassigned to 3480th Student Group, 1 Oct 84

3483rd Military Training Sq (1992)

Re-designated 3483rd Military Training Sq, 1 Feb 92
Assigned to 3480th Technical Training Group upon inactivation
of the 3480th Student Group

311th Military Training Sq (1992-94)

Re-designated 311th Military Training Sq, 15 Sep 92
Assigned to 391st Technical Training Group (re-designated
from 3480th Technical Training Group)
Assigned to 17th Technical Training Group (re-designated from 391st
Technical Training Group), 1 Jul 93

311th Training Sq (1994-)

Re-designated 311th Training Sq, 1 Apr 94
Assigned to 17th Training Group (re-designated from 17th
Technical Training Group)
Reassigned to 517th Training Group, 14 May 09

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20

Since 1979, the 311th Training Squadron has supported Airmen enrolled in the Defense Language Institute Foreign Language Center on the Army's Presidio of Monterey, California.





314TH TRAINING SQUADRON

Emblem approved for use on 18 July 2000

Blue and 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 seven crosses allude to the battles fought during World War I. The thunderbolt symbolizes the training and over-arching technology of future operations and the unit's relationship between the Air Force and Army. The squadron's motto reflects their mission – to instill the core values in the newest members of the Air Force.

Motto: *Veritas Beneficium Virtus* (Integrity, Service & Excellence)

Lineage

3485th School Sq (1986-92)

Activated as 3485th School Sq, 1 Oct 86
Assigned to 3480th Student Group
Stationed at Fort Devens, Massachusetts

3485th Technical Training Sq (1992)

Re-designated as 3485th Technical Training Sq, 1 Feb 92
Reassigned to 3480th Technical Training Group upon the
inactivation of the 3480th Student Group

314th Technical Training Sq (1992-94)

Re-designated as 314th Technical Training Sq, 15 Sep 92
Assigned to 391st Technical Training Group (re-designated
from 3480th Technical Training Group)
Moved to Fort Huachuca, Arizona, 15 Jan 93
Assigned to 17th Technical Training Group (re-designated
from 391st Technical Training Group), 1 Jul 93

314th Training Sq (1994-Present)

Re-designated as 314th Training Sq, 1 Apr 94

Assigned to 17th Training Group (re-designated from 17th
Technical Training Group)
Moved to Presidio of Monterey, California, 1 Nov 07
Reassigned to 517th Training Group, 14 May 09

Honors

Service Streamers: None

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Awards:

1 Jul 95 - 30 Jun 97
1 Jul 97 - 30 Jun 99
1 Jul 03 - 30 Jun 05
1 Jul 07 - 30 Jun 09
1 Jul 09 - 30 Jun 11
1 Jul 11 - 30 Jun 13
1 Jul 13 - 30 Jun 15
1 Jul 15 - 30 Jun 17
1 Jul 17 - 30 Jun 19
1 Jul 19 - 30 Jun 20



On 14 May 2009 the 314th Training Squadron joined the 311th Training Squadron as components of the 517th Training Group, consolidating the wing's presence on the Presidio of Monterey, California.

17TH COMPTROLLER SQUADRON

Emblem: None

Motto: None

Lineage

17th Statistical Control Unit (1942-1944)

Constituted as 17th Statistical Control Unit, 5 Nov 42

Activated, 2 Dec 42

Stationed at Stout Field, Indiana

Disbanded, 14 Apr 44

17th Comptroller Flight (1995-2004)

Reconstituted and Re-designated as 17th Comptroller Flight, 5 Apr 95

Activated, 5 May 95

Assigned to 17th Training Wing

Stationed at Goodfellow AFB, Texas

17th Comptroller Squadron (2004-Present)

Re-designated as 17th Comptroller Squadron, 2 Jun 04

Honors

Service Streamers: World War II American Theater

Campaign Streamers: None

Decorations: Air Force Outstanding Unit Award:

1 Jul 95 - 30 Jun 97

1 Jul 97 - 30 Jun 99

1 Jul 03 - 30 Jun 05

1 Jul 07 - 30 Jun 09

1 Jul 09 - 30 Jun 11

1 Jul 11 - 30 Jun 13

1 Jul 13 - 30 Jun 15

1 Jul 15 - 30 Jun 17

1 Jul 17 - 30 Jun 19

1 Jul 19 - 30 Jun 20



EMBLEM: *Or, seven crosses pattee in pale sable.* So reads the somewhat murky heraldic description of the wing's emblem. But what does it mean? On its face it describes a gold (Or) field on which is aligned a vertical row (pale) of seven black (sable) pointed (pattee) crosses. But those seven crosses say much more. Our wing today traces its heritage back to the 17th Pursuit Group, activated at March Field, California, in 1931. It was during this era that the Army Air Corps first began crafting groups as the basic air organizational element by pulling together squadrons. In the case of the new 17th Pursuit Group, three squadrons were brought together. One of the three, the 95th Aero Squadron, had fought in seven of the major campaigns in which the United States participated during World War I. In a practice common at the time, the 17th recognized that achievement by placing seven black crosses on its new emblem. It was also common at the time to adopt a Latin or French motto and place it in the scroll. For the 17th, the French *Toujours Au Danger* gave notice that the unit and its members moved "Ever Into Danger."