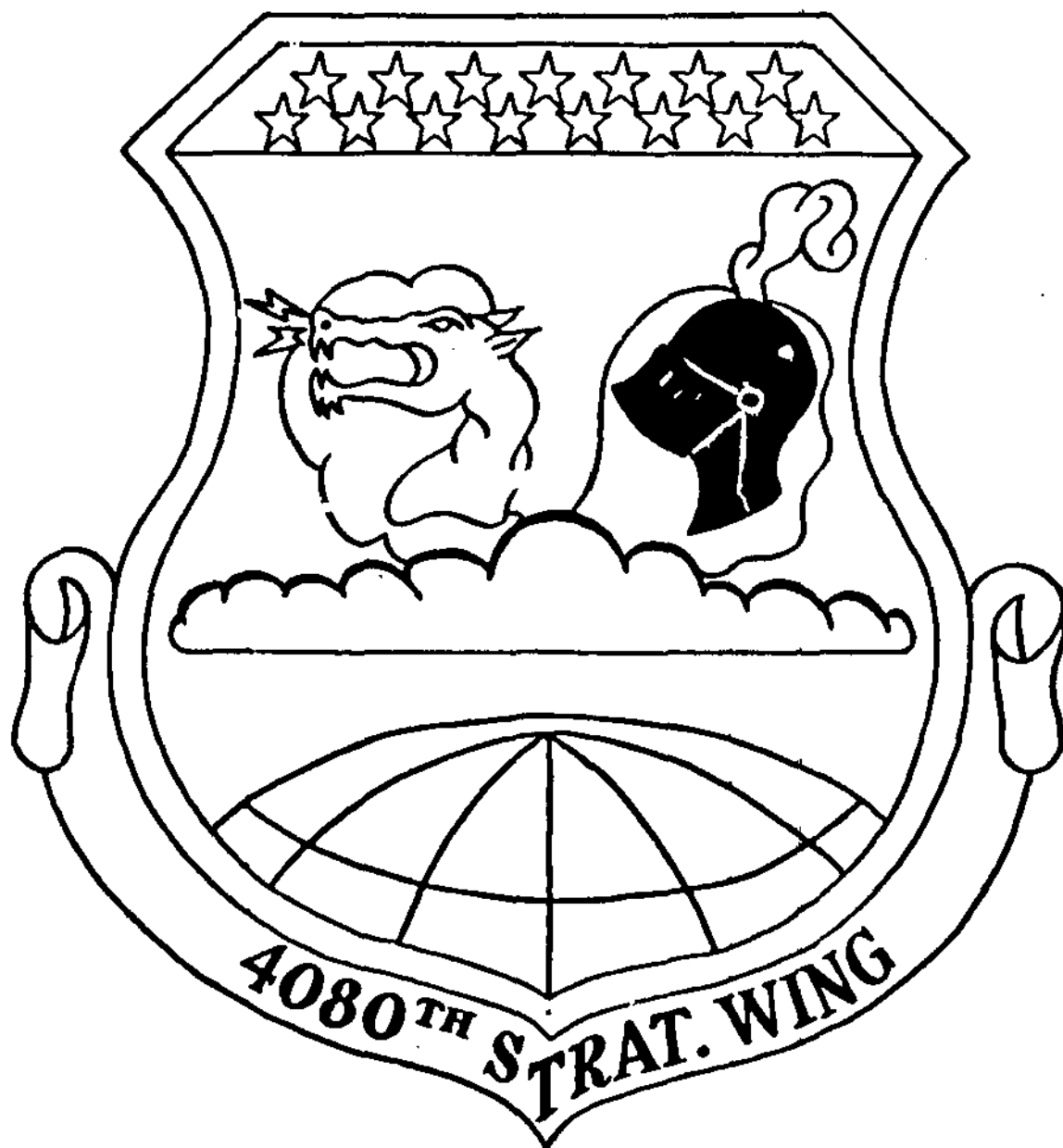


"Dedicated To Peace"



1956 - 1966

May-1, 1956 - Unit activated at Turner AFB, Georgia commanded by Colonel Gerald W. Johnson.

September 11, 1956 - RB-57 aircraft deployed to Japan.

April 1, 1957 - 4080^RSW transferred to Laughlin AFB, Del Rio, Texas. Colonel Hubert Zemke assumed command.

14 Apr 1958 Six RB-57D aircraft, crews, support personnel and equipment in place at Eniwetok Atoll (Fwd Island), Marshall Islands for Operation "Hard Tack". The detachment was designated as Detachment Number Seven, 4080th Strategic Reconnaissance Wing, Light.

11 Aug 1958 Last of the RB-57D aircraft returned to Laughlin AFB from Operation "Hard Tack".

January 24, 1959 - RB-57 aircraft arrive in England for special project.

24 Jan 1959 Aircraft, crews, support personnel and equipment of Detachment #7 in place at RAF Station Drize Norton, England for operation "Border Town".

Mar 1959 Two U-2 and Two B-57 aircraft participated in annual USAF Academy encampment (Falcon 59) at March Air Force Base, California.

5 Apr 1959 Detachment #7 redeployed to Laughlin AFB from operation "Border Town".

9 Jun 1959 Six RB-57D aircraft transferred from the 4080th SRI to the 7407th Support Squadron, Rhein Main Air Base, Germany.

16 Jun 1959 Three RB-57D aircraft transferred from the 4080th SRI to WADC, Dayton, Ohio.

Jan 1960 Detachment of RB-57D-2 aircraft, support personnel and equipment deployed to Europe. This was Detachment #4B.

7 Apr 1960 Detachment #4B redeployed to Laughlin AFB.

15 Jun 1960 The 4080th Strategic Reconnaissance Wing, Light, was redesignated as the 4080th Strategic Wing. The 4025th Strategic Reconnaissance Squadron was discontinued and the RB-57 aircraft reassigned to the USAF storage depot at Davis-Monthan AFB, Arizona.

SAC/HO "DEVELOPMENT OF STRATEGIC AIR COMMAND, 1946-1976"

21 MAR 76

First RB-57 Delivered - On 31 May, the first RB-57 (a "D" model, Serial Number 53-3973), the reconnaissance version of the British-designed B-57 Canberra light bomber, was delivered to the 4080th Strategic Reconnaissance Wing at Turner Air Force Base, Georgia. The 4080th had received a B-57 (a "C" model, Serial Number 53-3842) for a trainer on 1 May. 1956 P. 54

INVENTORY (AS OF 31 DEC)

1956	-	16 RB-57 C/D
1957	-	24 RB-57 C/D
1958	-	19 RB-57 C/D
1959	-	6 RB-57 C/D

Transfer of Last RB-57 - On 22 April, SAC's last RB-57 (a "C" model, Serial Number 53-3839), which had been assigned to the 4080th Strategic Wing at Laughlin Air Force Base, Texas, was transferred to Headquarters Command, Bolling Air Force Base, Washington, D. C. 1960 P. 84



* ACKNOWLEDGEMENTS *

It must be noted that no book of any magnitude can be assembled and written without the assistance of many people. So it is with this book. Many people aided this writer in a variety of ways. Some loaned us pictures and news clippings, others gave of their time in helping prepare the art work, still others took time from their busy schedules to reminisce the past ten years. All have helped to bring to light the story few felt would ever be printed. Much of the story remains classified and thus is missing. Some of the facts have been left vague, as a member of the wing will readily note. This has been done intentionally so that the particular material could be used even if not fully complete. It should be remembered that this history was lived piece by piece by men who in many cases suffered much personal hardship either in the form of the long hard days of work, many TDY's or the ultimate sacrifice, their life, which several have done. This history is their history and this book is dedicated to all men who have been and are presently assigned to the most unique and outstanding peace time air force unit in history — The 4080th Strategic Wing (SAC).

— MSGT. RICHARD R. WHEAT



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA, 68113



To: The Personnel of the 4080th Strategic Wing

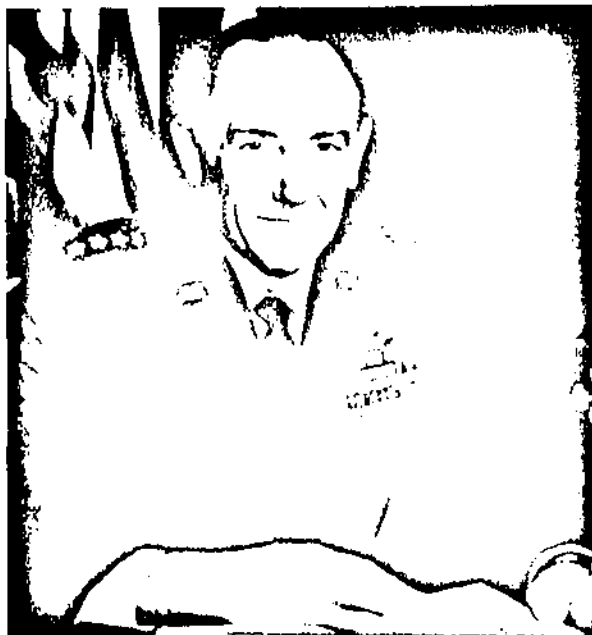
It is a pleasure to extend congratulations to past and present members of the 4080th Strategic Wing on the occasion of your 10th anniversary.

The 4080th Wing is a vital part of the Strategic Air Command and plays a major role in its overall deterrent mission. Although a relatively young organization, your accomplishments are already distinguished in Air Force annals and each member can be justifiably proud of his contributions. The late President John F. Kennedy's appraisal of the 4080th's participation in the Cuban Crisis of 1962 is a source of satisfaction throughout the command. He stated that the Wing "contributed as much to the security of the United States as any unit in our history and any group of men in our country."

As new dimensions of defense emerge and technological advances change the tools of the military profession, I feel confident that the 4080th Wing's personnel will meet these future challenges with the same enthusiasm and dedication which have characterized your performance during the first decade of the wing's history.

I am deeply appreciative to all of you for the loyalty and professionalism with which you have carried out your responsibilities.

John D. Ryan
JOHN D. RYAN, General, USAF
Commander in Chief



HEADQUARTERS FIFTEENTH AIR FORCE
United States Air Force
March Air Force Base, California

Office of the Commander

TO THE MEMBERS OF THE 4080TH STRATEGIC WING

The 4080th Strategic Wing has completed ten years of dedicated service in the United States Air Force. The outstanding contribution by your officers and men has materially strengthened the mission capability of this command.

Your organization has long been in the forefront of Fifteenth Air Force operational units. I recently had the pleasure of presenting a third Air Force Outstanding Unit Award to the 4080th Strategic Wing.

I am proud of the 4080th and honored to have your organization as part of Fifteenth Air Force. I commend you for a decade of accomplishments.



W. K. MARTIN, Lt Gen, USAF
Commander



DEPARTMENT OF THE AIR FORCE
12TH STRATEGIC AEROSPACE DIVISION (SAC)
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA, 85707



1966

TO THE OFFICERS, AIRMEN AND CIVILIAN PERSONNEL OF THE 4080TH
STRATEGIC WING:

Congratulations on your Tenth Anniversary.

The 4080th Strategic Wing's past achievements and record reflects credit upon the Air Force and to the nation as a whole. I know of no other unit in the Air Force that has been awarded the Outstanding Unit Citation three times within a ten year period.

You have, in the past, performed with distinction and served your country well. Once again your services are being required in a new conflict and your contributions have been noteworthy indeed.

With the world situation in its present state, I am certain that your services will continue to be in demand for many years to come, and I am doubly sure of your ultimate fine performance.



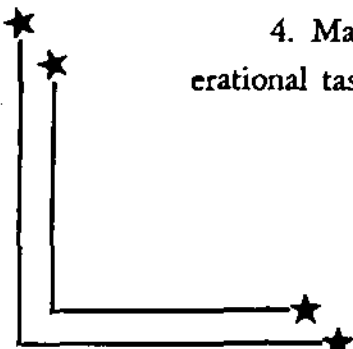
E. W. Holstrom
E. W. HOLSTROM
Brigadier General, USAF
Commander

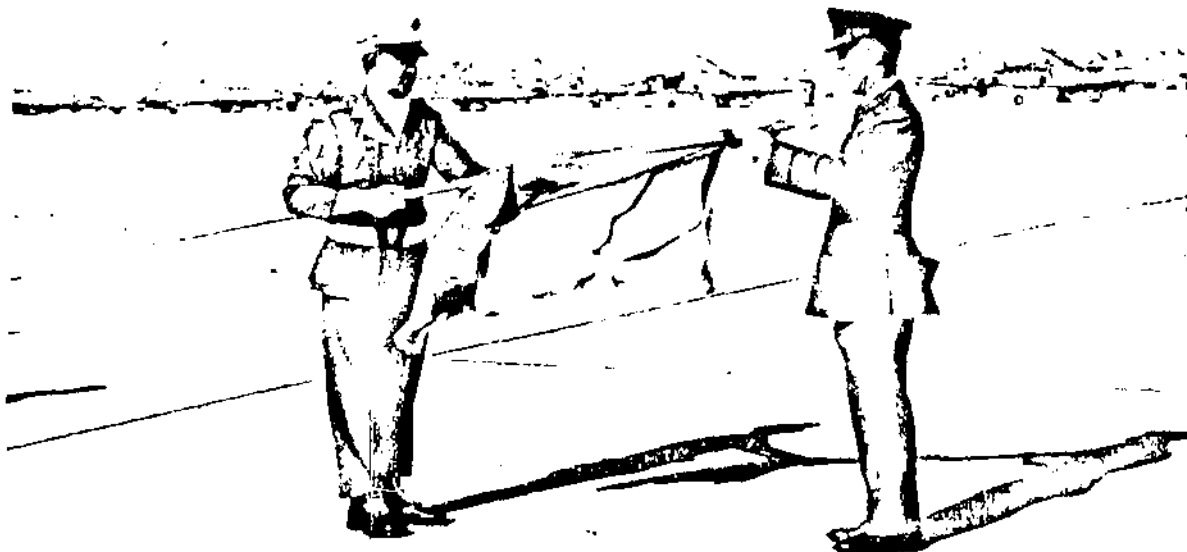


THE MISSION:

To conduct strategic reconnaissance operations on a global scale, either independently or in cooperation with other forces, to fulfill requirements for completed reconnaissance reports, target material, and weather data for operational forecasting.

RESPONSIBILITIES:

1. Conduct weather/air sampling operations and/or nephographic/atmospheric training exercises.
 2. Deploy detachments of the unit with aircraft, crews and support personnel to forward locations.
 3. Be prepared to perform tasks assigned in current emergency plans and relevant operations orders.
 4. Maintain units in a state of readiness to accomplish operational tasks required.
- 



On the morning of 11 February 1966 Lt. General William K. Martin, Commander, 15th Air Force, attached the third Outstanding Unit award streamer to the 4080th Strategic Wing's Organizational flag, as the brisk, cool February wind whipped across the flight line at Davis-Monthan Air Force Base, Arizona. Moments later Colonel W. D. Kyle assumed command of the wing from Colonel J. H. Baughn to become the eighth wing commander since 1956.

Upon completion of the changing of command ceremony General Martin stepped to the awaiting microphone and addressed the nearly 1000 men who were formed in neat military fashion in front of the base operations building. The General opened his remarks by stating that the 4080th Strategic Wing, in but one decade, had accomplished what no other peace time organization had in Air Force history. He reviewed the impact of the mission results on not only the people of the United States but the free people of all corners of the globe. He pointed out free people the world over were indebted to the men who had and were presently serving in the 4080th Wing. He continued by pointing out that the wing had twice

been visited by the President of the United States and had twice before been decorated during these same years. Once in 1960, the year in which the wing was visited by President Dwight D. Eisenhower, and again in 1962, the year President Kennedy personally presented the Outstanding Unit Award to the wing in a ceremony at Homestead Air Force Base, Florida. The latter award was presented to the wing for its contribution to world peace during the Cuban Crisis of 1962.

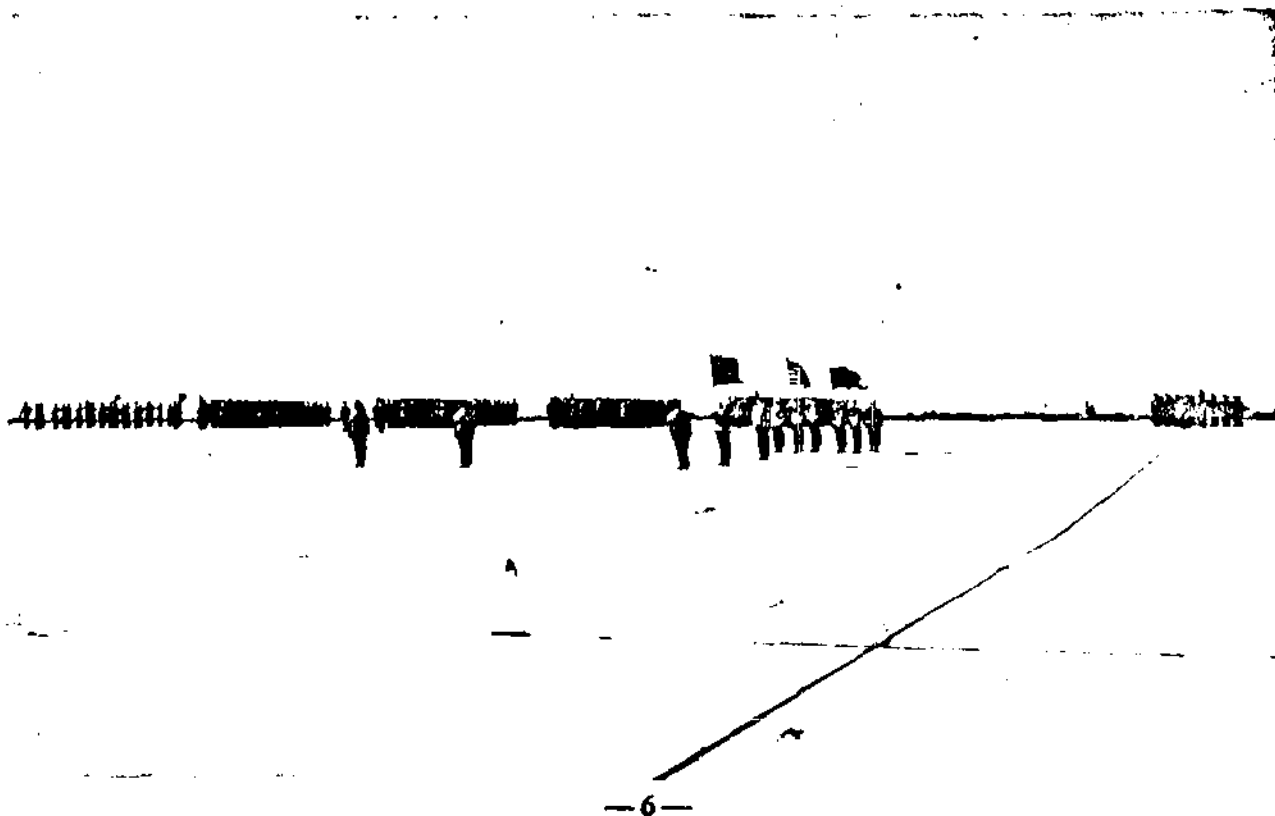
General Martin reminded the members of the wing of the individual decorations, received by personnel assigned to the organization, the highest of which was presented to Major Rudolph Anderson who was given credit for disclosing the first conclusive evidence that the now famous missile sites were being constructed in Cuba. The decoration was presented posthumously as Major Anderson lost his life when on a reconnaissance flight subsequent to the flight of 14 Oct. 1962. His aircraft was shot down over Cuba and he became the only casualty of that conflict. His fellow officer, Major Richard Heyser, also received praise for his flights during the crucial days of the Cuban Crisis.



As General Martin spoke to the members of the 4080th there was an air of nostalgia among the ranks of men including Brig. General John Des Portes, present in the reviewing party. General Des Portes had personally commanded the operations in the field during the Cuban Crisis. Thought must have also wandered back to the loss of Captain Joe Hyde Jr. Captain Hyde and his aircraft were lost in the Gulf of Mexico on the return leg of a flight over the

trouble area. The aircraft was later found and recovered, however no sign of Captain Hyde was found. He was presumed lost to the sea by the investigators.

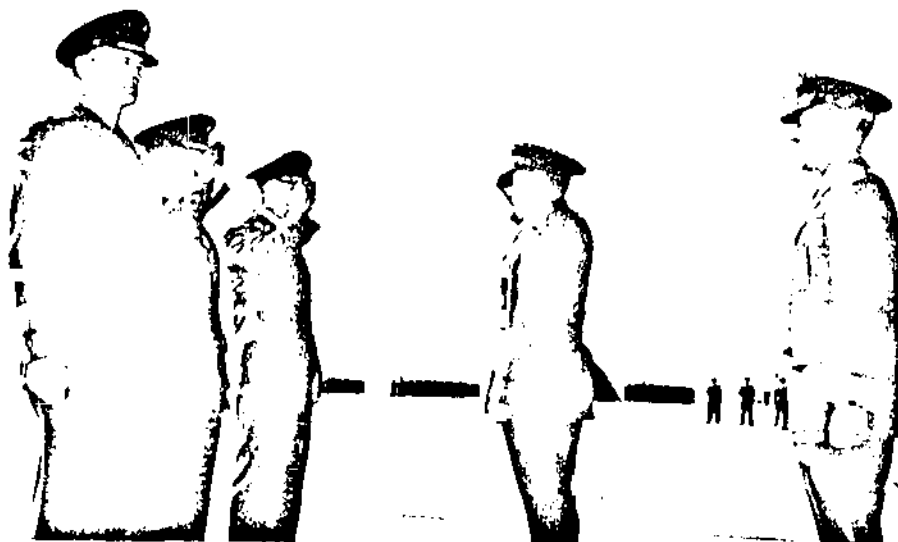
The closeness of the men in the 4080th made the loss of these men even more tragic. A deep hurt is felt in each man every time the wing loses a pilot, and the wing has lost several in the conquest for peace which they have undertaken.



Among the ranks of men representing the various squadrons of the wing there stood but a handful of the nucleus which just ten years before had met in clandestine meetings around the country making plans for the birth of the 4080th. They assembled to work out problems of logistics, supply, maintenance personnel, training and the like. Few if any realized they were helping create an organization that would accumulate a record in ten years unequal to any record of the past. Time had gone by rapidly for these men and the large task which had been undertaken

ten years before didn't seem as unsurmountable as it may have then.

As the General concluded his remarks and the ranks passed in review he must have had some inner emotion knowing that the organization which had acquired fame as no other peace time organization had done was soon to be renamed. Such is the way history goes and as the memories of the past ten years flash by one can not help but think of words once spoken by Dwight D. Eisenhower, "The eyes

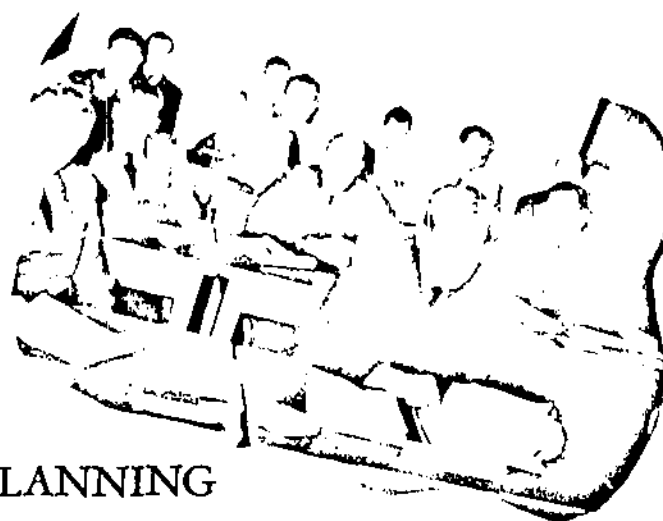
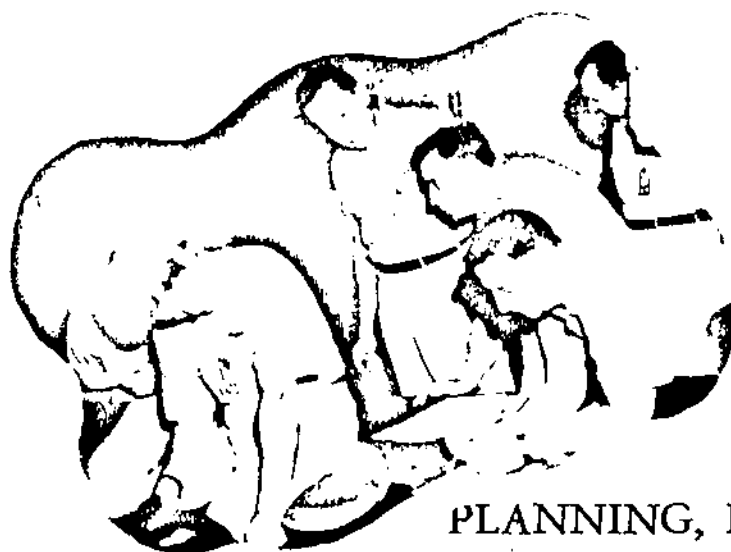


of the world are upon you." Although these were not spoken directly to the 4080th Strategic Wing, they do seem most appropriate.

When reviewing the accomplishments of the 4080th Wing one might ask just where it began? How did the wing become so outstanding? What did the 4080th do that other organizations have not done? Let's look back to the beginning and see what did happen, where it started, and just what the 4080th Strategic Wing has done to become the most decorated unit in peace time records.

The need for a unit such as the 4080th dates back

to the early days of aerial flight. Men of knowledge recognized the benefits of aerial observation in the days of hot air balloons. This idea was maintained during the first conflicts in which the United States became engaged. Balloons were used in World War I as a source of reconnaissance. During World War II aircraft played the major role in this area, however no aircraft was specifically designed and built for this purpose. Stripped down versions of P-38s, B-25s, B-17s and others were used with a high degree of success. Aircraft books reveal that one experimental aircraft was built with the design purpose of reconnaissance but, however, did not get into production.



PLANNING, PLANNING AND MORE PLANNING

Transforming An Idea Into Reality

It is difficult to say when the authority for the establishment of the 4080th actually came about, but, for practical purposes the beginning was in 1955. That was when a small group of men known as "Project Black Knight" were introduced to the aircraft that was to be their "Baby" for some time to come. It was a drastically modified version of the British Canberra, or better known as the B-57.

The basic plans for the B-57 had been purchased from England during the Korean conflict. This model was to be strikingly different. In place of the short, sturdy wings were long, drooping 100-foot-plus wings, and in place of the J-65 engines were large, powerful J-57s. The typical British bubble canopy had been replaced with the American version familiar to the "B" and "C" models. The number of aircraft manufactured in this model will not be revealed at this time, but it can be said that it was but a few and this made them very, very expensive.

The group, headed by Lt. Colonel Daniel C. Mul-loney, assembled at the Martin Aircraft Company in Baltimore, Maryland, under a veil of security. This

veil would remain over the project's activities for the duration of its operation and even remains to a degree today. There were meetings on top of meetings working out the organizing problems which at the time must have seemed staggering. Training was begun although only one aircraft had been assembled and it was then out of commission with wing panel trouble. This trouble was going to become quite familiar to the Black Knight people in the future.

As the year 1955 came to a close and 1956 began, more personnel arrived at Baltimore and the intensified training continued simultaneously to the assembly of the aircraft. As the specialists completed the factory course, they moved to Lockbourne Air Force Base, Ohio, where most thought they were going to remain. This would not be the case, however, as the plans which came out of all the meetings called for the organization to be formed at an attractive southern base, Turner Air Force Base, Georgia. SAC at the time had one of its last fighter organizations stationed there but it was slated to be de-activated during the summer of 1956.

When the news was released that the men would be moving out shortly, it was not for the most part favorably received for some of the men had already disrupted their homes either once or twice since receiving their assignment to the project and this does not make for the most pleasant living conditions at home. They shook off the discontent and packed up for the move to their new home in Georgia which took place during April of 1956.

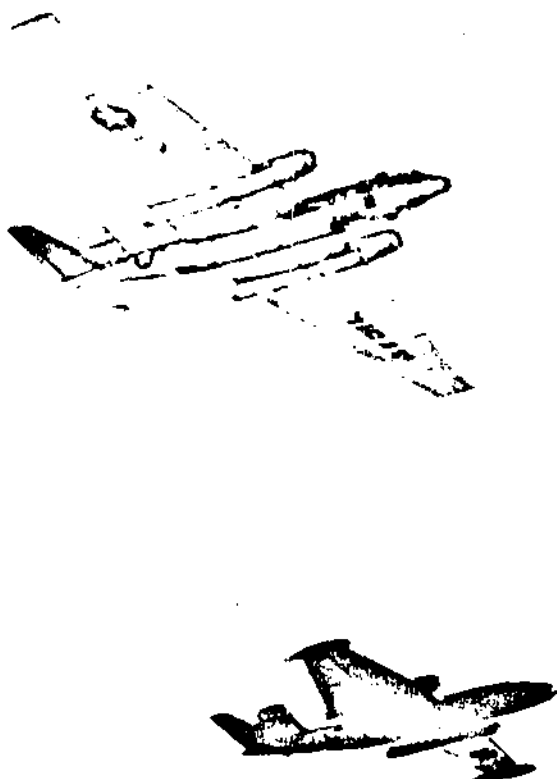
The men had barely arrived at Turner when it was time for the first aircraft to arrive. This was in the middle of April. Personnel of the 31st and 508th Fighter Squadrons were being assigned to the forming 4080th and with the issuing of the official orders designating the date of activation, the dream had become a reality. An organization had been born. It was not, however, the end of the story but more

over the beginning of a very important and interesting one which was to take ten years in unfolding. The men had spent days and days in classrooms studying, preparing for this moment.

The first aircraft arrived without too much fanfare and the hard work began. The first problem that was to give the new organization loss of sleep was the climate in the state of Georgia. Hail is familiar in this part of the country during the rainy season and hail would put the new bird out of commission in a hurry. The honeycomb used in the construction of the wing panels would not endure a hail storm. The wings would have to be covered. It sounds simple, but the problem of procuring covers that would not corrode the metal was not easily found as the old hands can verify. This was but one of the many problems the wing was to soon face.

* * TEST FLIGHT * *

Aircraft 53-3977 in flight during early test program at Baltimore, Maryland. Note the distorted USAF marking on the wing. This is caused by the removal and replacing of wing panel which were to become a great source of problems for the maintenance personnel. These panels were constructed of Honeycomb, a new material design in 1956. This method is now employed on many century series aircraft as it provides strength but reduces weight. Due to their length the wings had to be supported by saw horses and leveled with a transient prior to removal of any of the panels. This is but one of the many areas the 4080th maintenance personnel pioneered maintenance practices. The plane accompanying 977 is a B-57 B or C, a shorter wing model similar to the original English version of the aircraft. The major noticeable difference is the cockpit canopy. The 4080th possessed two of this model which was used for training.



"As the first Commander of the 4080th, I participated actively in planning the integration of the Black Knight Squadron and the resources of the 508th Strategic Fighter Wing to form the 4080th Wing. Those were hectic days."

BRIGADIER GENERAL GERALD JOHNSON

HEADQUARTERS
4080TH STRATEGIC RECONNAISSANCE WING (L) (SAC)
Turner Air Force Base, Albany, Georgia

GENERAL ORDER)
NUMBER 1)

2 May 1956

1. ASSUMPTION OF COMMAND. Under the provision of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 4080th Strategic Reconnaissance Wing (Light) (SAC) Turner Air Force Base, Albany, Georgia, activated 1 May 1956, per authority contained in message Headquarters United States Air Force, AFMO-M-2, 138584, 30 March 1956, effective 2 May 1956.


GERALD W. JOHNSON
Colonel, USAF
Commander

ABOVE: The above is a copy of the original statement of assumption of command signed by the first Wing Commander, Colonel Gerald W. Johnson. Note that this is General Order No. 1 for the newly formed Wing.

The first few months following the official activation of the 4080th on 1 May 1956 were indeed busy ones. There were all kinds of new problems facing the men who had been individually selected for this project. Problems that, although highly qualified and experienced in their specific career fields, they had never before encountered.

There were physiological problems, bugs in the new aircraft, new construction methods which had to be learned, and new systems which required special schooling for the Armament and Electronics personnel before the unit could become operational.

At the same time the new challenges were being faced, more meetings were being conducted, and with

each meeting there seemed to arise new problems. New maintenance procedures, wing covers, uncomfortable flight suits, flight boots that didn't keep the feet warm enough, buildings that had to be refurbished, and training requirements which had to be met.

The wing commander seemed to spend more time away from home than at home, as did many of the key people. They would just get back from TDY to one conference and it was time to leave for another. Sometimes they felt as if they were meeting themselves coming and going. The pace was set and it was a fast one for everyone connected with the project. If you couldn't keep up with the pack you were apt to be left behind.

An Organization Is Born

TO TURNER AFB GA

UNCLASSIFIED//DPLMC 27475. 1. EFFECTIVE 1 MAY 1956, THE FOLLOWING NON T/C
UNITS ARE DESIGNATED AND ORGANIZED AT TURNER AFB, GA., AND CONCURRENTLY
ASSIGNED TO THE 4080TH STRAT RECON WG, LT:
H.Q. 4080TH STRAT RECON WG, LIGHT
4028TH STRAT RECON SQ, LIGHT
4029TH STRAT RECON SQ, LIGHT
4080TH ADMT & ELROT MAINT SQ
4080TH FIELD MAINT SQ
4080TH PERIODIC MAINT SQ
2. EFFECTIVE 1 MAY 1956, THE 4080TH STRAT RECON WING, LT, IS ASSIGNED TO THE
2AF AND FURTHER ASSIGNED TO THE 40TH ADIV.
3. THE ABOVE UNITS WILL BE ORGANIZED UNDER SAC UNDS, MAY 1956. AUTOMATED
STRENGTHS WILL BE REPLACED IN THE MAY MAP. INITIAL UNDS WILL BE PUBLISHED
BY THIS HQS AND FORWARDED YOUR HQS PRIOR TO 1 MAY 1956.
4. EQUIPMENT WILL BE AUTHORIZED BY APPROVED UALS BASED
EQUIPMENT AND T/AS.
APPROPRIATE.

ABOVE: An extract from the orders directing that the 4080th Strategic Wing be activated on 1 May 1956. The various squadrons of the wing are also designated in this extract. This directive was extracted from an earlier General Order published by higher Headquarters a month before.

In general they were hectic days as General Johnson recalls them. The men faced each new challenge with the vigor and stamina of the youth that most of them were. The accomplishments began to add up, giving indications of success. There were, however, many, many failures, setbacks and heartaches but the organization pressed forward. Shortly after the first of the new aircraft were delivered to Turner Air Force Base, the order to paint them was received. Now this might not sound like much if you have never had to paint an aircraft, but it is not as easy as it may sound.

There are numerous safety precautions that have to be complied with; you don't just grab a can of paint and a brush or gun and start in. The mixture of paint must be just right for it to survive the tremendous air pressures to which it is subjected during flight. For this aircraft the vast changes in temperature had to be considered also.

A team of painters arrived at Turner from Warner-Robbins AFB, the depot for the B-57 aircraft,

and the tedious task was begun. It went quite slowly at first then the momentum picked up and, as had been the pattern during the previous weeks, the challenge had been successfully met. The aircraft now looked like they were kin to the skunk family rather than being creatures of flight, but to the men who had worked so hard they looked downright pretty.

Some of the other problems that plagued the new organization were: autopilot failures, engine bleed pressures, a ruptured wing tank, nepho equipment malfunctions, lack of trained people compared to the work loads, and one case of the bends. In all they totaled up to an average of over 5500 manhours per month overtime during Sept., Oct., Nov. and Dec. 1956.

The organization was taking shape even if the men couldn't see that they had made any headway. Higher headquarters felt that the unit was ready for its first deployment. To verify this feeling, the 4080th was subjected to a USCM test (an ORI today). Head-

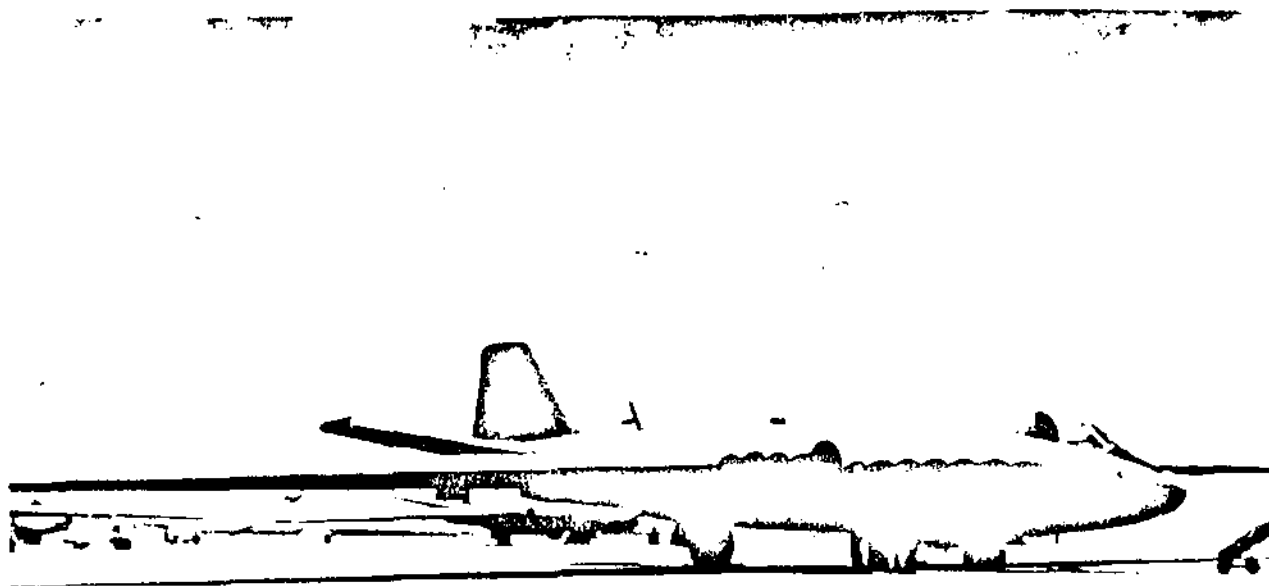
quarters was right, the unit passed the test with flying colors. The deployment was on. Operation "Sea Lion" was scheduled to deploy. The pilots flew extra training sorties, the ground crews did extra studying to insure nothing would go wrong on the way over. Bags were packed, mobility boxes were packed, nerves were on edge, tempers taut. Then—DELAY—the worst thing that can happen to a GI. Waiting, waiting and more waiting. Things had to be changed, time tables, flying routes, cargo manifests, more work, more overtime, more problems.

The personnel came through it in good fashion and when the final go-ahead came everything was as ready as could have been expected. This you must remember took place less than 120 days after receipt of the first aircraft. That isn't very long to become qualified and proficient in a new weapons system. The men of the 4080th had done just that and were now about to show what they could do with this system and their training.

The first group left Turner with no spectacular

sendoff because TDY was not new to most of them. Being in SAC a person becomes quite accustomed to going TDY. The thing that would be new was not being able to brag about themselves, the outstanding things they were accomplishing, the milestones they were setting. This, to a GI, is a crushing blow. Security had to be enforced and the 4080th carried its own personal security team with it. Not just any Air policeman was allowed to look after this project. This was to add to the tension that the men were already under. As the first wave of personnel arrived in California the first major incident occurred. One of the B-57 aircraft had landing gear trouble and was forced to make a gear-up landing at McClellan AFB. This dampened the spirits of the men somewhat but it didn't slow them down. The pilot had saved a valuable aircraft through his professional airmanship and he had merely caught a hop to Travis AFB, joined the support personnel and continued on. This display of dedication was but the beginning of many stories that unfurled throughout the duration of "Sea Lion" and is indicative of the breed of men that began the 4080th Strategic Wing.

BELOW: One of the RB-57D, sporting the new paint job, sitting on the ramp at Turner Air Force Base, Albany, Georgia, during the late summer of 1956.



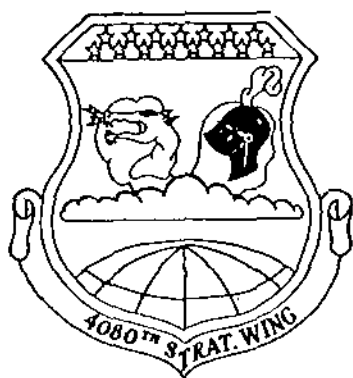
SOME OF THE ORIGINAL BLACK NIGHT PILOTS



41125th SRS



The 4025th Strategic Reconnaissance Squadron emblem was designed by A1C R. H. Amand in August 1956. Requests for its approval were submitted to Air Force by Colonel Daniel Mulloney and were given final approval on 16 November 1956. The field of the shield is divided by an honorable heraldic band partitioned into black and gold, representing the squadron's night and day capabilities, respectively. The honorable blue heraldic band superimposed over the field, and spangled with stars is representative of the SAC ribbon. The white cloud symbolizes the squadron's altitude capability, the helmet is symbolical of the project name "Black Knight;" the mailed gauntlet holding a lightning bolt and an olive branch, signifies the squadron's war and peace capabilities. The patch has been modified somewhat with the reactivation of the squadron in 1965.



As 1956 faded into history the personnel of the 4080th were told that they would move, to a little place in Texas known as Del Rio, early in the spring. This, as had been the case with everything else they had encountered thus far, was easier said than done. Part of the men were deployed with "Sea Lion," others were at some undisclosed location being trained on the new "Super-Secret Bird" the wing was to receive in the future. With the men scattered all over the globe, just how do you get their families, the dogs, cats, the birds, and the fish moved hundreds of miles and still maintain some resemblance of an organization. These are the things that ulcers and grey hair come from we can assure you. It takes time, much planning, foresight and a helluva lot of work.

The move began in February of 1957 and progressed throughout the summer. People had to move

"The nation should be truly gratified for the mission accomplishments. Leaders of state have been influenced by your results, yet the organization and men have continued to accomplish its tasks with little fanfare."

COLONEL HUBERT ZEMKE

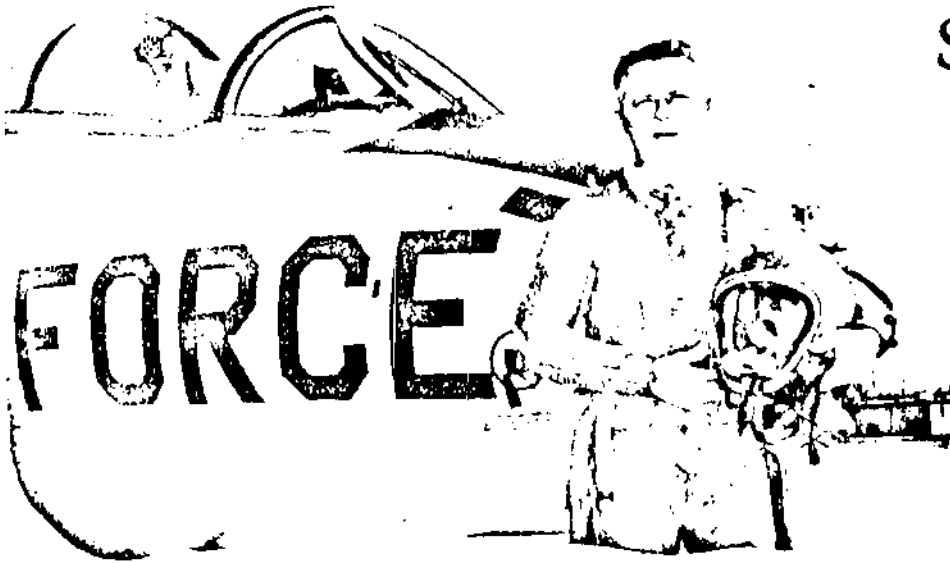
to Del Rio, then go TDY; relieve the group of men there so that they could return to Turner, get their families and move to Texas. Sounds like hop scotch, doesn't it? It was just about that, but it worked and smoothly, too.

The 4080th assumed command of Laughlin Air Force Base, Del Rio, Texas, on 1 April 1957. Again the men faced many problems only this time much of them were to be quite personal. Housing facilities were at a premium. In March 1957 the Chamber of Commerce had only four vacant houses listed for rent. The heat of summer set in and temperatures of over 110 degrees were common, but far from being accustomed to. Many of the personnel had never lived in such heat before and this caused much personal discomfort and anguish. Most of them adapted to the situation as there wasn't any other choice. Work continued at a fast pace. Much was needed to be done before the new aircraft arrived.



Awards being presented at a Wing Review on 27 July 1957. From left to right they are: First Lieutenant John W. Maxwell (back to camera), holding the awards to be presented. Colonel Hubert Zemke, Wing Commander, making the presentation of the Commendation Ribbon to Major Robert E. Gardner. Waiting to be presented the Commendation Ribbon is Captain Murray M. Yates and Captain James H. Kent. Waiting to receive the Outstanding Master Sergeant of the Year Award is Master Sergeant Robert M. Hodges.

"KNIGHTS SO BOLD"



Lt. Colonel Gregory, 4025th Squadron Commander, shown in flight suit in front of one of the B-57 aircraft assigned to his organization. Colonel Gregory assumed command of the 4025th in 1958, retaining it until the squadron deactivated in 1960.

There were no familiar fences around the flight line or even around the perimeter of the base. This had to be rectified before the organization could begin operating in full swing. The security team utilized its dog corps to the fullest, establishing the feeling of security that most of the men had become accustomed to.

With the move to Del Rio the 4080th had a change in command. Colonel Hubert Zemke, formerly the Division Commander at Turner Air Force Base, assumed command of the 4080th from Colonel Gerald Johnson. This change ironically occurred on the same day SAC assumed command of Laughlin AFB from Air Training Command, 1 April 1957.

Two of the remaining four original "Black Knight" officers are shown in the cockpit of a RB-57 aircraft. Lt. Colonel Robert Schueler, in front seat, Major E. P. Schug is in the rear. Major Schug is a navigator from the old school. Colonel Schueler is presently assigned to the 4028th. Graduating from B-57, the Colonel has accumulated many hours in the WU-2.

Colonel Zemke was no stranger to the 4080th nor was the 4080th a stranger to him. He had assisted in much of the planning during the beginning and had followed the progress of the wing's development from Division level.

Things had been going pretty smoothly when on June 6 the 4080th lost a T-33 aircraft just off the west end of the runway. Captain George Abrams and 1st Lt. H. A. Deltmon miraculously escaped permanent injuries although the aircraft was a total loss. The loss of an aircraft is never a good thing for the morale of an organization and the 4080th was not different. Morale took a temporary dip.



"I am pleased to note that good men using SAC procedures have continued to produce outstanding results."

MAJOR GENERAL A. J. RUSSELL

The month of June 1957 was to be a hectic month for most members of the 4080th, the loss of the T-33, and the new aircraft was due to arrive anytime now. Equipment was coming in from all directions. The factory was sending spare parts, the personnel who had been at the secret base known as "The Ranch" began arriving, bringing with them much of the equipment they had been using in their training. All seemed to be in readiness for the big day when the "Bird" would arrive. Oddly, few of the men would even mention a thing about the new aircraft even to fellow workers. The security had been thoroughly impressed on them.

The day finally arrived. June 11, 1957, Colonel Jack D. Nole flew the first U-2 aircraft into Laughlin Air Force Base. It was indeed a strange looking beast. The original Black Knight people felt an inner resentment toward it immediately. The droopy wing

U-2 stood in the hot Texas sun symbolizing a new era in aviation history, but few, if any, of the members of the 4080th realized it at the time.

Seventeen days after the arrival of the first U-2, tragedy was to strike the 4080th in a double blow. At 0855, the morning of June 28, the first U-2 crashed as it approached the runway for a landing. 1st Lt. Ford E. Lowcock became the first fatality of the 4080th in a U-2. Fate was not satisfied and at 1040 the same morning the second U-2 plunged to earth in an isolated section of New Mexico. 1st Lt. Leo E. Smith became the second fatality of the new, sleek U-2.

As the time passed and June slipped into July and July into August, the effects of those tragic days in June could still be felt throughout the wing. One



hundred and five days after he had landed the first U-2 at Laughlin Air Force Base, Colonel Jack D. Nole, then the commander of the 4028th Strategic Reconnaissance Squadron, became the first military man to safely bail-out of a U-2 and at the same time he recorded the highest parachute escape in history.

It began shortly after 2 p.m. the 26th of Sept. 1957. Col. Nole had been airborne approximately 35 minutes. He was nearing 53,000 feet on what had been scheduled to be a routine test flight. These flights are normal following maintenance on critical components such as flight controls and the engine. The Colonel maintained radio contact with the Laughlin control tower as he began his checkout of the various systems. Suddenly, without warning, the aircraft nosed over and began plunging toward the earth. He noticed the flap position indicator showed the flaps to be fully down although he had not selected them to be in this position. Corrective action by the Colonel had no effect as the aircraft continued to fall. Quick mental reaction told him that he was in real trouble. At that instant the tail section separated from the fuselage. He reported his condition to the control tower. Their return transmission was "Bail Out, Bail Out." At this point he could have had a few choice words for the people-down-there. He wondered what they thought he was trying to do. Getting out of the U-2 was no simple process to say the least. Each connection between the pilot and the aircraft had to be individually disconnected. This included the shoulder harness, face heat and radio connection. This takes time even on the ground. Under the conditions he was now being subjected to, it took even longer.

He previously had cut off his engine during his attempts to slow the aircraft down and when he had, his pressure suit inflated, making things even more difficult because of the restricted body movement. Finally, freeing himself from the various connections, he attempted to release the canopy. He succeeded after much effort and then began his struggle to leave

the falling aircraft. After leaving the aircraft he found that he had left one nightmare only to be confronted with another. The long, long drop down. He was faced with two choices: One, pull the "D" ring and open his chute so that he could obtain oxygen from his emergency bottle, or allow himself to free-fall, risking suffocation. Opening a parachute at such an extremely high altitude afforded a good possibility of freezing to death before reaching a liveable altitude. His thoughts were that he had had the course and that any action was better than none, so he pulled the ripcord. He had braced himself for the opening shock which did not occur. This was later explained to have happened because of the position in which he was in at the time of the opening.

The Colonel descended without encountering anything more except for the first time in 17 years of service he became violently airsick. This, under the circumstances, is excusable for he had been spared from death by what investigators term "An act of God." The colonel's incident brought about many changes in the U-2, the most prominent of which, perhaps, is the ejection seat. Other changes such as quick disconnects for all of the various harnesses have also been incorporated. The Colonel's survival has contributed to saving other U-2 pilots and the lives of an unknown number of other airmen.



LOCKHEED AIRCRAFT CORPORATION

BURBANK, CALIFORNIA

4 February 1966

Members of the 4080th Strategic Wing (SAC)
United States Air Force
Davis-Monthan Air Force Base
Arizona 85707

Dear Friends:

It pleases me greatly to be considered a part of the 4080th Strategic Wing. The tenth anniversary of your group is, indeed, an important date to all of us here on the U-2 project. We have appreciated so greatly the opportunity of working with and for the 4080th over a long period of time that many of us have unofficially adopted the wing.

I salute you for your outstanding achievements with the U-bird in so many difficult, far-flung missions. We are extremely proud and pleased to be a part of your group. Officially, unofficially, and every other way I promise you our continued efforts to help the 4080th Wing carry out its many varied missions.

Sincerely,

Kelly Johnson

Clarence L. Johnson
Vice President
Advanced Development Projects



In September 1957 the 4080th received six specially equipped U-2 aircraft. These became known to 4080th personnel as the "Hard Nose" aircraft. They contained an atmospheric sampling system which was built in the nose of the aircraft. There was a small door controlled by the pilot allowing the air to flow through the air duct. In this duct there was a filter paper which trapped radioactive particles which were present in the upper atmosphere. These six aircraft embarked on a mission that took them around the world establishing scientific charts and graphs which heretofore had not existed. They would add to the fame of the 4080th a record the wing had not dreamed of establishing.

Project HASP, High Altitude Sampling Program, was placed into operation late in 1957 and the 4080th sent men TDY in support of the program. Personnel were first sent to Puerto Rico but in a short time they were operating in Alaska, New York, North Dakota, Texas and South America. This was just the beginning of a large network of sampling locations and missions to be maintained during the next seven years. At one time during the peak of the operation aircrews were home for two weeks and out in the field forty-five days. This is a rough schedule for single men much less those who had

families. The men and their families stood up well against the test, displaying great loyalty and courage.

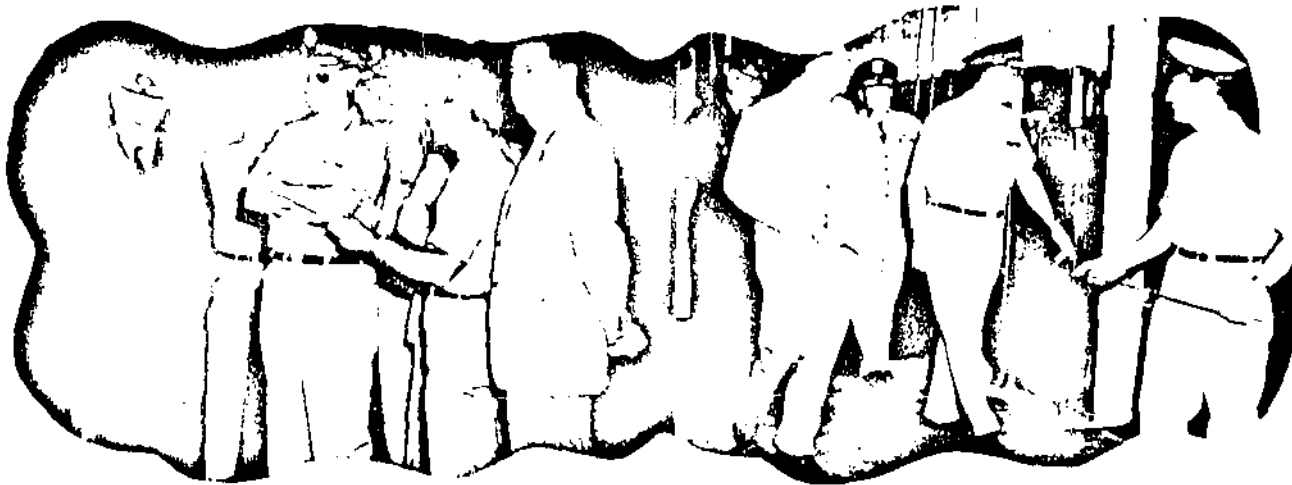
The fall of 1957 brought tragedy once again as the wing lost four men in but a few weeks of each other. Two were lost in a B-57 accident at Baltimore. They were Lt. Col. Frank Wyman and Capt. John E. Boland. Two more were lost at Offutt Air Force Base in a T-33 accident, Captain Leslie Lundberg, the pilot, and Major Daniel Baker, a passenger.

In November the wing again changed hands as Brigadier General A. J. Russell assumed command from Colonel Zemke. The General was the third wing Commander in eighteen months.

Early in 1958 the detachment at Ramey Air Force Base, commanded by Lt. Colonel Hayden Curry, was visited by the top military men of the Air Force. General Thomas White, General Thomas Powers and General Curtis Lemay. Secretary of the Air Force W. O. Douglas accompanied the Generals to Ramey. The distinguished visitors received a briefing on the U-2 aircraft and the air-sampling program which was being conducted in conjunction with Project HASP. This was but the first of many visits. Generals of all levels were to make in the future.

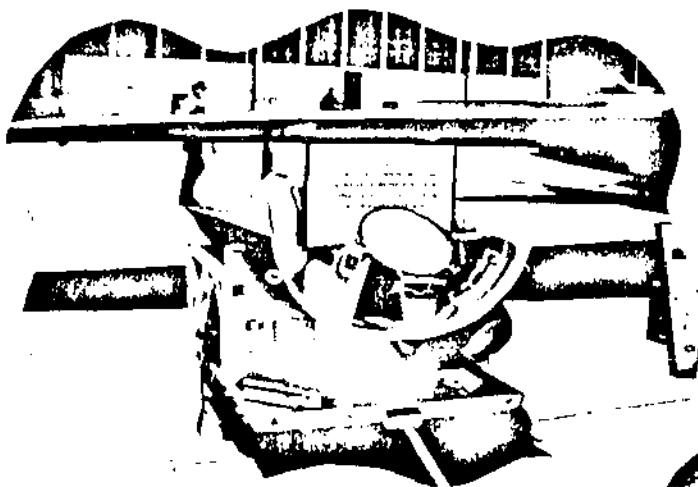
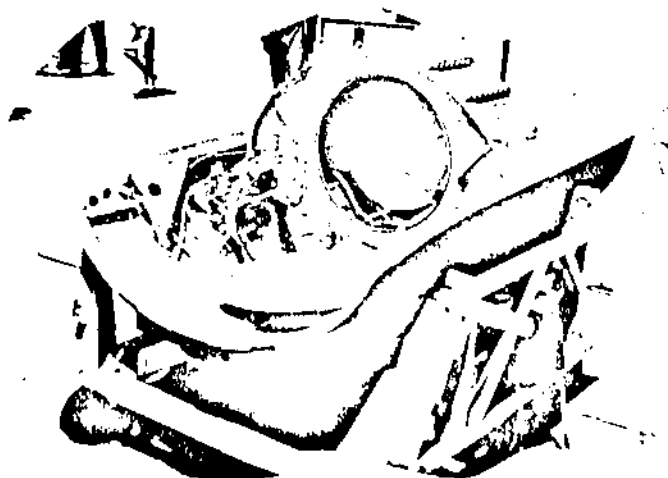
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Below: Lt. Colonel Hayden Curry, Detachment Commander at Ramey Air Force Base, is shown giving Generals Lemay, White and Powers, and Secretary of the Air Force Douglas, a briefing on the U-2 and the HASP sampling equipment. This was one of the many such briefings to be given key staff personnel in the years to come.



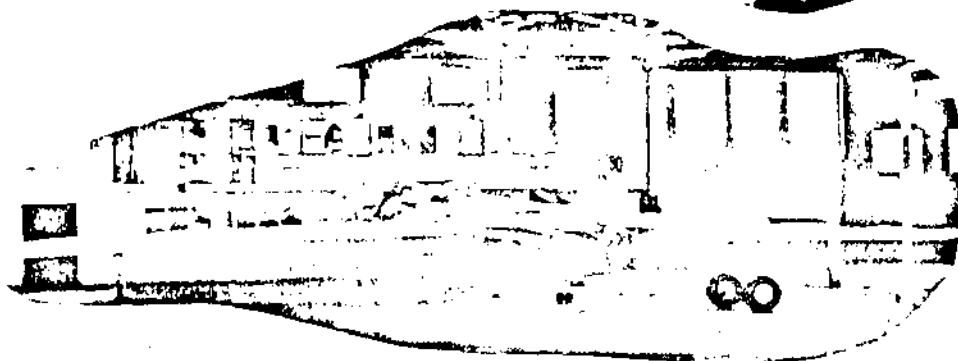
HASP

HIGH ALTITUDE SAMPLING PROGRAM



The photographs to the left and above show some of the complicated and intricate equipment used by the 4080th Wing in conducting the High Altitude sampling missions. The unit in the pictures is the particulate sampling hatch which contains six specially treated filter papers. Each paper is exposed into the airstream at a given time on location to pick up radioactive debris which may be contained in the atmosphere.

Right: The first group to deploy from Laughlin Air Force Base, Texas, in conjunction with the HASP program. These personnel were deployed to Ramey Air Force Base, Puerto Rico. Within weeks following this deployment the 4080th had sampling detachments in virtually every corner of the globe. Sampling continued until the spring of 1965. At the time of conclusion the 4080th had flown over 45,000 hours in support of Project HASP.



Left: A little rest between flights, not often easily obtained. U-2 in hanger at one of the sampling locations.

The year 1958 was an activity-filled year. There were many modifications made on the new aircraft and its associated equipment. The overseas detachments were operating in full swing, and sampling flights were being flown with the accuracy of airlines schedules two and three times a week.

The year was to be touched by tragedy once again as two more U-2s and their crews were lost. The 4025th Squadron lost one of the RB-57 aircraft although the pilot made a miraculous escape, suffering a sprained ankle only. The character of the personnel in the 4080th had by now been molded and even though inwardly feeling each tragedy, no outward expression of emotion was displayed by most of them. Each man seemed to try a little harder to perfect his individual endeavor and overshadow his feelings.

In March of 1958 the 4080th received another new aircraft. This time it was not accomplished in the clandestine fashion which had been the custom nor was it as glamorous an occasion. The only thing common to the receipt of new aircraft in the past

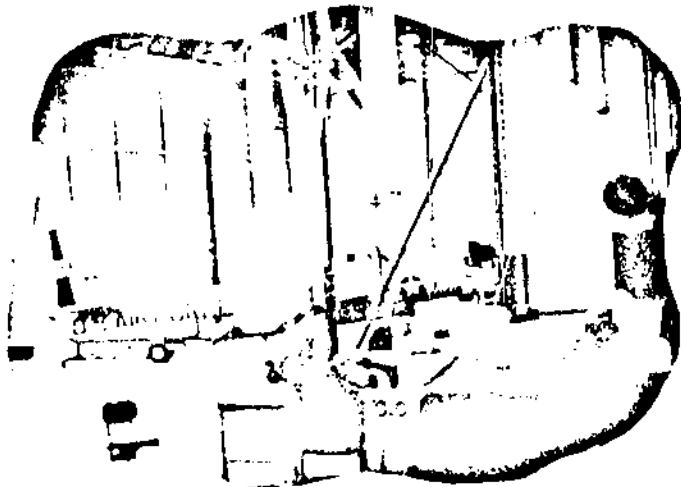
was the hard work involved. The C-123 aircraft replaced the aging C-119. Although the 4080th would later trade the original two aircraft for two others, the C-123 was destined to become a familiar part of the logistics program of the 4080th wing for the next eight years.

Command functions at various levels including key NCO positions changed hands for the first time since the move from Georgia. This was brought about by the first large effect of promotions, retirements, transfers and such. The wing acquired another new Wing Commander in December of that year, Colonel Andrew J. Bratton who assumed command of the wing from General Russell on 16 December. The General would not lose contact with the wing though, he would have it back under his command some years later when he was assigned as Deputy Commander of 15th Air Force.

The wing had reached adolescence now and it began to accumulate its now famous record of achievements. In October the base flight section reached 13,058 hours, accident free, in one year. This had not been an easy accomplishment at all.

THE 4080TH WING'S FACILITIES WERE UTILIZED BY THE 4080TH IN ALASKA AND IN AUSTRALIA.

BELOW: The pictures below show two of the maintenance facilities utilized by the 4080th in Alaska and in Australia. The picture to the left is the hanger used in Alaska. The picture on the right is in Australia. Note the cleanliness of the facilities.





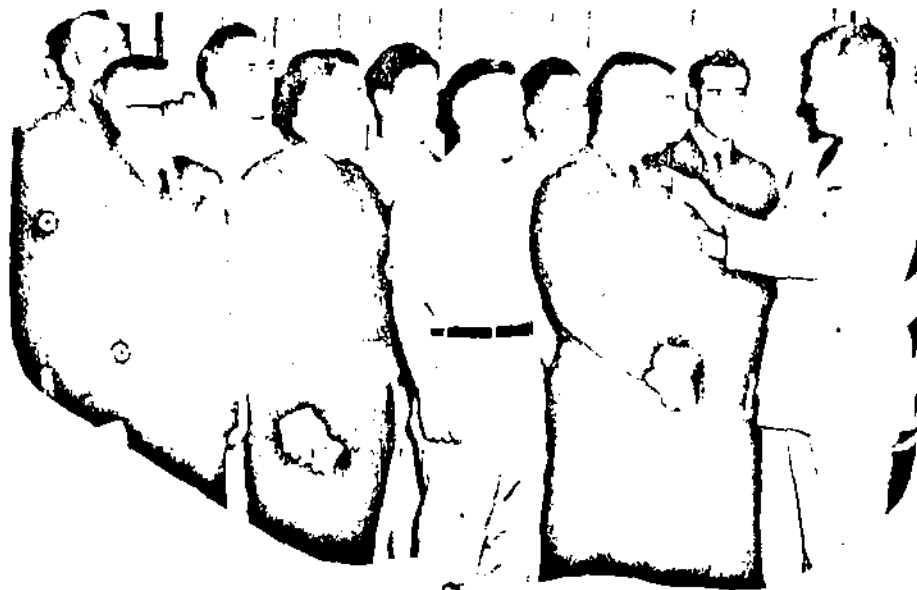
LEFT: Change of Command Ceremony in December 1958. Colonel Andrew J. Stratton assumes command of the 4080th Wing from Brig. General A. J. Russell, now Deputy Commander, 15th AF.

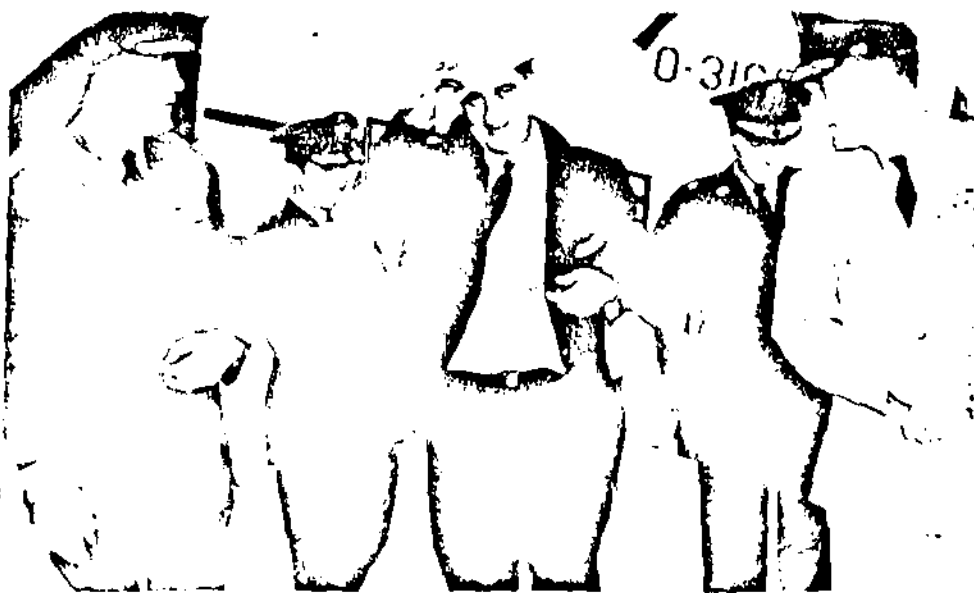
To accumulate such an outstanding flying record on the diversified models of aircraft assigned to the Base Flight section required outstanding leadership by the line chief, flight chiefs and crew chiefs and professional maintenance by each specialist working on the aircraft. The Flying Safety Award presented to the wing during 1958 was made possible by the individual contributions of everyone in maintenance and operations. This record was repeated five times since then. This should leave no doubt in anyone's mind as to the kind of people the wing consists of.

In September 1958 several coastal storms forced

the evacuation of the Corpus Christi Naval Air Station aircraft. They sought out Laughlin Air Force Base as a haven of rest until the storm had passed. Virtually every square foot of parking space on the flight line was occupied. The base gym was converted into sleeping quarters and the club facilities went on a 24-hour schedule to provide messing facilities. All in all it was a real experience for everyone. The Navy boys thought the 4080th had it made when all they could find sitting on the ramp was a hand full of base flight aircraft. Some left Laughlin wondering how the Air Force could afford so many men and so few aircraft at one base.

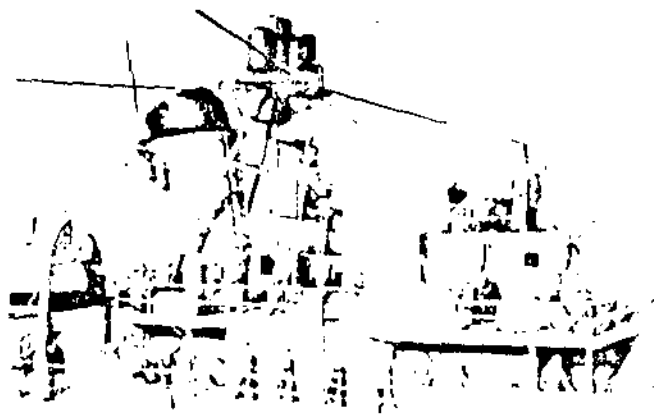
One of the first of many happy occasions around the 4080th . . . PROMOTION. Shown here are some of the wing's officers receiving their Major's leaves. The 4080th has been very fortunate in the number of promotions received throughout all ranks during the years.





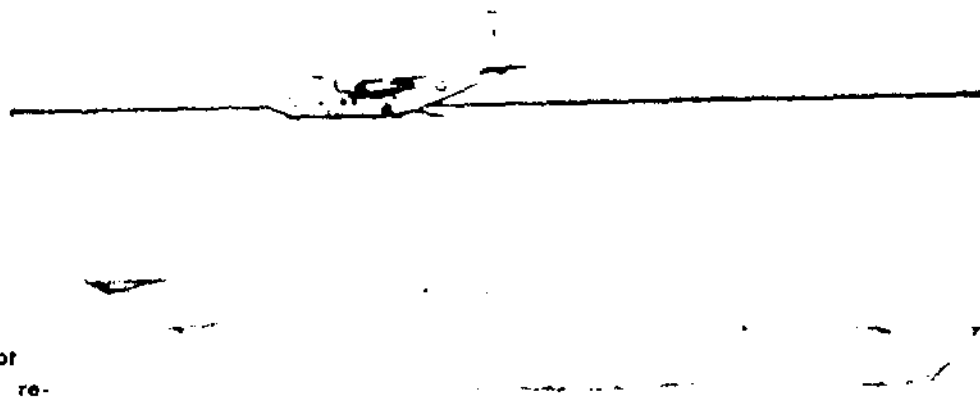
Senator L. B. Johnson pays a short visit to Laughlin Air Force Base in November 1958. The Senator and his party were enroute to Mexico where he was to conduct conferences with high political leaders of Mexico. With the Senator in the photo is Colonel John Harvey, Colonel Beauchamp, General A. J. Russell and an unidentified Colonel.

Right: Late in October 1958 the 4080th was assigned a support mission for the United States Navy. Aircraft were flown from Laughlin to Edwards for the project known as "Briny Trip." Major Edw. Shippey was the project officer for the 4080th. Here he is shown being transferred from the heavy cruiser Los Angeles to Destroyer USS Chevalier. Rather an unusual position to be finding a navigator in. Just goes to show you, you never know what's coming next in the 4080th.



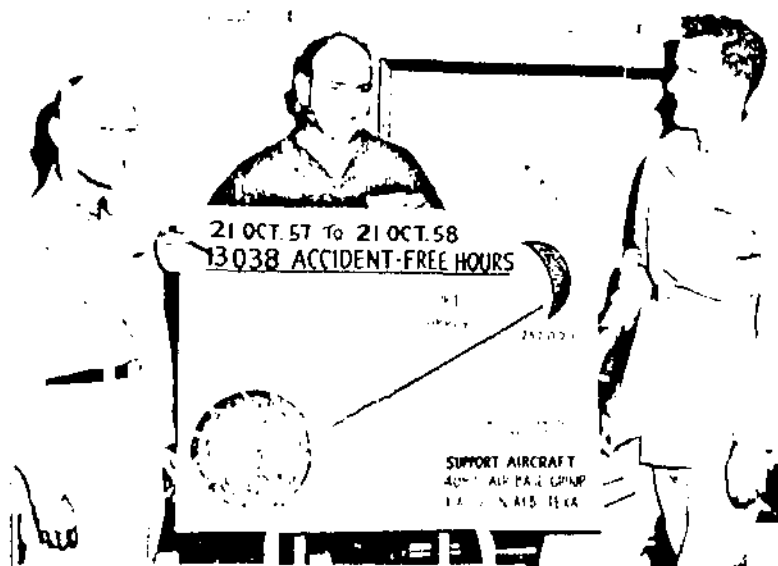
WOULD YOU BELIEVE THAT THERE'S A RAMP UNDER THIS PLANE?

As a result of heavy rain storms in September 1958, the flight line at Laughlin was covered with 5.25 inches of water. Aircraft sitting on the flight line appeared to be floating on an ocean. The work caused by this storm was terrific. Air Force aircraft are just not built for water operations regardless of what people say.





Laughlin AFB became a haven of rest for birds running from a big storm twice in the same year. The picture to the left shows some of the aircraft. Every available parking space was utilized, even the taxi strips. These pictures show some of the aircraft which evacuated to Laughlin from Corpus Christi Naval Air Station in September 1958. A total of 234 aircraft and 300 personnel spent 72 hours at the base. The base gym had to be filled with cots to house the support crews and the clubs operated on a 24-hour schedule to furnish additional feeding facilities for the men. It is interesting to remember this period of heavy traffic and note that not one major incident involving aircraft occurred either during arrival or departure. An outstanding job of aircraft control.



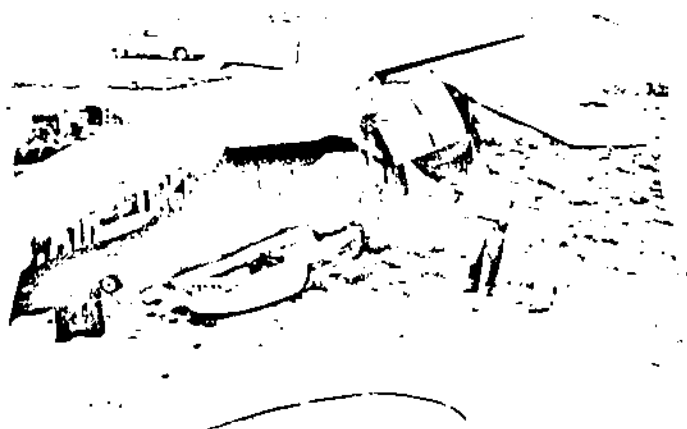
The chart held by SMSGT Homer Chambers, then the Line Chief for the 4080th Air Base Group, was prepared to depict the total number of accident-free flying hours accumulated in the one-year period of 21 Oct. 1957 to 21 Oct. 1958. The various types of aircraft involved in this total were: T-33, H-19, C-45, B-25, C-119 and L-27. Maintenance personnel will readily see that this was a major accomplishment for this mixture of aircraft. It took a great deal of professional maintenance to keep this array in the air. It also took a real good crew of pilots flying them to rack up 13,038 hours without a major incident. Can you remember those days?

* IS THIS WHAT IS KNOWN AS A THREE POINT LANDING?



On 2 October 1958, Major Robert J. Schueler experienced the "Ride of his life" in a RB-57D at Laughlin Air Force Base, Texas. Ten minutes after take-off Major Schueler made an emergency landing because of an unsafe landing gear indication which had been verified by the supervisor of flying. Just as the Major touched down the left wing broke off at the engine mount and caught fire. The Major thought at the time that a tire had blown and had taken corrective action to keep the aircraft centered on the runway. Approximately 2500 feet down the runway the aircraft veered off into the grass. Major Schueler made an expeditious de-

parture from the cockpit, only then to find out that he had been in serious trouble from the moment he landed. The aircraft was a total loss, the first for the 4025th Squadron. This indeed was a quirk of fate that was not taken lightly. Inspection of the remaining aircraft in the fleet revealed several cracked wing spars. It took a great deal of work to return the B-57s to flying condition. Major Schueler's professional skill should not be overlooked either. His expert handling of a tense situation is to be highly commended.



As 1959 slipped in pushing the events of 1958 into the history books, the 4025th was assigned another European TDY. There were some mixed emotions toward this trip because the last deployment in that direction had resulted in a plane load of specialists having to bail-out of a C-119 off the coast of one of the countries. This trip was and is still classified, thus we cannot mention the specific locations of this event. The 4025th packed up their bags and were off again, this time to England and Project "Bordertown." New mission commitments the same year brought about modifications to the RB-57Ds that made them look rather odd. Air sampling gear was installed on the wings of several of the aircraft in preparation for Project "Sandshark." During this operation the 4080th would join other military organizations for one of the United States' atomic tests.

The 4028th and their U-2s were going strong. Colonel Jack Nole took a group of men and some of the

aircraft and opened a detachment in South America in support of the HASP program. This necessitated much preparation as the support personnel had to attend a language course in Del Rio prior to their departure. The diplomatic problems were immense and although received with some adverse publicity, the wing was later accepted by the citizens of that country, with many honors being bestowed on individual members of the organization. Some of the members of the 4080th also found romance in South America and got married while assigned there. It would appear that all TDYs are not unpleasant.

It was during 1959 that the legislature of Texas passed a resolution designating the 4080th Strategic Wing "Ambassadors of Goodwill," an honor the members have upheld ever since. This honor was later given to the wing by the Arizona Legislature also.

CANDID PICTURES FROM "BORDERTOWN"

"The officers, both commissioned and non-commissioned, and the men of the 4080th Wing are the finest group of Air Force men with whom I have been privileged to serve."

WILLIAM W. WILCOX
Brig. General, USAF



ABOVE: "I'D RATHER DO IT MYSELF, BUT I CAN'T."

RIGHT: "YOU REALLY KNOW HOW TO HURT A GUY DOC."



LEFT: "I WONDER WHERE THEY GOT THE OLD SAYING, FLYING A DESK? . . . OR . . . IF THEY TRY TO SEND ME TO DRAGON LADY I'M GOING TO CRY A LOT."

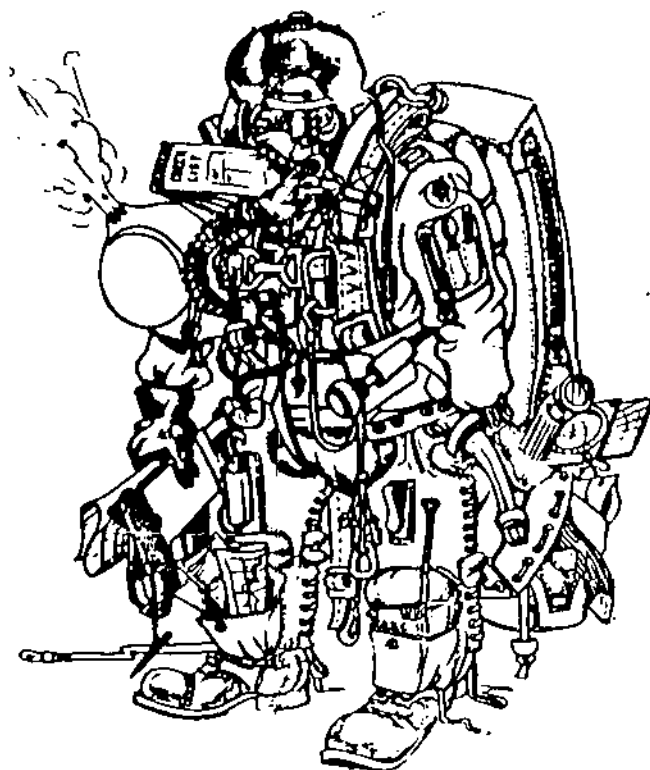
BELOW: "THERE SEEMS TO BE SOME CONFUSION ABOUT WHO'S RUNNING THIS ORGANIZATION, AND AS SOON AS I FIND OUT WHO IS I'M PUTTING IN FOR A TRANSFER."



NOTE: Bordertown performed in an outstanding manner while on location. The accomplishments cannot be discussed as yet but some day these men will be praised for the work they did. We only make jest because there is nothing we can say regarding the detachment except that they did well. As usual the men performed with dignity and decorum, making many friends while in England. They were a credit to the organization and the USAF.



★ PHYSIOLOGICAL SUPPORT ★

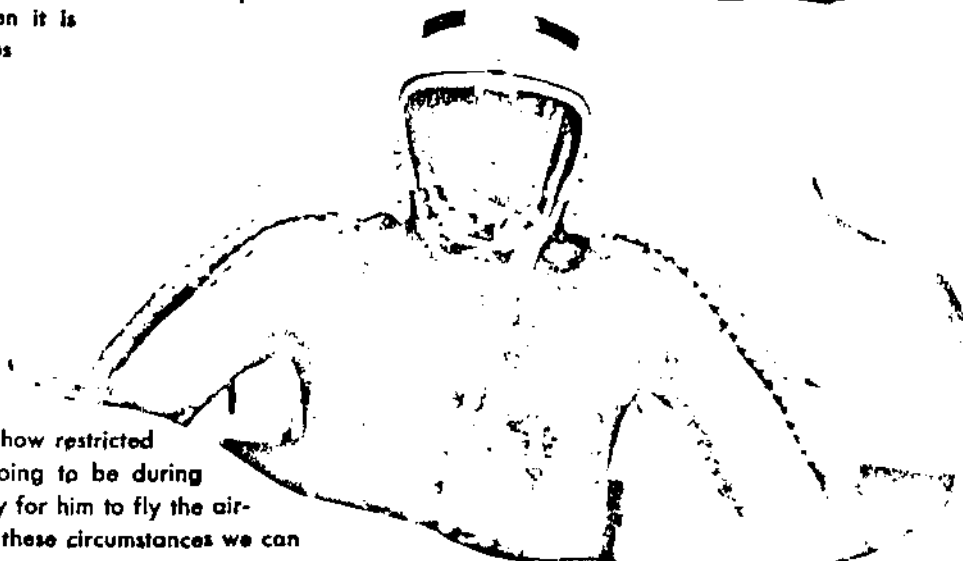


Above: "You'd growl too if you spent four hours dressing and your shoe string broke."

Right: Pilot undergoes a pressure check of his suit before a flight.



Right: An airman demonstrates the restriction imposed by the pressure suit when it is inflated. The suit places pressure upon the body, preventing it from virtually exploding in the event of a cabin pressure failure at high altitudes. You are viewing this airman as if you were looking through the windscreen of an aircraft, thus you are able to see how restricted the pilot's motions are going to be during this situation. It is not easy for him to fly the aircraft for very long under these circumstances we can assure you.



"Throughout its entire history, the contribution of the 4080th Wing to the mission of the Strategic Air Command and the national interest has been of the highest order."

JOHN A. DES PORTES
Brig. General, USAF

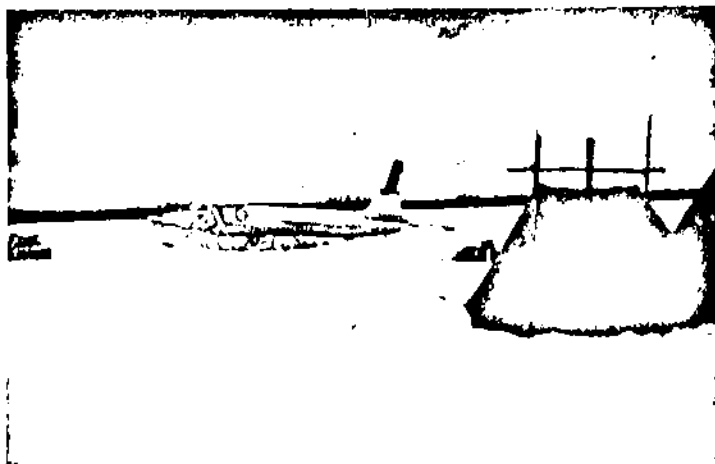
Just four years from the time the 4080th had received the first RB-57D aircraft in Albany, Georgia, their life span had come to an end. Yes, they were now on their way to the Air Force graveyard in Tucson, Arizona. There was an air of sadness throughout the wing, many of the men who had been with the B-57 during the hours of her birth were lost for words to describe how they felt. In the middle of April 1960 the last of the aircraft lined up at the end of the runway for the last take-off. When they got airborne they joined in formation, making a last pass over the field, and headed westward toward Arizona. Little did the men know that they would soon join the B-57s in Arizona and that the aircraft would not stay long in storage but would soon fly again. This was but a period of moratorium for both the B-57 and the 4025th which now was deactivated but would rise again.

Three years had lapsed since the first U-2 had arrived at Laughlin Air Force Base during which time the U-Bird had taken her toll of men, created her problems and established her mark in history, but, the security lid had kept most of the circumstances and publicity from the public eye. Things had gone much as had been planned, except of course the loss of the flight crews and ships. No one, publicly, knew of the U-2. Then it happened, on May 1st, the shot that would ring around the world was heard. "An American Aircraft Shot Down Over Russia." The chain of events that followed are well known to everyone. The lid was now off. The U-2 had become a household word in a matter of hours. The 4080th was now under a great deal of pressure. Everywhere a member of the wing went he was questioned and annoyed. This tense situation did not last long and it must be noted that the individuals connected with the wing conducted themselves with much dignity and decorum. It was, however, now known to the world that the 4080th was the parent organization

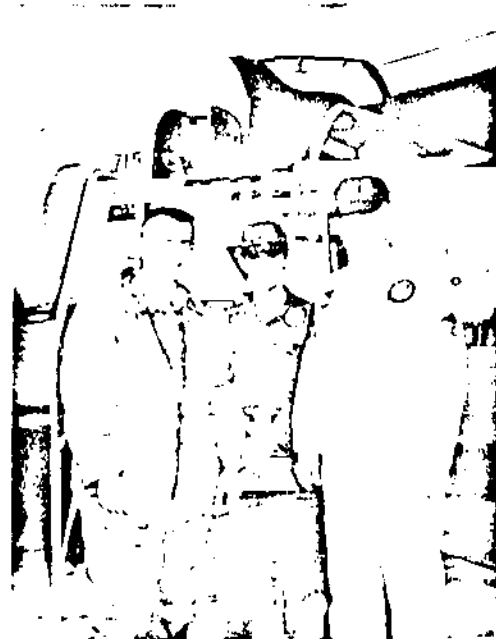
for the U-2 aircraft. This was a somewhat dubious honor at the time.

In October 1960 the President, who had suffered much embarrassment over the U-2, made a historical visit to Del Rio. Never before had the head of the country visited this city. It was a momentous occasion and great plans were made for the President's arrival. Things at Laughlin were typically military—cleaning, policing and polishing. The president arrived at Laughlin on 24 October. He proceeded along a preplanned route through the base into the city and across the border into Mexico. Here he conducted talks with President Mateos of Mexico. He returned to Laughlin via helicopter and prior to leaving, accompanied by Secretary of State C. Herter, he received a briefing on the U-2 and its equipment. Colonel William Wilcox escorted the President through the U-2 display held in the 4080th hanger beside the flight line. It is interesting to recall that day. The flight line was completely bare with the exception of the President's plane and the plane belonging to the members of the press. Surely there were suspicions but no answers were available to the press as to where everything was. The curiosity must have been painful for the newsmen but the silence was typical of operations in and around the 4080th.

Earlier in the year Captain Roger Cooper distinguished himself by saving a U-2 aircraft by making a dead-stick landing on a frozen lake in Canada (see story on next page). The year had been a tough one, filled with tension, work, excitement and activity. It had ended with the thrill of the President's visit lingering in the air. This man who had been put in one of the most awkward positions in history stood tall among the leaders of the world and the men of the 4080th Wing for the manner in which he had come through the onslaught. It was indeed a year to remember.



ABOVE: Picture of the U-2 Major Cooper landed on a frozen lake 42 miles southeast of Egg Lake Beacon in Canada. RIGHT: Picture of Major Cooper with his crew chief, SSgt. Lonnie Peacock, and the line chief, SMSgt. Robert Mann.



Captain Roger L. Cooper (now Major) distinguished himself by extraordinary achievement while participating in aerial flight on 15 March 1960 near Saskatchewan, Canada. Captain Cooper, while flying in a U-2, experienced engine failure at a very high altitude. This failure was accompanied by complete electrical failure and an electrical fire in the cockpit. Although confronted with a very hazardous condition, Captain Cooper exercised superior judgment and displayed outstanding knowledge of the aircraft, electing to attempt to save the aircraft rather than leave it.

He had been briefed as to the weather conditions in this area and knew that there would be 1000 to 2000 feet of overcast with visibility down to 1 to 2 miles with blowing snow at either of two emergency airstrips along his flight path. Although his partial pressure suit had inflated due to the altitude at which he had experienced the flameout, he continued to use calm, professional thinking. He then decided to attempt an emergency landing on one of the many frozen lakes in the area below him. After establishing a slow rate of descent he entered a solid overcast at 20,000 feet. He broke into the clear at 10,000 feet and selected his primary landing point, a beacon station. He made one pass over the beacon station,

hoping to alert someone of his trouble, not knowing at the time that the radio beacon station was not occupied. Having no success, he decided to proceed to a lake 42 miles from his original intended landing area. There he executed a perfect landing, causing no damage to the aircraft and thus had saved a valuable piece of property and perhaps himself.

He later received the following words of praise from the Commander in Chief of SAC: "I have been briefed on the outstanding airmanship displayed by you during the emergency and resultant flameout you experienced yesterday. It is extremely gratifying to know that I have outstanding airmen such as you flying the tactical aircraft of this command. Because of your sense of responsibility and the calm, professional airmanship displayed by you during this emergency, you not only saved a valuable tactical aircraft, but you contributed substantially to the prestige of your fellow airmen and this entire command. I congratulate you on a job well done."

Captain Cooper left the 4080th in 1961 only to return in 1965, joining the ranks of those twice assigned to the organization. He is now in charge of the Operations-Training section, 4080th (Strategic) Wing.

"The eyes of the world are upon you."
DWIGHT DAVID EISENHOWER

AIR FORCE

In October 1960 the members of the 4080th and the citizens of Del Rio, Texas, were honored by a visit by the President of the United States, President Dwight D. Eisenhower.

The President arrived at Laughlin Air Force Base

in the "Colombine" and drove through Del Rio across the Rio Grande into Mexico for talks with President Matcos, then the President of Mexico. It was the first time in history a President had ever visited the city of Del Rio. Upon conclusion of the talks the President was escorted through a display of the U-2 and its equipment by Colonel William W. Wilcox.

Above: Arrival of the President at Laughlin AFB.

Left: The President goes through the receiving line upon deplaning.

Bottom: The Presidential motorcade driving south from the flight line on the way to Mexico.

The President and his party drove to Mexico and returned to the Laughlin flight line in an Army helicopter. It was a memorable occasion for the members of the 4080th.

"It pleases me greatly to be considered a part of the 4080th Strategic Wing. I salute you for your outstanding achievements with the U-bird in so many difficult, far flung missions."

CLARENCE L. (KELLY) JOHNSON

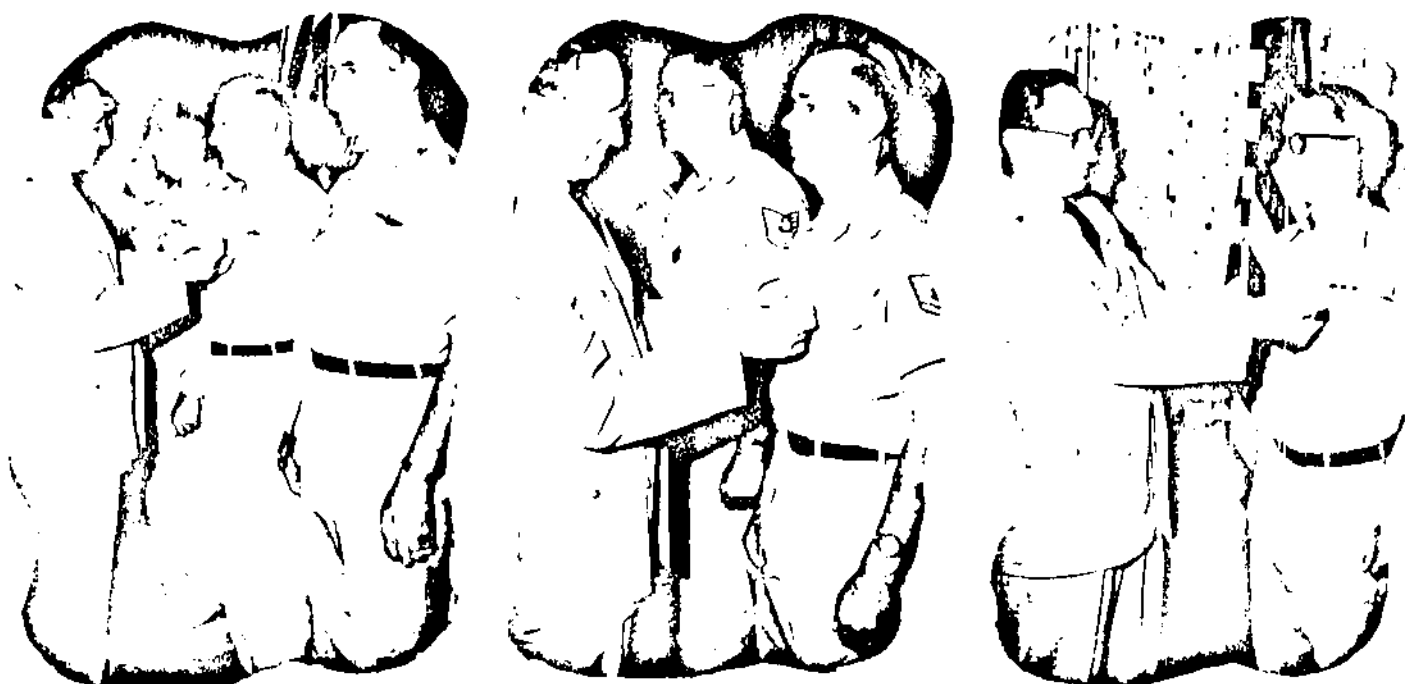


LEFT: Returning from TDY was usually a big celebration for everyone, including mama. Here Major Lou Adams greets Lt. Col. Martinez and Major Obedin who have just landed. The Colonel and the Major have just returned from operation "Bordertown." Major Adams, a navigator, might have known how to read maps but there is some doubt as to his proficiency in riding the animal upon which he is sitting. If memory serves, a few moments after this photo was taken the animal had a few thoughts of his own and all was not so serene. Does anyone remember?

Right: Major General John P. McConnell attaches the first Outstanding Unit Streamer to the 4080th Strategic Wing's Organizational Flag at Laughlin Air Force Base, Texas, during the decoration ceremony. Holding the unit flag is Airman David Jensen. This award was to be tripled by the future operations of the Wing. The Wing would become the only unit to receive three such awards.



LEFT: Captain Rudolph Anderson is being decorated by Colonel Andrew J. Bratton. The Captain is receiving the Air Medal for his participation in Air Sampling flights over hazardous terrain and during difficult circumstances. Although many of the 4080th pilots received similar decorations, this photo was selected because the Captain, later a Major, lost his life during the Cuban Crisis and brought nationwide acknowledgement to the 4080th for the activities in which it was participating at the time. Major Anderson was the only casualty of that crisis.



Above: Another of the many Decoration ceremonies, most of which received no publicity. Receiving decorations are the Wing Commander, Deputy Commander for Operations, and the Deputy Commander for Maintenance; also two maintenance men. All are receiving the Commendation Medal.



Shortly after 1900 hours the night of 2 Jan 1961 Captain Charles Stratton began taking a navigational fix as he entered another leg of the training flight which had taken him from Del Rio, Texas, southeastward toward the coast of Florida. Everything had been routine and smooth so far. Then, without warning, the nose of the aircraft rose violently. The aircraft seemed to drop off to the left, and before he really became cognizant of what was going on, the aircraft began coming apart. Everything happened so quickly that the Captain didn't have time to notify anyone of his trouble. The aircraft began gyrating terribly and he realized he'd better get out. Although at the time he thought he had ejected from the aircraft, it was later discovered that he had actually been sucked out when the canopy left the plane. Once he had escaped the crippled aircraft his problems had just begun. He knew that he was somewhere over the Mississippi swamps and that this wasn't the best place in the world to be in the daytime much less at night. As he descended toward the ground it was impossible for him to judge where he was landing, thus there was nothing to do but hang on for the time being. His arrival with earth was to become the unique part of his escape. He fell into the tall trees bordering a river in the swampy area and there he hung, suspended like a puppet. He removed his hard helmet and dropped it into the water to determine how high he was. When he heard the delayed splash he elected to hang in the tree until help could arrive. He was rescued early the next morning after spending the night hanging in a tree overlooking the moonlit river near Picayune, Mississippi. An unusual way to end a flight.

The holiday spirit lingered in the air at Laughlin Air Force Base the night of 2 January 1961. Only a few people remained on duty and they remorsefully carried out their duties trying to get back into the swing of things. Most of the wing's key personnel were amidst parties and gay festivities befitting the season. This holiday spirit was rudely and abruptly halted when first reports began arriving in the wing command post notifying them that the U-2 carrying Captain Charles Stratton was down in the Mississippi swamps. His fate was not at the time known. His good fortune is told in the story on the preceding page.

His good luck was not to be repeated a few months later when reports were received stating that Captain John Campbell was missing somewhere over the California desert. Captain Campbell and other select crews were participating in a special flight test program, the nature of which remains classified. During a night sortie, being flown in conjunction with the test program, Captain Campbell experienced abnormal flight conditions, causing him to lose control of the aircraft. He lost his life trying to regain control and save the aircraft. His loss caused renewed sorrow among the members of the wing. The Captain was one of the most well liked men in the organization. He was noted for his quiet manner and skill as a pilot. His loss was felt for many months to come.

In July the wing once again changed commanders. Colonel John Des Portes, a real down-to-earth southern gentleman, relieved Colonel Wilcox who transferred into B-52s. That must have been most interesting. Checking out in the U-Bird, one of the lightest aircraft in the inventory, then transiting into the largest aircraft in the air.

Colonel Des Portes would retain command of the 4080th longer than had any of his predecessors or would any of his followers. He did not know this at the time he assumed command. Neither did he know that he and his men were virtually on the threshold of becoming the most distinguished of all military organizations. He did not know of the long, lonely

hours of tribulation he would soon suffer nor did he know that he would gain the highest respect from his superiors and the men in his command. No, he did not know this nor could any man have—only destiny knew and destiny alone.

As the remainder of 1961 passed the sampling program continued to progress in an outstanding manner. "Toy Soldier," "Green Hornet," "Crow-flight," "Sky Shield," all now famous names for missions successfully completed by the organization, were then in progress. The performance of the wing and its personnel during these operations are now a matter of official record, a truly impressive record indeed.

The wing was nearing its sixth anniversary when 1962 rolled around. Six busy, painful, fruitful, successful years, but 1962 was to be the pinnacle year for the wing.

As late summer arrived, the first European U-2 deployment was assembled and sent to England for three months of air sampling flights. Their reception left something to be desired but, as usual, many friends were made before the group left the country.

The U-3A aircraft, which are often "taken for granted," underwent a large scale modification providing the two birds with de-icing and anti-icing systems. These systems are required for flights in certain geographical locations.

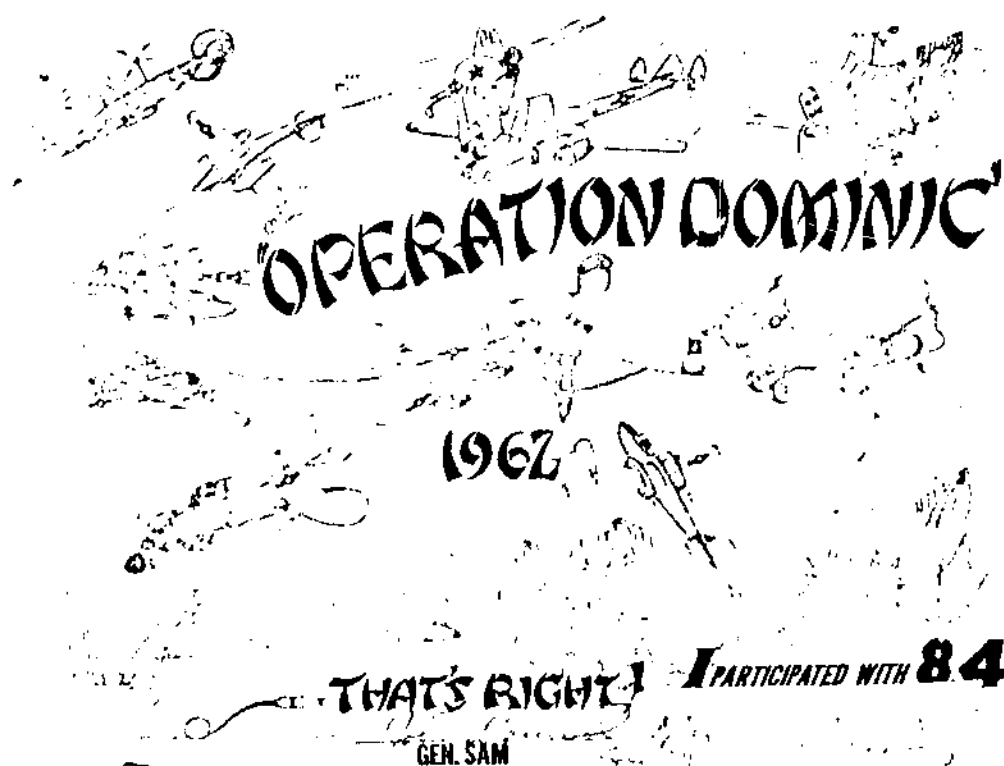
Just when the wing seemed to be spread the thinnest, the welfare of the nation needed its fullest support. The President of the United States directed the 4080th into operation, flying reconnaissance flights over Cuba. Suspicions of underhanded happenings in that country were soon confirmed. Majors Rudolph Anderson and Richard Heyser obtained the first conclusive evidence of missile sites being constructed in that country on 14 October 1962. This evidence, along with subsequent observations, justified the President's well known "Cuban Blockade," a historical event in itself. The President personally decorated the 4080th and the 363rd Reconnaissance organizations for their important roles during the crisis.

RIGHT: This cartoon appeared in an English newspaper when the U-2 aircraft arrived in England to perform Air Sampling missions. The writing on the photo gives the names of the pilots involved in the operation. The original picture has been autographed and sent to the Wing as a memento.



R.A.F. UPPER HAYFORD, B.I.
AUG. DEC - 1962

BELOW: A CERTIFICATE LIKE THE ONE SHOWN BELOW WAS GIVEN TO EACH MAN PARTICIPATING IN TASK FORCE B OPERATION DURING ATOMIC TEST. The 4080th operated out of Hickam AFB, Hawaii. Real rough duty this time, they said. We wonder?





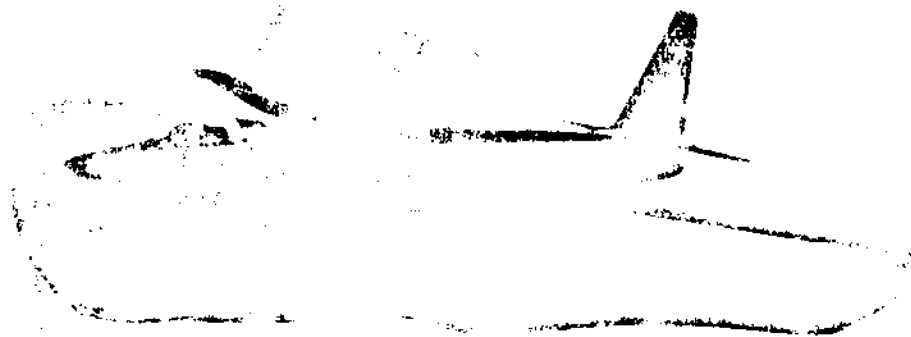
Left: Six 4080th U-2 Pilots receive Air Medals for flights in the U-2 aircraft. The flights for which the men are being decorated occurred on various dates and for some of the men this decoration was second or more times to receive the Air Medal. Lt. Colonel (far right) was receiving his 7th cluster.

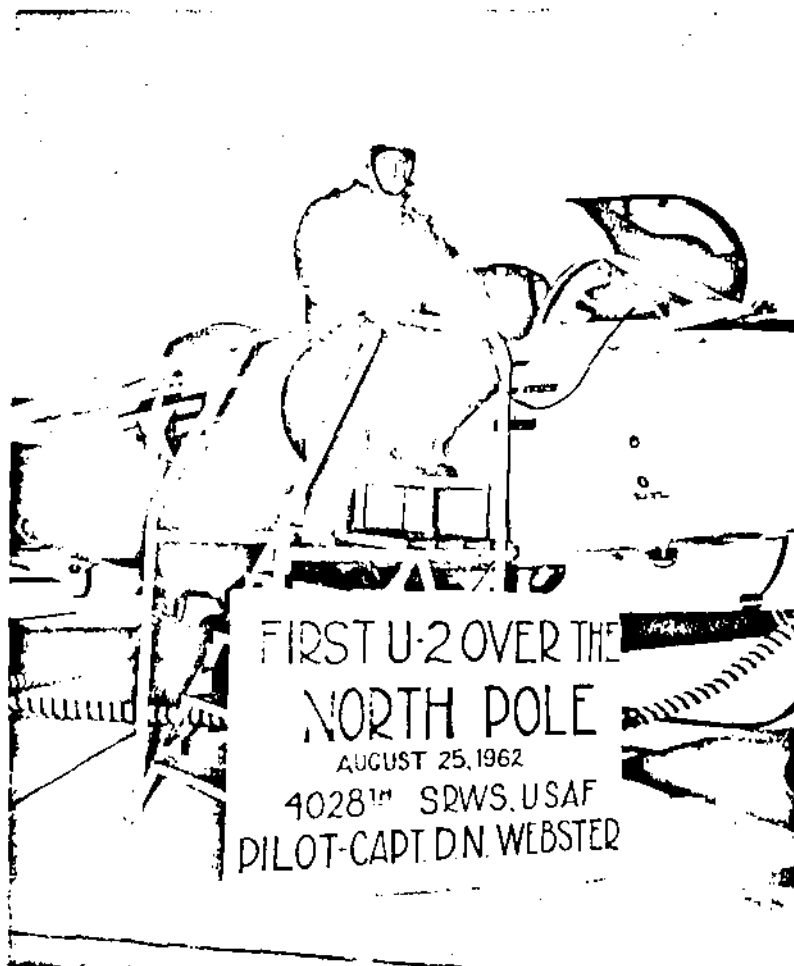
Left: Lt. Colonel (far right) receives his 7th cluster of Air Medals for U-2 Pilots. The other men are present- ing the medals to four of the 4080th U-2 Pilots in the Base theater. Right: Lt. Colonel (far right) receiving his eighth cluster of the Air Medal. At the time of his last mission, he had received as many as fourteen clusters.



Right: Sporting his new 56-1000, the pilot is displaying the colors to picture the new mountains. The pilot was a necessity to do, however, any pilot will

Captain Joe G. Hyde Jr. shows AF Cadets Gary and Addison Rawlins on the inside of a U-2. The line cadets were guests of the 3646 Pilot Training Group at Laughlin for three weeks. They spent their last day at Laughlin as guests of the 4080th. The group was known as "Operation Third Lieutenant." Captain Hyde, a U-2 pilot, T-33 instructor pilot and a highly regarded gentleman, was involved in a U-2 accident in the Gulf of Mexico while flying reconnaissance missions over Cuba. Another tragic loss for the 4080th Wing.





“NORTHERN RECORD”

The first U-2 flight over the North Pole was flown by Captain Donald Webster shown deplaning from the aircraft in which he flew the monumental flight. The flight covered 3121 nautical miles and lasted for 8 hours and 40 minutes.

Prior to making this historical flight, the pre-flight planning was accomplished by 4028th Navigators, Captain Robert Yates, Captain Billie Bye, and 1st Lt. Frederick Okimoto. The flight began at 1300, 25 August 1962; at 1625 hours the Captain reported that he was over the North Pole.

The aircraft used in the flight was 56-6705 and was crewed by SSgt. Anson Hokett. Captain Webster, at the time of the flight had 250 hours flying time in the U-2 but since has joined the select few who have acquired 1000 hours. He recently made Major and is working in a staff position.

About the same time the Cuban Crisis reached its peak the air sampling detachment in Alaska experienced a few hours of nervous tension also. Major Charles Maultsby, one of the detachment's pilots, and formerly of the USAF precision flying team, experienced navigation problems and strayed over Russia during an air sampling mission. The major not only was lost, but also ran out of fuel, creating a few moments of high blood pressure for himself and the detachment but also recorded the longest flight in a U-2, all in one day. Calling out a "Mayday" he managed to obtain guidance back to the home base after being airborne for 10 hours and 25 minutes. Needless to say Major Maultsby would have allowed someone else the privilege of the longest flight under the circumstances. This serious situation can now be looked back on as one of the more critical moments during the HASP program—one that everyone will

remember—especially Major Charles Maultsby, now chief test pilot for the 4080th Strategic Wing.

At home in Del Rio, personnel began disappearing again and rumors began to spread of a new aircraft and the re-activation of the 4025th. All of this was soon forgotten as the direction to move arrived. The 4080th was moving West again, this time to sunny Arizona. To try to describe the manner in which this move took place is impossible. Planning was done in minute detail. Who would leave on what day and what time, when he would arrive at Davis-Monthan, whether or not individual members were married or single, had families or not, and on and on. No general could have asked for a more precise battle plan for any field operation. The move was made with no loss in flying, no relaxing of the EWO posture, and no major accidents either on the ground or in the air—professionalism in its finest form. You would have had to witness it to fully appreciate the task.

The year 1963 will long be remembered by all who participated in the historical events that took place, but perhaps the thing that will linger longest will be the violent way in which the 4080th and all Military organizations lost their Commander-in-Chief. Many of the members of the 4080th had, just 12 months before his death, personally heard him speak words of praise for the wing as he presented the second Outstanding Unit Award for the organization during ceremonies held at Homestead AFB, Florida. Yes, 1963 will long be remembered by the members of the 4080th Strategic Wing.

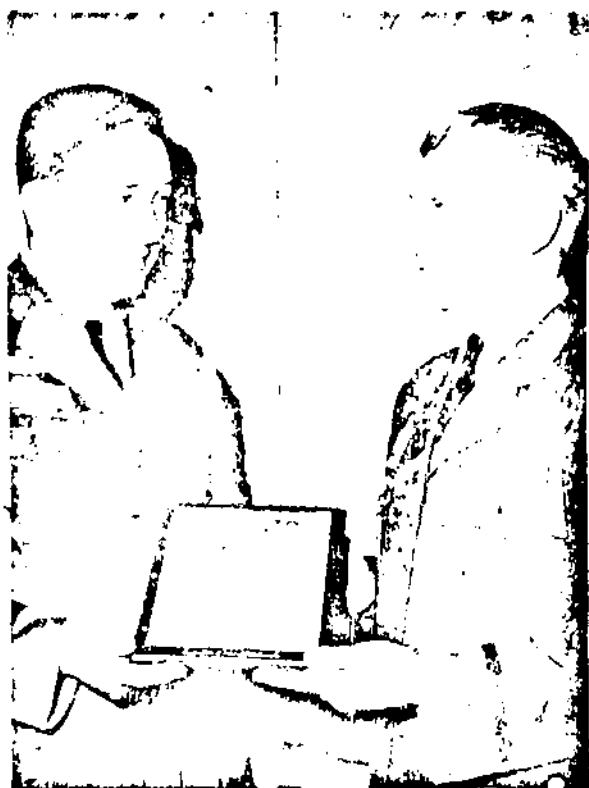
As Fall approached, most of the members were beginning to feel more at home than they had at first. The high cost of living, the desert dust, the high temperatures, all were becoming less unbearable. The organization was looking good, flights were going on schedule, aborts were down, overtime was reduced, everything looked good. Then . . . destiny stepped

in again. Captain Joe G. Hyde Jr. was reported missing over the gulf of Mexico. This was a startling and painful announcement for the organization. Investigators searched for hours before locating any trace of the aircraft, however, they never found Captain Hyde. He was presumed lost to the sea.

A grieved nation and 4080th entered the new year 1964 with "business as usual" but somehow the shock of losing the President remained. For the 4080th the sampling flights continued to be flown regularly, observation flights over Cuba continued so precisely that one could set their watch by the take-offs. The flights seemed to be offering the members of the wing some revenge for the toll that had been taken. Whatever it was it was given the most expert and professional attention possible. Many times the maintenance men worked around the clock to insure an on-time take-off the following day.

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LT. COLONEL FORREST W. WILSON JOINS SAC "HEADS UP" FLYING CLUB . . . OCTOBER 9, 1962



In the photograph to the left Colonel John Des Portes presents Lt. Colonel Forrest W. Wilson a bronze plaque, donated by Lockheed Aircraft Company, manufacturer of the U-2, in which Colonel Wilson was flying when he experienced a complete electrical system failure over water more than 300 miles from the coast of Alaska. Colonel Wilson, using a flashlight and a standby compass flew back toward Kodiak Naval Air Station only to find no runway lights or for that matter, no one to be aroused. He elected to attempt a landing at Elmendorf AFB, more than 200 miles away. He, at this time, was nearing complete exhaustion, having not had the aid of an auto-pilot for nearly three hours plus the loss of any cabin heat when the electrical system failed. The cold had hampered his flying and the face piece of his flying suit had frosted over, obscuring his vision. Eventual landing took place some three hours and fifteen minutes after he experienced his first difficulties. SAC headquarters cited the Colonel's performance pointing out that quick and proper judgment plus professional skill demonstrated by the Colonel had added greatly to the flying record of the Command during 1962. The Colonel later received the Koligan Trophy for his airmanship during this critical flight.



ONE MILLION FEET OF FILM OVER CUBA

The photograph to the left was taken upon the landing of the U-2 aircraft, flown by Major Patrick Halloran, that had reached the milestone of having flown the mission during which the 1,000,000 foot of film had been exposed over Cuba. That is indeed a large quantity of film, a lot of flying, and a lot of work by the crews on the ground. In the photograph are: Colonel John Des Portes, Wing Commander; Major Pat Halloran, Aircraft Commander; Jim Combs, Equipment Technical Representative; CMSgts. Burns and Haynes, A&E Superintendents, and the three airmen comprising the crew during the operations.

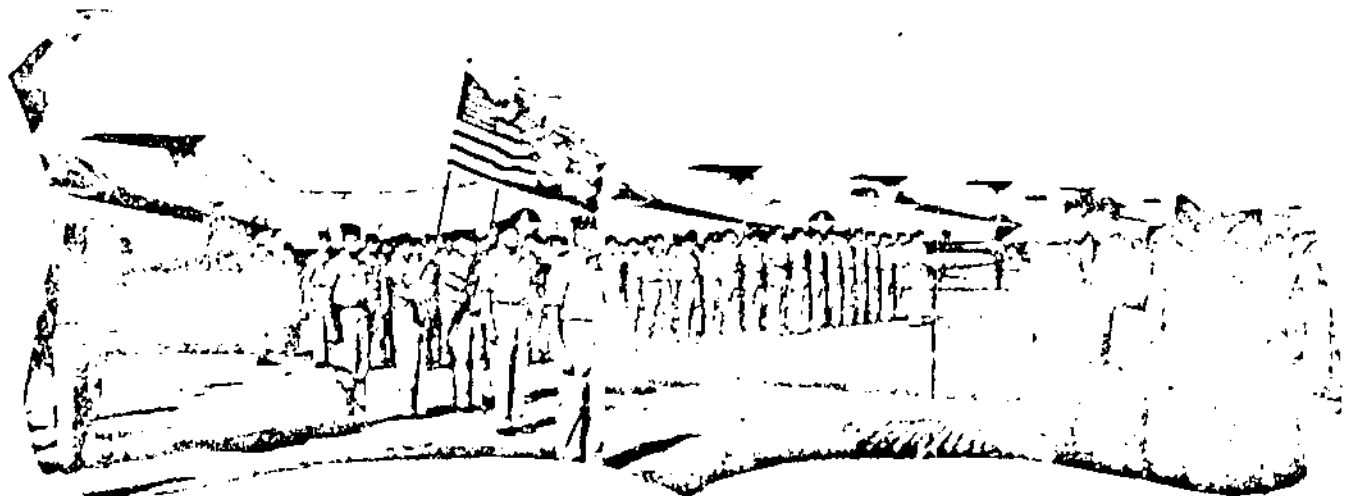
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Overall the 4080th had been so busy that many of the men hardly realized that the new year had arrived and was in fact several months old. Flying was at a heavy pace; the sampling detachments were making ready to close down in the near future and Lightning Bug was growing larger and larger. The new systems had begun to arrive; training and operations were increased, although there were but few

qualified personnel, the program was here to stay.

The Defense Department felt the need for the services of the 4080th in far east and thus the organization deployed a unit to that area somewhat prematurely as the full training program had not been completed. The Lightning Bug people had to become operational simultaneous to becoming qualified, which was a difficult thing to do. Later in the

Below: President John F. Kennedy is shown during presentation ceremonies, held at Homestead Air Force Base, Florida, when he presented the 4080th with the second Outstanding Unit Award. This decoration was for the outstanding performance of duty by the 4080th and its members during the Cuban Crisis. The 363rd Tactical Reconnaissance Squadron was also decorated during this ceremony.



THE WHITE HOUSE
REMARKS OF THE PRESIDENT
AT PRESENTATION OF OUTSTANDING UNIT
AWARDS TO
363d TACTICAL RECONNAISSANCE WING OF THE TAC
AND
4080th STRATEGIC RECONNAISSANCE WING OF THE SAC
HOMESTEAD AIR FORCE BASE, FLORIDA

Gentlemen, I want to express our great appreciation to you on behalf of the people of the United States, to all of you who have taken part in the activities which have made it possible for the United States to defend its security in very difficult times.

I may say, gentlemen, that you take excellent pictures, and I have seen a good many of them, and beginning with the photographs which were taken on the week-end in the middle of October which first gave us conclusive proof of the build-up of offensive weapons in Cuba. Through the days that have followed to the present time, the work of these two units has contributed as much to the security of the United States as any unit in our history, and any group of men in our history.

We are an open society and all that we have is, in a sense, available to the world. We are in a struggle, although we do not wish it we accept it, with a closed system. Therefore, the ability to detect those developments which directly threaten our security of those nations associated with us -- this ability is -- essential to our survival, to the maintenance of our security and vital interests, and, in a very real sense, to the maintenance of peace.

So I think that you gentlemen can take every satisfaction in what you are doing, what you have done, and in what you will do. We are very much indebted to you. We are particularly indebted to Major Anderson, who was a member of one of these Wings, who was the only casualty of the last few weeks, but who is symbolic, I think, of the willingness of a good many Americans to take great hazards on behalf of their country. We are very much indebted to you all.

END

year the U-2s were called into service in that area and once again Colonel Des Portes personally took command of operations in the field. It was a familiar pace for many of the men, who had been under similar pressures during the Cuban Crisis in 1962.

The record established by the 4080th in this theater is phenomenal. One aircraft accumulated an unbelievable record of 39 discrepancy free flights in succession. Things like this do not just happen, they are made to happen by the men of a unit. Men worked all night in many instances so that a plane could meet its take-off the following day.

The intense sticky heat of that part of the world was fatiguing and most of the men lost considerable weight, some suffered from various stomach disorders, loss of appetite, and yet the pace never slowed down. A challenge had presented itself and it was

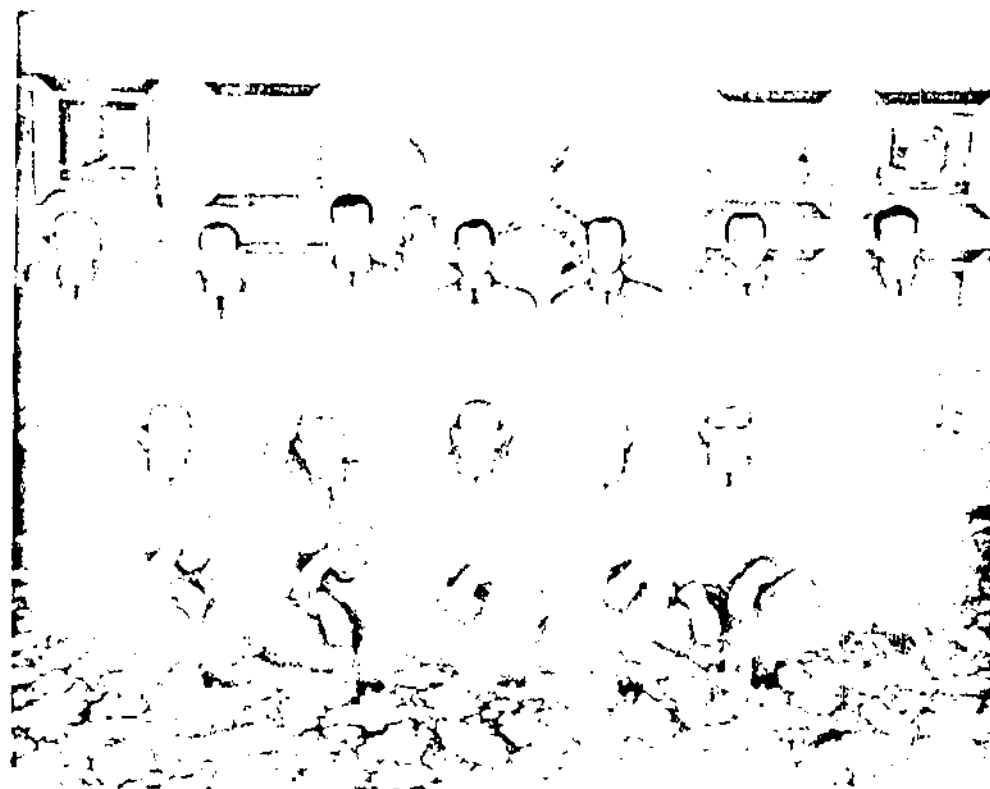
going to be conquered. That is the way these men are. It was conquered and the results of these men's efforts caused the 4080th to receive the unprecedented third outstanding Unit Award. Many personal decorations were awarded for outstanding and dedicated duty by several individuals assigned to the wing.

What exactly the wing has done in Viet Nam cannot be revealed, however it can be revealed that the impact of their efforts has been and will continue to be felt the world over. World leaders depend upon the information which is furnished them by the 4080th Strategic Wing. They will continue to rely on the wing for years to come.

In 1965 the 4080th had another change in command, although the new commander was familiar to most of the people in the wing, having served as Deputy Commander since July 1963. Colonel

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Below: The 4080th pilots in the picture below are shown with General Thomas Power, Commander-in-Chief, Strategic Air Command, and Colonel John Des Portes, 4080th Strategic Wing Commander, after decoration ceremonies at Offutt Air Force Base. Missing from the photograph is Major Rudolph Anderson who also was decorated, posthumously. The pilots received the Distinguished Flying Cross for their participation in flights over Cuba during the Crisis of 1962.



(Standing)

Major Emerling
Major Brown
Major Heyser
Major Qualls
Captain Herman

(Kneeling)

Captain Bull
Captain Kern
Major McIlmoyle
Major Primerose
Captain Schmarr

These men brought great credit upon themselves and the 4080th Strategic Wing.



DEFENSE SUPPLY AGENCY
DEFENSE CONSTRUCTION SUPPLY CENTER
COLUMBUS, OHIO 43215

IN REPLY
REFER TO DCSC-DC

23 February 1966

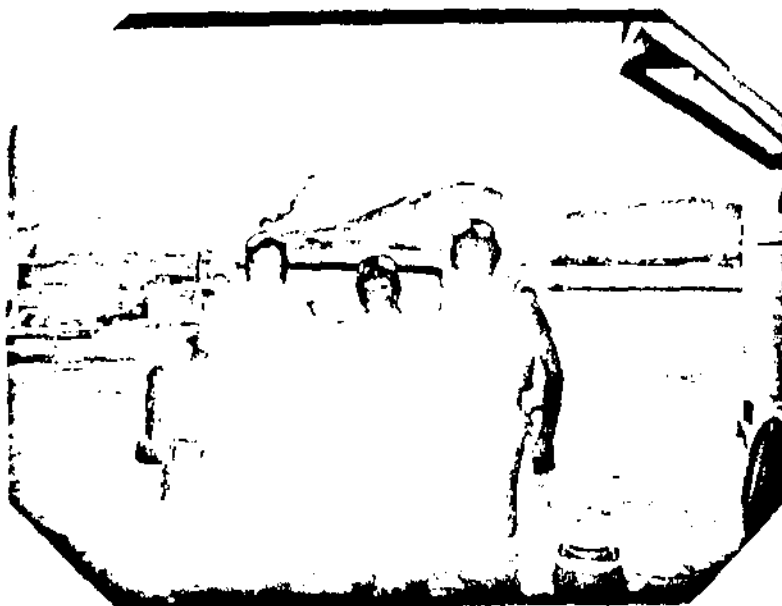
SUBJECT: Tenth Anniversary of the 4080th Strategic Wing

TO: All members, current, past, and future
4080th Strategic Wing
Strategic Air Command

1. In retrospect, the past ten years seem only yesterday, probably because they are so completely filled with memories. Those years were made up of the excitement of new aircraft, new missions, new places and new faces. Wing personnel met each new event with initiative, imagination and determination--and some of those events were soul shattering.
2. The sum of our efforts in the past has been to create something of a legend--a legend of total performance regardless of situation. A startling fact is that the legend has arisen within the Strategic Air Command where total performance is the norm.
3. We can justifiably be proud of our past, but it is not possible to rest there. The future holds too many uncertainties to pause.
4. I look forward to reading of the Wing's performance in its Twentieth Anniversary History!



Jack D. Nole
JACK D. NOLE
Colonel, USAF
Acting Deputy Commander

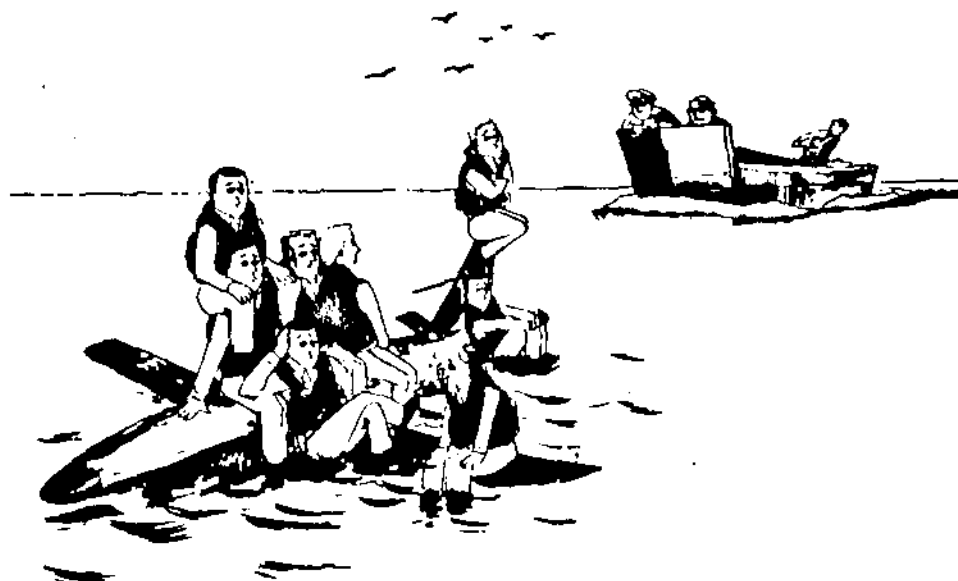


ADVENTURES WITH LIGHTNING BUG

Right: These gentlemen may resemble men from outer space but they are really just one of the recovery teams in the "Lightning Bug" section. Their's is one of the most hazardous and tedious tasks now existing in the wing effort. Although we cannot explain what specifically they do, the members of the 4025th Squadron know and truly appreciate their efforts. The new system may ease the work load somewhat but the recovery teams will still be recovery teams and will still be an important part of the overall program for a long time.

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Below: Diplomacy, as well as security, prohibits full explanation of the drawing below, however the people represented in it are still around the organization and they might tell you the full story. There may be some redness around the cheek area when they do, but you might ask. The Navy personnel found it most unbelievable indeed that so many came from such a small vessel. Oh! If you happen to get to Thailand there's a Lt. Colonel, the gentleman on the tail of the aircraft, who would be glad to explain the situation. This may appropriately fit the category of tales entitled—"Would You Believe?"





Above: Scenes from Viet Nam. The pictures above were taken by one of the Wing navigators and show the huts in which the men of the wing were living while at Bien Hoa. Since this picture was taken there has been many additions and living conditions are now much more crowded. In any case they were not too good to begin with.

* * * * *

Des Portes was reassigned to the 4200 Strategic Air Division where he would assume responsibility for the new SR-71 aircraft.

The 4025th became re-activated and Lightning Bug personnel finally had a home. We regret that we cannot tell of the outstanding feats that this group has accomplished. However, due to security classifications, nearly everything they have done or are doing must wait its turn to be told. The magnitude of

the task that lies before them is tremendous and history will be made with each of their accomplishments. It is rather ironic that the 4025th Squadron was the basic beginning for the 4080th and now it returns to assume a greater role than was ever dreamed of by the founders of the Wing.

The year 1965 was for the most part a normal year for the wing, much work, many TDYs and a lot of flying. As the year came to a close and 1966 arrived the first decade was nearing an end. On 11

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Right: Secretary of Defense Robert McNamara and his party make an inspection of the 4080th operations in Viet Nam. We hope the little room was in order for the occasion. Many high ranking visitors have made favorable remarks regarding the Wing's operation in this country. Although it cannot be revealed as to what the organization is doing, we can state that the welfare of free people the world over will be benefited by the individual sacrifices being made by the members of the 4080th Strategic Wing. The Third Outstanding Unit Award was presented to the Wing for the work being done at this location.



Right: 4080th Wing Commander Colonel John Des Portes is shown with U-2 designer "Kelly" Johnson during intermission at the Officers Dining-In held at the Davis-Monthan Officers Club. Mr. Johnson was the guest speaker for the evening. He briefed the 4080th Officers on the SR-71, the new high speed reconnaissance aircraft built by Lockheed.



Left: Caught in the act of giving some fatherly advice to one of the staff navigators is Major Richard Watters. The gentleman receiving the advice is Captain Ray Pierson. There may be an error in the exact words used but Major Watters was heard saying something to the effect, "I don't care what Des Portes says about old bombardiers, we can too find our A—— with both hands. Some-

times in the dark also." Really, the navigation section does a tremendous job for the wing and as too often is the case, they receive too little credit. Thanks, fellows, even if you do occasionally get us lost.

Right: The "Doc" appears to have lost his bedside manner. Shown here is Doctor Martinez, one of the 4080th flight surgeons. The Doctor is just catching a few winks during one of his busy days in Viet Nam. The Doctor also received the Airman's Medal for his actions while serving in Viet Nam. He was also selected as SAC's Flight Surgeon of the Year because of his outstanding performance of duty.



THIRTEEN-HUNDRED AND SEVENTY-FIVE DAYS IN THE AIR . . . WANT TO TRY IT?



Individual photos of all the men who have reached the 1000 hour mark in the U-2 are not available. These two pictures represent the thirty-three men who have attained this achievement for theirs is truly a story to tell. If you total up their U-2 flying time it will exceed 33,000 hours in the air or over 1375 days. This represents over 5500 individual sorties. Many of these

men far exceed the 1000-hour point and several men were nearing it when they were transferred from the organization. These men, the "Tigers," have accumulated more flight time on the U-2 aircraft than has ever been accumulated on any other single-engine aircraft. This is some record. It is again not easy to do. The exact amount of support hours required to attain this record cannot be given but using some estimated figures you can see what is required. The total number of manhours of support for one flight hour is estimated at 50 manhours. This includes maintenance manhours, operations, food service, PSD, and the others involved in getting the aircraft and its pilot off the ground. This being the case, it would require 50,000 manhours for a pilot to reach 1000 flying hours or over 16,000,000 manhours for these thirty-three men to have obtained this record. Sounds fantastic, doesn't it, and yet the U-2 is the most economical weapons system in operation today.

In these photographs Captain George Bull (top) is greeted by fellow officers after completing the flight giving 1000 hours. He was flying sampling flights out of Laver-ton, Australia, at the time.

Right: Major Richard Bouchard is shown deplaning after his momentous flight during which he hit the magic number, 1000, and joined the select few in the 4028th "M" Club.





"It is my greatest pleasure to have served as a member of the most unique and colorful organization in the Strategic Air Force."
COLONEL J. H. BAUGHN

Left: Brigadier General E. W. Holstrom is shown with Colonel J. H. Baughn and Lt. Col. Martinez and Stickman during an inspection of the 4080th operations in Viet Nam. General Holstrom is the 12th Strategic Aerospace Division Commander. The general was greatly impressed with the efficient manner in which the 4080th was conducting its mission under extremely hazardous and unpleasant conditions.

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February 1966, just ninety days from its tenth anniversary, the wing received the third Outstanding Unit Award to become the only unit to receive the award three times.

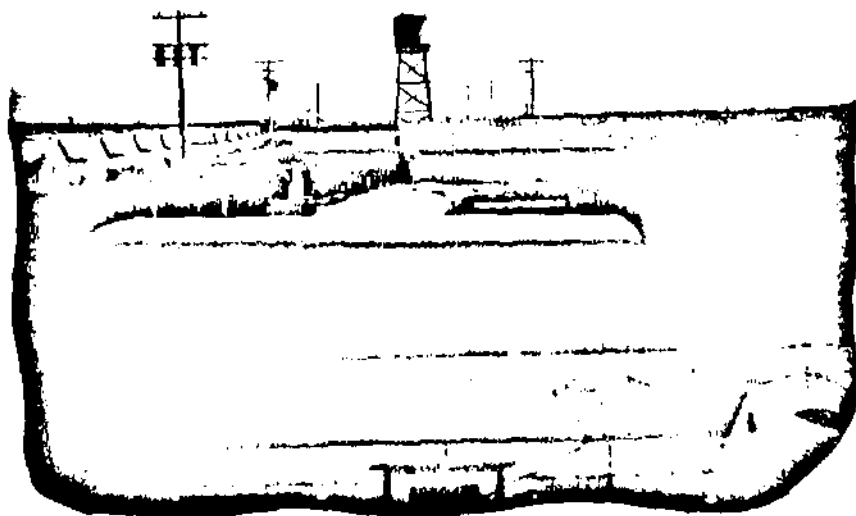
As the parade ceremony ended and the men of the 4080th returned to their duty sections, there were a few that did not fully realize the importance of the roles they were playing in the making of world history. Less than two dozen of the original men remained now and only they could fully grasp the

magnificence of the accomplishments of this Wing during the past decade. In the future a new group of men will reach the place where they look back and see that all the pain, the sacrificing, hard work and discomforts were for a reason, and a good one at that.

For those who have read this story and still cannot see why the 4080th is considered to be outstanding we can only say . . . wait, history will bear us out. Someday, perhaps, the full story can be told, then no doubt will remain.

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Right: While serving in Viet Nam many of the men of the 4080th witnessed mortar attacks, and assorted other unpleasant conditions. This photo shows the damage to the radio trailer which was received during one of the shellings. Ironically no member of the 4080th suffered any wounds from the various attacks, nor did any of the aircraft suffer any major damage. DESTINY . . . maybe so.



It is a distinct honor to greet the members of the 4080th Strategic Wing in this commemorative publication.

I recall with tremendous pride my association with the personnel of the 4080th during the period when I was Commander of the 12th Strategic Aerospace Division. The 4080th, a group of outstanding professionals, performs a unique mission for the Strategic Air Command which has had a significant impact on national security and is keeping the peace.

I wish each of you continued success and good luck in the future.

William C. Garland
 WILLIAM C. GARLAND
 Brigadier General, USAF
 Deputy Director of Information



Colonel Ellsworth Powell, Deputy Commander of the 4080th is not an unfamiliar person around the wing. He is one of the twice assigned group of men. His first assignment was in late 1957, then a Lt. Col. when he was the Chief of Maintenance. After being promoted he was transferred to SAC Headquarters where he continued to work closely with the 4080th until his reassignment in January 1966. He undoubtedly is one of the wing's most dedicated members and work is not one of the things he is afraid of. If you think we just ask the guys on the flight line. Oh . . . don't mess with his C-54, it's dangerous.

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS NORTH STRATEGIC WING (HNSI) (ACI)
 DAVIS-MONTHAN AIR FORCE BASE, ARIZONA, 85707



REF ID: A680VC

28 March 1968

Subject: Tenth Anniversary - 4080th Strategic Wing

To: The Officers, Airmen and Civilian Representatives of the 4080th Strategic Wing

1. I rejoice in congratulating you on your Tenth Anniversary.
2. Each and every one of you were responsible for General Martin's remarks at the latest change of command ceremony. Without your complete support the 4080th Strategic Wing would not have been chosen three times for the Outstanding Unit Citation.
3. I am pleased to work with you once again and feel it an honor that I am able to serve my second tour with this outstanding Wing.

Ellsworth A. Powell
 ELLSWORTH A. POWELL, Colonel, USAF
 Vice Commander

Peace . . . is our Profession

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4080TH STRATEGIC WING (SAC)
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA, 85707



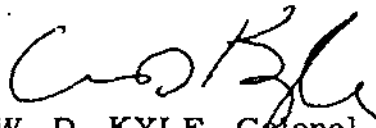
REPLY TO
ATTN OF: 4080C

5 April 1966

SUBJECT: Tenth Anniversary - 4080th Strategic Wing

TO: The Officers, Airmen and Civilian Representatives of the 4080th Strategic Wing

1. One of the most memorable days of my life was the day I assumed command of the 4080th Strategic Wing. General Martin's glowing praise of the accomplishments of the 4080th made me wonder what additional horizons would be conquered during my days as the Commander of this fine, outstanding unit.
2. As I have become acquainted with you, I can truthfully say that everyone associated with the Wing's mission strives to insure the 4080th Strategic Wing will long be remembered in the annals of Air Force history.
3. May our association as comrades in arms be dedicated to keeping the peace in a professional manner.


W. D. KYLE, Colonel, USAF
Commander



"I am deeply appreciative to all of you for the loyalty and professionalism with which you have carried out your responsibilities."

GENERAL JOHN D. RYAN, Commander-in-Chief

The pictures on this and the following page are some of the men who have served on the various detachments representing the 4080th in the far corners of the globe.



(1)

They represent the real reason for the success of the 4080th Strategic Wing.

1. Ramey Air Force Base

2. Australian party

3. Australia

4. Panama



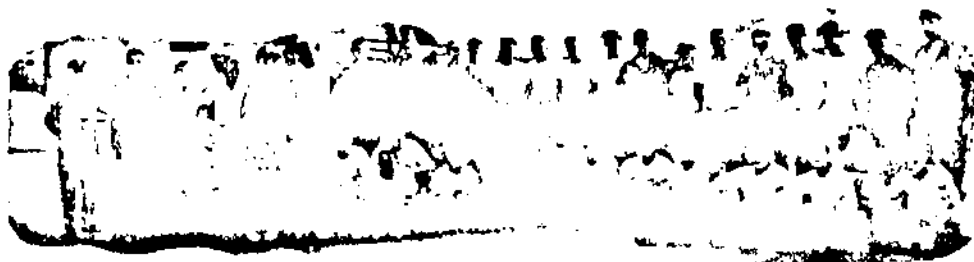
(2)



(3)



(4)



VIET NAM

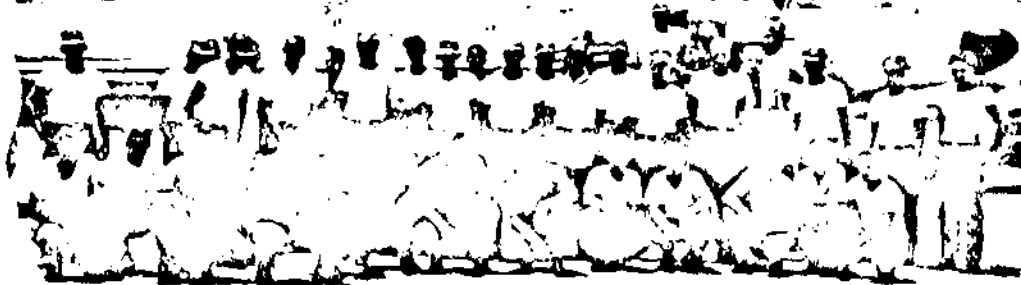
PANAMA



AUSTRALIA



VIET NAM



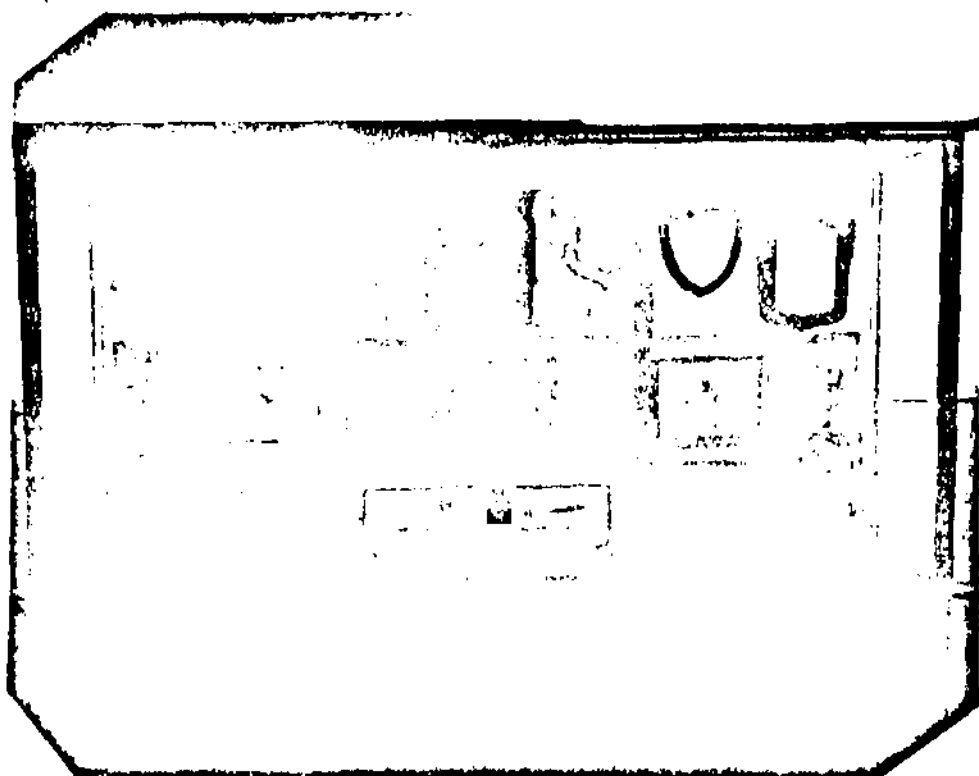
ALASKA



GROUP PHOTO
OF 4080th
LAB PERSONNEL



* * MOST DECORATED MILITARY UNIT IN HISTORY * *



In addition to the 4080th Wing receiving three Outstanding Unit citations, the flight safety award for five years, SAC safe driving award, and many others it has also received 890 individual decorations as of 1 April 1966. For this reason the organization has earned the honor of becoming the most highly decorated peacetime military unit in history. The wing also holds the Cheney Award, Koren Kolligan Throp trophy and the Mackay Trophy. These were earned through the ef-

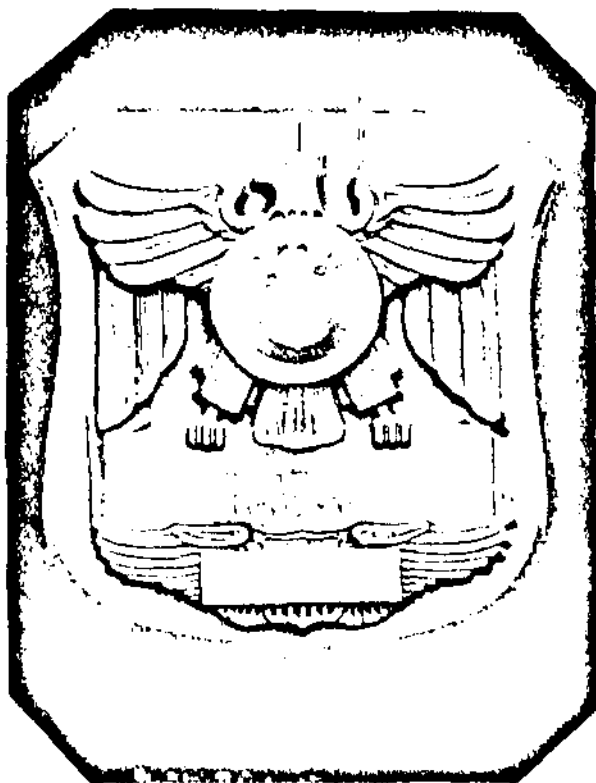
forts of members of the wing. Because of the large number of decorations, it is impossible to list each individual and his corresponding award, however a breakdown of the type awards and the total number of each the wing has received will present an interesting picture.

Air Force Cross	1
Distinguished Service Medal	1
Legion of Merit	10
Distinguished Flying Cross	83
Airmens Medal	9
Bronze Star	33
Air Medal	419
Air Force Commendation Medal.....	334

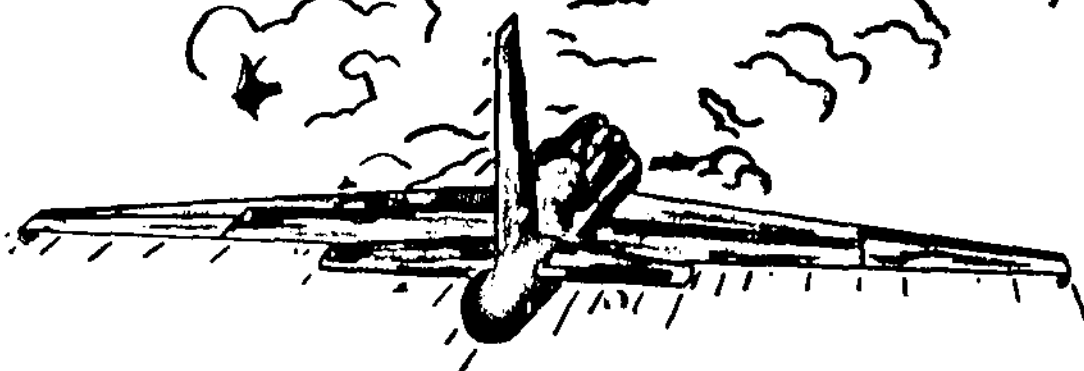
Some of the U-2 pilots have received thirteen and fourteen clusters to the Air Medal. This will give you an idea of how much flying they have been doing all these years.

The Wing trophy case sets just outside the Wing Commander's office in the Headquarters building and contains many gift awards from some of the countries in which the 4080th has operated during this first ten years.

As the second decade begins there remains no doubt that the 4080th personnel will continue to be highly decorated for the efforts they are making toward world peace.



4080th Strategic Wing

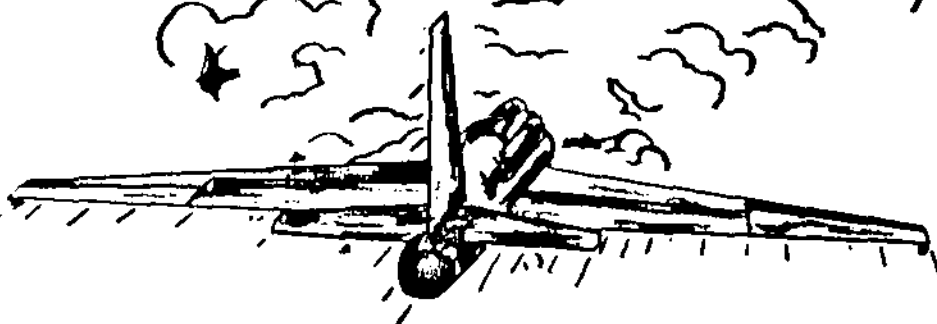
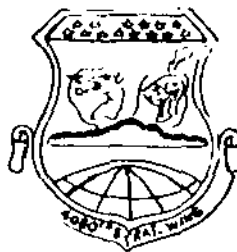


**LET IT BE KNOWN TO ALL MEN THAT THESE
AIRMEN WHOSE NAMES APPEAR HEREON WERE
CHARTER MEMBERS OF THIS UNIQUE ORGANIZA-
TION AND EACH HAS COMPLETED TEN YEARS
OF LOYAL AND FAITHFUL SERVICE IN SUPPORT
OF THE WING'S MISSION.**

GI GEORGE BAGGETT
GE GEORGE DEVERS
TE TED O. GUTHRIE
RO ROY KINSLEY
RO ROBERT McDOUGAL
JA JAMES R. NICHOLS
RU RUSSELL E. QUARLES
AR ARTHUR R. REICHERT
ED EDWARD P. SCHUG
CI CHARLES STRATTON
W WILLIAM J. TURPIN
WILLIAM W. PEACOCK
ROBERT S. Mc DONALD

JACK CARR
FRANK DILIBERTO
RUSSELL B. KAMP
KENNETH MASTERSON
ALBERT G. McLENDON
PAUL T. POPE
EUGENE ROGERS
ROBERT J. SCHUELER
RICHARD W. STAATS
DONALD T. SWANN
RICHARD R. WHEAT
WILLIAM G. MERRIMAN
WILLIAM E. RICHARDSON

4080th Strategic Wing



BE IT KNOWN TO ALL MEN THAT THOSE
MEN WHOSE NAMES APPEAR HEREON
HAVE MADE THE SUPREME SACRIFICE FOR
THE MISSION AND THE WELFARE OF MANKIND

FRANK M. WYMAN
JOHN E. BOLAND
LESLIE LUNDBERG
DANIEL BAKER
FORD E. LOWCOCK
LEO E. SMITH
JOHN A. CAMPBELL
RUDOLPH ANDERSON JR.
JOE G. HYDE JR.
ROBERT L. PRIMEROSE
CHRISTOPHER H. WALKER (RAF)
BENNIDECT A. LACOMBE
ALFRED V. CHAPIN JR.
PAUL L. HAUGHLAND

CAF PERSONNEL
CHIH-YAO-HUA
CHEN HUAI
YEH-CHENTI
LEE NAN PING
LIANG-TEH-PAI
CHANG-L.I
WANG-CHENG-WANG
WU-TZAYSHI

"It is because of men like Major Anderson that this country has been able to act with determination during these fateful days."

The above words spoken by General Thomas S. Power regarding the death of Major Rudolph Anderson adequately cover all that might be said about Major Anderson and his fellow officers. Major Anderson received national fame, being the only fatality during the Cuban Crisis of 1962. Perhaps this publicity and fame overshadowed the work that his fellow officers accomplished. His loss is a constant reminder to each member of the 4080th Strategic Wing that when the supreme price must be paid for a mission and the country, each should be prepared to do so.

Major Anderson was not extra special, a super human, but he represents every man who is participating in the operations of the wing. Each one meets new challenges with one purpose in mind and that is to conquer it. The personal sacrifices that may be required are not considered by the men when they are participating in the activity necessary for satisfactory completion of a mission.

The 4080th has many men like Major Anderson and why destiny chose him only destiny knows. The acclamations which have been bestowed upon him throughout the country, such as the monument being dedicated in the photo below to the school in Alaska that bears his name, are in part being made to each man who participated in the Cuban Crisis for each played his role well and the country is indeed proud of each



The Supreme Sacrifice

On 14 October 1962 Major Rudolph Anderson, Jr. and Major Richard S. Heyer, SAC reconnaissance pilots, obtained the first conclusive evidence of the Soviet missile buildup in Cuba. Less than two weeks later Rudolph Anderson made the supreme sacrifice. He lost his life in the service of his country while performing one of the most vital and hazardous duties associated with the Cuban crisis.

For his selfless devotion to duty, Major Anderson was awarded the Distinguished Service Medal, the nation's highest decoration authorized under these conditions:

General Thomas S. Power, Commander in Chief, Strategic Air Command, stated:

"It is because of men like Major Anderson that this country has been able to act with determination during these fateful days."

"Major Anderson lost point the ranks of other men from the United States Air Force who have sacrificed their lives in the performance of their duties. In our sorrow for Major Anderson's loss, we also feel the deepest gratitude and pride for the important contribution he has made to the preservation of peace with honor."

General Power presented United States Flags to Major Anderson's wife and mother, with these words: *"Please accept these flags from a grateful nation as an expression of our deep respect for, and gratitude to, a brave man and a gallant aviator."*

of them. New crises await the men in the 4080th and as each one is met the same courage and bravery that has been continually displayed in the past will shine forth and someone may again have to pay the supreme price. If it is so—the country should have no fear for one from these ranks will bear the cost, valiantly, if required to do so.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 305TH BOMBARDMENT WING (M) (SAC)
UNITED STATES AIR FORCE
BUNKER HILL AIR FORCE BASE
PERU, INDIANA 46971



OFFICE OF THE COMMANDER

TO: The Officers and Men of the 4080th Strategic Wing

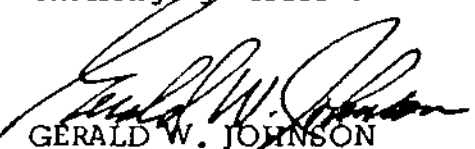
Congratulations on your Tenth Anniversary!

As the first commander of the 4080th, I participated actively in planning the integration of the Black Knight Squadron and resources of the 508th Strategic Fighter Wing to form the 4080th Strategic Wing. Those were hectic days!

The wing, from the beginning, however, was blessed with many men of outstanding talent, capability and ingenuity. Within ninety days of activation date, the wing demonstrated, through test, its mission capability, and a detachment was enroute to an overseas base for indefinite TDY. This was the beginning of many TDYs, many firsts, many challenges, and great accomplishments.

This wing is unique in the annals of the Air Force.

I am proud to have been a part of this great organization; and, on your Tenth Anniversary, wish for all of you continued success in your challenging mission.


GERALD W. JOHNSON
Brigadier General, USAF
Commander



HEADQUARTERS
3550TH PILOT TRAINING WING (ATC)
United States Air Force
Moody Air Force Base, Georgia 31601

7 March 1966

TO ALL MEMBERS AND FORMER MEMBERS OF THE 4080TH STRATEGIC WING:

I wish to congratulate you on the outstanding record the wing has accomplished in the ten years since it was formed.

It takes a team effort to make any unit outstanding and I know from experience with the wing that the cooperation and teamwork was always present.

I wish the wing and all its personnel continued success.

Sincerely

Nathan J. Adams
NATHAN J. ADAMS, Colonel, USAF
Commander



Office of the Commander



To The Members of The
4080th Strategic Wing (SAC)

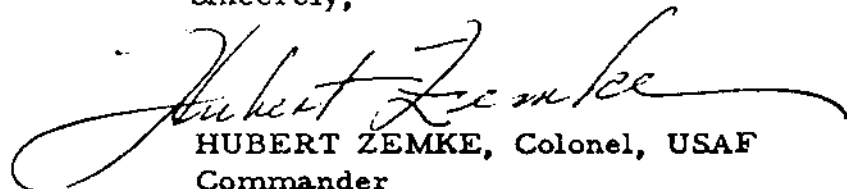
Gentlemen:

On the occasion of the commemoration of the tenth anniversary of the 4080th Strategic Wing, it gives me great pleasure to address you. Knowing of the inception of the organization and the trials and tribulations of getting the first crews and aircraft airborne, it is with candid sincerity that I pay tribute to the accomplishments of those who gave their best to get the job done. Little precedent or background was known in the U. S. Industry or the military for the task that was relegated to the 4080th Strategic Wing (SAC). The results proved themselves to be beyond the fondest expectations of those who originated the plans.

The Nation should be truly gratified for the mission accomplishments. Leaders of state have been influenced by your results, yet the organization and men have continued to accomplish its tasks with little fanfare.

The 4080th Strategic Wing's mission is not over. With continued effort, I expect to hear of your outstanding work in the future. May you continue to ride with the very best of wings and wind.

Sincerely,


HUBERT ZEMKE, Colonel, USAF
Commander

HEADQUARTERS
FIFTEENTH AIR FORCE (SAC)
UNITED STATES AIR FORCE
MARCH AIR FORCE BASE, CALIFORNIA




REPLY TO
ATTN OPI DC

23 February 1966

SUBJECT: 4080th Strategic Wing's Tenth Anniversary

TO: The Personnel of the 4080th Strategic Wing

1. On the occasion of the 10th anniversary of the 4080th Strategic Wing, it is my pleasure to pay tribute to Colonel Kyle, officers and airmen of the 4080th Wing.
2. I served as Commander of the 4080th during November 1957 until December 1958 at time of integration of the "Dragon Lady" program with the "Black Knight" program at an ex-Air Training Command base.
3. I am pleased to note that good men using SAC procedures continued to produce outstanding results. I congratulate you.


A. J. RUSSELL
Major General, USAF
Deputy Commander



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS NINETEENTH AIR DIVISION (SAC)
CARSWELL AIR FORCE BASE, TEXAS, 76127



REPLY TO
ATTN OF:

C

4 February 1966

SUBJECT:

4080th Strategic Wing's Tenth Anniversary

TO:

4080th Strategic Wing

1. It gives me great pride to salute the 4080th Strategic Wing on its Tenth Anniversary. The record of achievement of the 4080th Wing is one of the brightest in all of the Air Force, and it is especially appropriate to honor that record and the men who have created it.

2. The 4080th Wing has made a significant contribution to the military strength of our country. On some occasions, this contribution has been made directly - as an example, during the Cuban Crisis. On other occasions, the contribution was less direct, such as lending support to others who were directly involved. In all operations involving the 4080th Wing, one characteristic has predominated - that of true professionalism.

3. My personal assignment with the wing was one of the brightest of the many Air Force assignments that have fallen within my experiences. The officers, both commissioned and noncommissioned, and the men of the 4080th Wing are the finest group of Air Force men with whom I have been privileged to serve.

4. Congratulations to all of you on the Wing's Tenth Anniversary and carry on with the same esprit that has been the hallmark of the unit in the past.

William W. Wilcox
WILLIAM W. WILCOX, Brigadier General, USAF
Commander



DEPARTMENT OF THE ARMY

HEADQUARTERS 14TH STRATEGIC AERIAL DIVISION
REAR AIR FORCE BASE, LA



TO: THE 40507 KATI

FROM:

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8. The 40507 KATI is a...

9. The 40507 KATI is a...

10. The 40507 KATI is a...



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 803D COMBAT SUPPORT GROUP
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA, 85707



REPLY TO
ATTN OPI

BC

24 February 1966

SUBJECT:

Tenth Anniversary - 4080th Strategic Wing

TO:

All Members of the 4080th Strategic Wing
Davis-Monthan AFB, Arizona 85707

On the Tenth Anniversary of the 4080th Strategic Wing, the Officers, Noncommissioned Officers, and Airmen who have had the privilege of being assigned to the Wing are to be congratulated for their part in making the 4080th Strategic Wing the most decorated peacetime organization in the history of the United States Air Force. In the past ten years, the Wing has always produced outstanding results.

It was my greatest pleasure to have served as a member and a commander of the most unique and colorful organization in the Strategic Air Force.

Best wishes and continued success to each former, present, and future member of the 4080th Strategic Wing.

A handwritten signature in cursive script, reading "J. H. Baughn", is positioned above the typed name.

J. H. BAUGHN, Colonel, USAF
Commander



By: Hardeman

SENATE RESOLUTION NO. 502

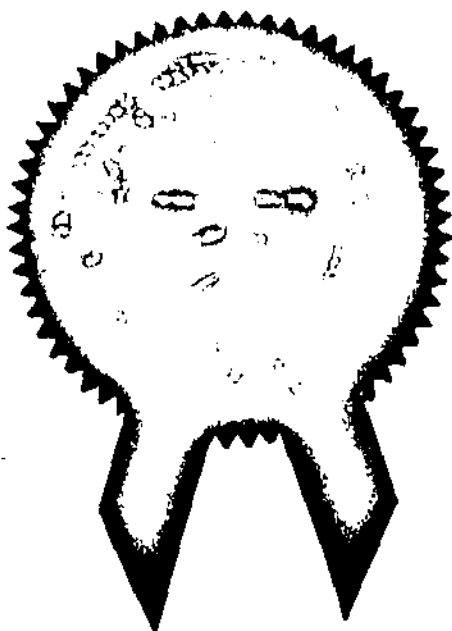
WHEREAS, The 4080th Strategic Reconnaissance Wing of Laughlin Air Force Base of Del Rio, Texas, under the command of Colonel Andrew Jackson Bratton, Jr., performs missions in the Strategic Air Command which takes it to numerous points of the globe; and

WHEREAS, Such missions, when undertaken and accomplished, provide opportunity for establishing and cementing friendly relations with the people of those areas; and

WHEREAS, It is deemed appropriate to extend the good wishes of the people of the State of Texas, whose motto is "Friendship," to the people of the countries visited and present each locality with the flag of the Lone Star State, through the good offices of the personnel comprising such missions; now, therefore, be it

RESOLVED, By the Senate of Texas, that the 4080th Strategic Reconnaissance Wing of Laughlin Air Force Base of Del Rio, Texas, and its personnel be and they are hereby designated, and requested to serve as Ambassadors of Good Will; and extend the good wishes of the State of Texas to the people of the areas visited by them and to present to such people the flag of the Lone Star State as an emblem of the friendship we have and bear for them; and, be it further

RESOLVED, That copies of this Resolution, under the official seal of the Senate of Texas, be forwarded to Colonel Bratton, by the Secretary of the Senate for the use of the 4080th Strategic Reconnaissance Wing.



Ben Ramsey
President of the Senate

I hereby certify that the above Resolution was adopted by the Senate on May 5, 1959.

Shirley Schuabel
Secretary of the Senate

Proclamation

LA CIUDAD de SAN FELIPE Del Rio

"QUEEN CITY OF THE RIO GRANDE"



ROMANTIC OLD MEXICO



WOOL AND MOHAIR CAPITAL
OF THE WORLD



FISHING AND HUNTING



OUTDOOR RECREATION

Greetings: Know ye all men by these presents,
that,

ALL PERSONNEL
4080TH STRATEGIC WING
UNITED STATES AIR FORCE

is hereby officially appointed as

Alcalde (MAYOR)

of this historic city located on the Rio Grande, in
the County of Val Verde, State of Texas.

This title is bestowed because of his prestige.
As Mayor, he shall at all times, tell the story of
Del Rio to all within hearing of his voice. He
further agrees to direct attention to Del Rio
as a place to live, work and play. He shall retain
this office as long as he performs the duties to
the best of his ability, as set forth herein.

This appointment to become effective on the 18 TH day of
JUNE, 1963.

Signed:

Arthur C. Kennedy
MAYOR

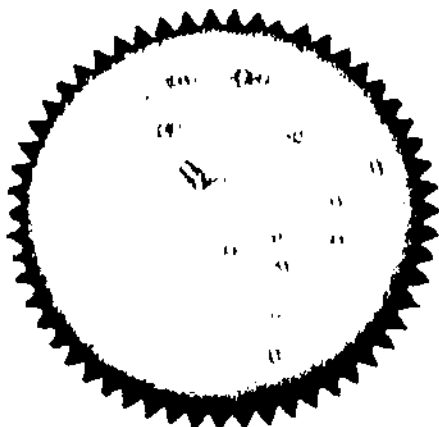
Attest:

Paul H. Hunswood
CITY SECRETARY



CITATION TO ACCOMPANY THE AWARD OF
THE AIR FORCE OUTSTANDING UNIT AWARD
TO
4080TH STRATEGIC RECONNAISSANCE WING

The 4080th Strategic Reconnaissance Wing distinguished itself by exceptionally meritorious service from 1 August 1957 to 1 September 1959. During this period, the 4080th Strategic Reconnaissance Wing completed a series of extremely hazardous operations to determine the atmospheric distribution of particulate and gaseous material from the detonation of nuclear weapons which resulted in the collection of important data for scientific research. In addition the 4080th Strategic Reconnaissance Wing implemented a series of Flying Safety policies and procedures which reduced the accident rate to an unprecedented zero while accumulating more than 12,000 hours of strategic reconnaissance operations on a global scale. The initiative, resourcefulness, and selfless devotion to duty displayed by members of the 4080th Strategic Reconnaissance Wing reflect great credit upon themselves and the United States Air Force.





DEPARTMENT OF THE AIR FORCE

This is to certify that

THE AIR FORCE OUTSTANDING UNIT AWARD

has been awarded to the

4080th Strategic Reconnaissance Wing

For meritorious service in support of military operations

1 August 1957 to 1 September 1959

Given under my hand in the city of

Washington this 16th day of February 1960.

Rudolf C. Shays
SECRETARY OF THE AIR FORCE

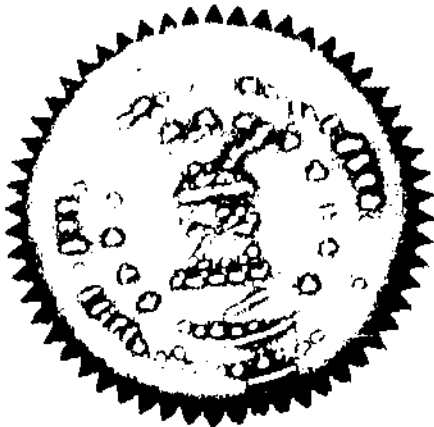


**CITATION TO ACCOMPANY THE AWARD OF
THE AIR FORCE OUTSTANDING UNIT AWARD
(FIRST OAK LEAF CLUSTER)**

TO

4080th STRATEGIC WING

The 4080th Strategic Wing, Strategic Air Command, distinguished itself by exceptionally meritorious service and is hereby awarded the Air Force Outstanding Unit Award. On 14 October 1962, aircraft of this organization flying at extreme altitudes over Cuba made photographs that provided the United States Government with the first conclusive evidence of the suspected introduction of Soviet long range offensive missiles into the island of Cuba. Subsequently, while the nation's military strength was mobilized, the 4080th Strategic Wing continued intensive aerial reconnaissance operations. These activities provided information that was a major contribution to safeguarding the national interests, for it revealed beyond any doubt the accelerated buildup of offensive missile capability in Cuba by the Soviet Union. Continued surveillance by the unit throughout the period of crisis provided the President of the United States and the National Security Council with much timely and accurate information to help establish the nation's military posture and to plan its diplomatic actions. The fact that the peace has been maintained enhances the vital importance of the unit's contribution to the nation. Prior to the Cuban crisis, the 4080th Strategic Wing had distinguished itself by exceptionally meritorious service in the performance of high-altitude air sampling operations and special weather reconnaissance activities. It provided the United States with valuable scientific information on nuclear debris and radioactive fallout. The outstanding resourcefulness, leadership, and selfless devotion to duty demonstrated by members of the 4080th Strategic Wing from 2 September 1959 to 24 November 1962 reflect great credit on themselves and the United States Air Force.





DEPARTMENT OF THE AIR FORCE

This is to certify that

THE AIR FORCE OUTSTANDING UNIT AWARD

**(First Oak Leaf Cluster)
has been awarded to the**

4080th Strategic Wing

For exceptionally meritorious achievement

2 September 1959 to 24 November 1962

**Given under my hand in the city of
Washington this 24th day of
November 1962**

Engineer M. Zucker
SECRETARY OF THE AIR FORCE



CITATION TO ACCOMPANY THE AWARD OF
THE AIR FORCE OUTSTANDING UNIT AWARD
TO

4080TH STRATEGIC WING

The 4080th Strategic Wing, Strategic Air Command, distinguished itself by exceptionally meritorious service, from 11 February 1964 to 30 April 1965. During this period, the personnel of the 4080th Strategic Wing were engaged in aerial reconnaissance activities which made major contributions to the defense of the United States and the free world. The outstanding resourcefulness, leadership and selfless devotion to duty displayed by the members of the 4080th Strategic Wing reflect great credit upon themselves and the United States Air Force.





DEPARTMENT OF THE AIR FORCE

This is to certify that
THE AIR FORCE OUTSTANDING UNIT AWARD
has been awarded to the

4080TH STRATEGIC WING

For exceptionally meritorious service

11 FEBRUARY 1964 TO 30 APRIL 1965

Given under my hand in the city of
Washington this 22D DAY OF NOVEMBER 1965

Harold Brown
SECRETARY OF THE AIR FORCE





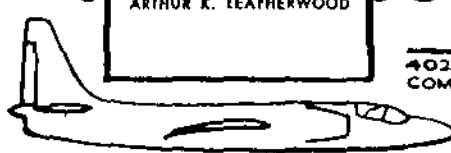
For outstanding achievements while engaged in silent flight, and having endured the loudest silence throughout a deadstick landing, the following named pilot is entitled to all rights and privileges of the

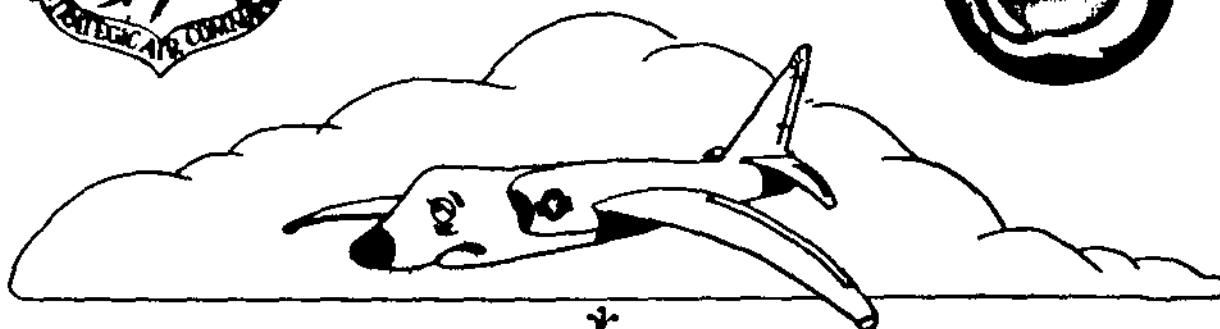
Daedalus and Icarus Chapter
OF THE
4028th SILENT BIRDMAN CLUB

RICHARD S. HEYSER	EARL S. LEWIS	ROGER L. COOPER	RICHARD L. MCGRAW
ALFRED V. CHAPIN JR.	HSI-CHUN HUA	CHARLES B. STRATTON	RICHARD J. CALLAHAN
LLOYD R. LEAVITT JR.	ROBERT E. HALL	DANIEL W. SCHMARR	PATRICK J. HALLORAN
RAYMOND I. HAUPT	BUDDY I. BROWN	WARD G. GRAHAM	CHARLES W. MAULTSBY

ARTHUR K. LEATHERWOOD

4028th SRWS (L)
COMMANDER





4028th "M" Club

Know all ye that by these presents the following intrepid aviators are members of the elite "M" club of the 4028th SRWS, having completed One Thousand hours of daring aerial flight in the article known as U2.

ATKINS, RICHARD A.
HAUPT, RAYMOND L.
CAMPELL, JOHN A.
DEVACBUA, ANTHONY P.
EMERLING, EDWIN G.
MEYER, RICHARD S.
BEDFORD, JAMES R. JR.
PERDUE, EDWARD C.
GALLS, JAMES A.
BOYD, WARREN J.

HALLORAN, PATRICK J.
ANDERSON, RUDOLF JR.
COOPER, ROGER L.
NEWMAN, ROGER M.
POWELL, ROBERT M.
MILMOYLE, GERALD E.
ST MARTIN, ROY L.
BROWN, BUDDY L.
PINE, ROBERT B.
DIXON, EDWARD B.

BLACK, J. A.
STRATTON, CHARLES B.
HALL, ROBERT E.
CARR, JACK
SPENCER, ROBERT C.
DOERING, MARVIN W.
NEVETT, RICHARD K.
STEWART, LEO J. JR.
LAWSON, WILLIAM E. JR.
BULL, GEORGE M.

RAY, DAVID L.
BOUCHARD, R. M.
WEBSTER, DONALD N.

So Certified:

COMMANDER

RESOLUTION NO. 5480

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, WELCOMING THE 4080TH STRATEGIC RECONNAISSANCE WING, A UNIT OF THE UNITED STATES AIR FORCE, ITS OFFICERS AND MEN, AND THEIR WIVES AND FAMILIES, TO THE CITY OF TUCSON; ESTABLISHING, CONSTITUTING AND APPOINTING THE SAID UNIT, ITS OFFICERS AND MEN AND THEIR WIVES AND FAMILIES, WHEREVER STATIONED, AS OFFICIAL AMBASSADORS OF GOOD WILL OF AND FROM THE CITY OF TUCSON, ARIZONA, TO ALL THE WORLD.

WHEREAS, the Department of the Air Force of the United States of America has ordered the 4080th Strategic Reconnaissance Wing, an operational unit of the United States Air Force, to establish its headquarters at Davis-Monthan Air Force Base; and

WHEREAS, in pursuance of said order, the said headquarters is now established; and

WHEREAS, the many dedicated and outstanding officers and men, and their wives and families, are becoming neighbors and residents of the City of Tucson; and

WHEREAS, the duties of the said 4080th Strategic Reconnaissance Wing take its members to many parts of the world; and

WHEREAS, the City of Tucson is fully cognizant and appreciative of the high quality of these officers and men, and their wives and families; and

WHEREAS, the City of Tucson wishes to welcome this unit and its members and their wives and families to the City of Tucson;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. That the Mayor and Council of the City of Tucson, for themselves personally and on behalf of the City of Tucson and all its citizens, hereby officially and enthusiastically welcome the 4080th Strategic Reconnaissance Wing,

a unit of the United States Air Force, its officers and men, and their wives and families, to the City of Tucson.

SECTION 2. That in recognition thereof, the said unit, its officers and men, and their wives and families, wherever stationed or assigned, be, and they hereby are, established, constituted and appointed as and to be OFFICIAL AMBASSADORS OF GOOD WILL of and from the City of Tucson, Arizona, to all the world.

SECTION 3. That a copy of this resolution be spread upon the official minutes of this meeting; and that a certified copy of this resolution be forthwith presented to said 4080th Strategic Reconnaissance Wing.

PASSED, ADOPTED AND APPROVED by the Mayor and Council of the City of Tucson, Arizona, this 15th day of July, 1963.


MAYOR

ATTEST:

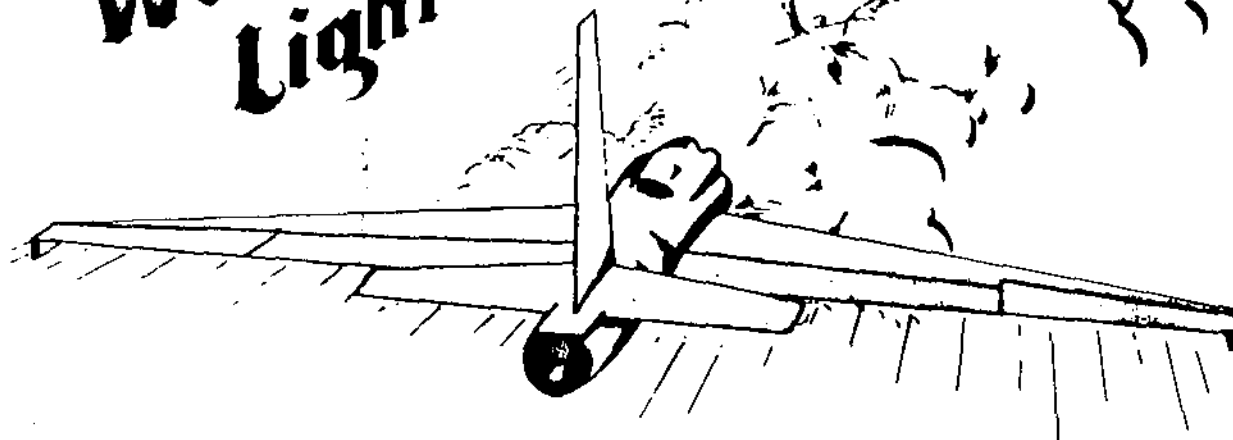

CITY CLERK



4028th Strategic Reconnaissance Weather Squadron Light



TOWARD THE UNKNOWN



Now all men by these presents the following Airmen
have flown the Article known as U-2:

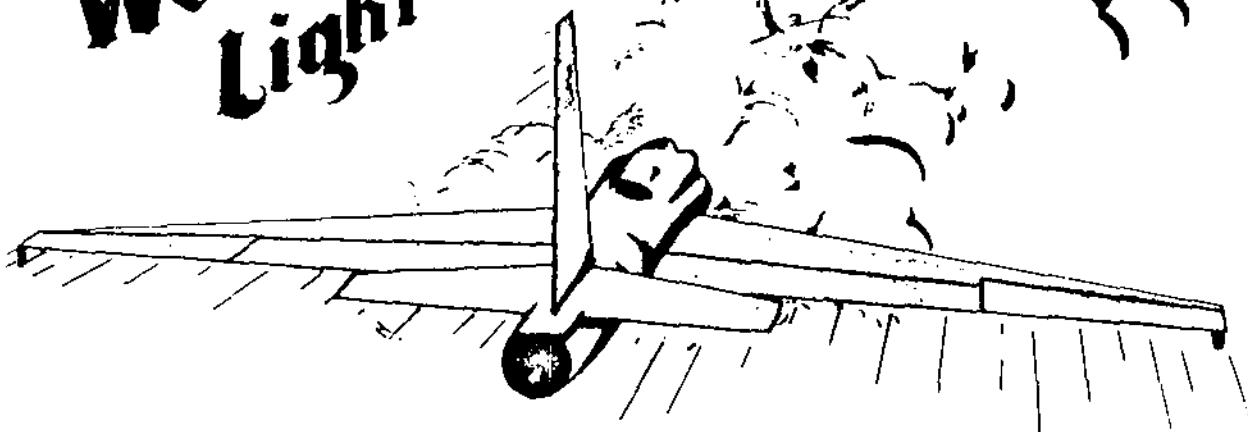
JACK D. NOLE	13 NOV 56	JACK M. GRAVES	14 MAR 57	JAMES A. BLACK	10 JUL 57	WESLEY E. MCFADDEN	16 OCT 57
JOE M. JACKSON	14 NOV 56	EDWIN G. EMERLING	11 APR 57	EDWARD C. PERDUE	10 JUL 57	COZIER S. KLINE	2 DEC 57
FLOYD HERBERT	15 NOV 56	RICHARD E. MCGRAW	11 APR 57	ROGER H. HERMAN	10 JUL 57	DONALD R. JAMES	24 JAN 58
RICHARD K. NEVETT	6 DEC 56	X JOHN A. CAMPBELL	12 APR 57	BOBBIE G. GARDINER	28 JUL 57	AUSTIN J. RUSSELL	3 MAR 58
HOWARD E. CODY	11 DEC 56	KENNETH W. ALDERMAN	12 APR 57	MARVIN W. DOERING	1 AUG 57	ADRIAN W. ACEBEDO	27 MAR 58
RICHARD A. ATKINS JR	18 FEB 57	X LEO E. SMITH	1 MAY 57	NATHAN J. A. "MAY"	6 AUG 57	JOHN W. MACARTHUR	3 JUN 58
WARREN J. BOYD	18 FEB 57	X FORD E. LOWCOCK	25 JUN 57	HAYDEN C. C. "MAY"	7 AUG 57	DAVID E. DOWLING	4 JUN 58
RAYMOND L. HAUPT	18 FEB 57	X LINUS L. LEE	26 JUN 57	FORREST W. NELSON	14 AUG 57	MICHAEL G. BRADLEY	10 JUN 58
JOE R. KING	19 FEB 57	X ALFRED V. CHAPIN JR	27 JUN 57	ROY L. ST. MARTIN	26 AUG 57	CHRISTOPHER H. WALKER	12 JUN 58
RICHARD S. HEYSER	19 FEB 57	JAMES D. SALA	27 JUN 57	JAMES R. BEDFORD JR	26 AUG 57	WILLIAM T. KODENBACH	13 JUN 58
MICHAEL E. STYER	19 FEB 57	SCOTT G. SMITH	3 JUL 57	MRUDOLPH ANDERSON JR	3 SEP 57	ROBERT M. WOOD	2 JUL 58
LLOYD R. LEAVITT JR	13 MAR 57	JAMES A. QUALLS	3 JUL 57	JOHN T. McL. VEEN	3 SEP 57	ROBERT A. GINTHER	9 JUL 58
X BENNIDECT A. LACOMBE	13 MAR 57	ROGER L. COOPER	3 JUL 57	EDWARD B. DIXON	18 SEP 57	X PAUL L. HAUGHLAND	6 AUG 58
WILLIAM L. ALISON	13 MAR 57	PATRICK J. HALLORAN	3 JUL 57	ROBERT D. PINE	1 OCT 57	KENNETH R. VAN ZANDT	29 SEP 58
ANTHONY P. BEVACQUA	14 MAR 57	FRANK L. STUART	8 JUL 57	EARL S. LEWIS	4 OCT 57	ROBERT T. ROBINSON	29 SEP 58

They who were born of the Sun,
flew a short while toward the Sun,
And left the burning air,
signed in their Honor.

In Witness Whereof, I have set my hand, this
fifteenth day of December, 1961.

Commander 4028th SRWS

4028th Strategic Reconnaissance Weather Squadron Light



Now all men by these presents the following Airmen
have flown the Article known as U-2:

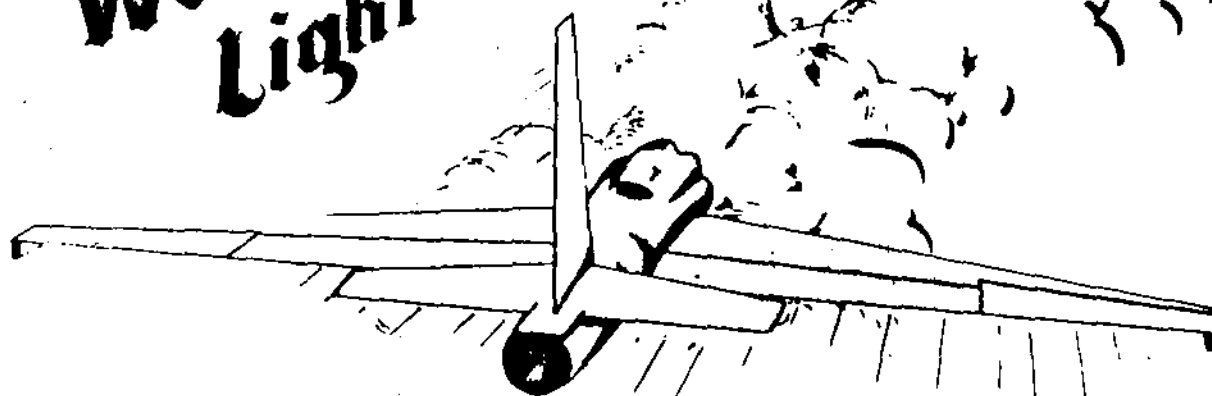
HORACE B. REEVES	8 OCT 58	YAO-HUA CHIH	18 MAY 60	REX R. KNAAK	11 MAY 60	WILLIAM E. LAWSON III	15 MAY 61
RICHARD J. CALLAHAN	13 OCT 58	HSI-CHUN HUA	23 MAY 59	ANTHONY MARTINEZ	19 MAY 60	GEORGE M. BULL	6 JUL 61
BUDDIE L. BROWN	24 OCT 58	T. J. JACKSON JR.	18 JUN 59	HENRY MCANUS	14 JUN 60	DONALD H. WEBSTER	7 JUL 61
JOHN B. BOYNTON	24 OCT 58	CHARLES B. STRATTON	22 JUN 59	DAVID B. GAMMONS	16 JUN 60	EDDIE O. DUNAGAN	7 JUL 61
ANDREW J. BRATTON JR.	31 OCT 58	ROBERT J. SCHUELER	6 JUL 59	WILLIAM W. WILCOX	8 JUL 60	JOHN A. DESPORTES	16 AUG 61
RONALD E. HEDRICK	12 FEB 59	ROBERT M. POWELL	3 AUG 59	LEO J. STEWART JR.	13 SEP 60	DANIEL W. SCHMARR	29 SEP 61
HAROLD E. NELBRATTEN	16 FEB 59	ROBERT E. HALL	7 AUG 59	ROBERT L. PRIMROSE	14 SEP 60	JOHN W. WALL	8 NOV 61
GERALD E. MCILMOYLE	23 MAR 59	KENNETH R. MCCASLIN	17 AUG 59	EDGAR H. HILL	6 OCT 60	RICHARD M. BOUCHARD	8 NOV 61
WILLIAM R. STICKMAN	27 MAR 59	JACK CARR	9 SEP 59	JOE G. HYDE JR.	19 OCT 60	ARTHUR K. LEATHERWOOD	1 MAR 62
RICHARD W. RAUCH	11 MAY 59	ELSWORTH A. POWELL	18 SEP 59	DAVID L. RAY	23 NOV 60	JAMES K. ROGERS	31 JUL 62
FLOYD B. KIFER	11 MAY 59	JUNIOR B. REED	9 OCT 59	CLIFFORD H. BEELER	18 DEC 60	DONALD R. MCCLAIN	21 AUG 62
SHIM-CHU YANG	15 MAY 59	RALPH B. MYERS	30 NOV 59	CHARLES W. MAULTSBY	10 JAN 61	CLAIR A. MCCOMBS	22 NOV 62
HUAI CHEN	15 MAY 59	ROBERT F. WILKE	20 JAN 60	IVAN B. WEBSTER	9 MAR 61	EDWARD P. SMART	26 NOV 62
CHUNG-KUEI HSU	15 MAY 59	ROBERT C. SPENCER	8 FEB 60	CHARLES TAYLOR	13 MAR 61	VICTOR L. MILAM	22 JAN 63
TAI-YU WANG	18 MAY 59	DONALD A. CROWE	10 MAY 60	CHARLES W. KERN	6 APR 61	WARD G. GRAHAM	6 FEB 63

They who were born of the Sun,
Flew a short while toward the Sun,
And left the burning air,
Signed in their Honor.

In Witness Whereof, I have set my hand, this
fifteenth day of December, 1961.

Commander [Signature]

4028th Strategic Reconnaissance Weather Squadron Light



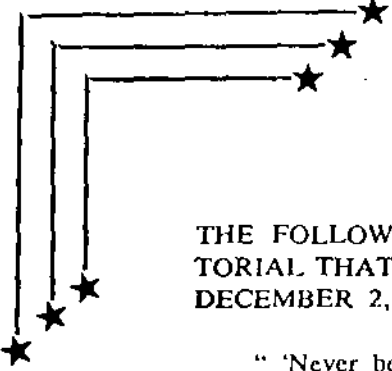
It now all men by these presents the following Airmen
have flown the Article known as U-2:

CAP CHEN-TI YEH	11 APR 63	CAP TZAY SHI WU	1 SEP 64	EARLE K. SMITH JR	16 AUG 65
CAP NAN PING LEE	11 APR 63	THEODORE J. PAADFR	21 OCT 64	LESLIE A. POWELL	16 AUG 65
JULIUS H. BAUGHN	27 MAY 63	JOHN W. FENIMORE	29 OCT 64	JOHN D. AMUNDSON	1 OCT 65
RONALD D. STROMBERG	16 AUG 63	JET CHUANG LIU	15 JAN 65	EDWARD L. ROSE	8 OCT 65
CAP TEH-PEI LIANG	18 SEP 63	CAP CHIN CHANG FU	21 JAN 65	DONALD R. WRIGHT	12 NOV 65
CAP SHI CHUGH WANG	18 SEP 63	CAP JEN LIANG CHUANG	21 JAN 65	ROBERT C. BIRKETT	6 JAN 66
KENNETH F. SOMERS	1 OCT 63	THOMAS C. MCMURTRY	18 JAN 65	ROBERT D. HICKMAN	7 JAN 66
EUGENE J. O'SULLIVAN JR.	14 NOV 63	KENNETH C. DIEHL	9 MAR 65	HAROLD A. SWANSON	10 MAR 66
CAP LI-I CHANG	9 MAR 64	JERRY M. DAVIS	26 APR 65	JAMES B. HOOVER	10 MAR 66
CAP HUI-CHIA YANG	11 MAR 64	GEORGE H. WORLEY	24 MAY 65		
RAY MARTIN E. BEE	18 JUN 64	ARNOLD L. STRASHEIM	26 MAY 65		
RAY BASIL W. DODD	19 JUN 64	WILLIAM B. COPEMAN	21 JUN 65		
CAP CHENG WEN WANG	3 JUL 64	KEITH H. SHAULDING	12 JUL 65		
CAP SHIH HI SHENG	8 JUL 64				

They who were born of the Sun,
Flew a short while toward the Sun,
And left the burning air,
Signed in their Honor.

In Witness Whereof, I have set my hand, this
fifteenth day of

Commander



THE FOLLOWING WORDS WERE EXTRACTED FROM AN EDITORIAL THAT APPEARED IN A TEXAS NEWSPAPER ON SUNDAY DECEMBER 2, 1962:

" 'Never before have so many owed so much to so few.' These immortal words of Winston Churchill were paralleled this past week as the 4080th Strategic Wing's singular contribution to the safety of all free men was made a matter of public record.

"In expressing the appreciation of a grateful nation, President John F. Kennedy declared the work of the 4080th Strategic Wing 'Has contributed as much to the security of the United States as any unit in our history, and any group of men in our history.'

"If any higher tribute could be spoken to an American fighting man, we don't know how."

MANY WORDS OF PRAISE HAVE BEEN SPOKEN REGARDING THE ACHIEVEMENTS OF THE 4080TH, AND SURELY MORE WILL BE FORTHCOMING IN THE FUTURE. IT SEEMS APPROPRIATE FOR US TO CLOSE THIS STORY OF THE FIRST DECADE OF THE WING'S HISTORY WITH WORDS OF GUIDANCE AND ADVICE BY R. L. SHARPE ENTITLED "A BAG OF TOOLS."

*Isn't it strange that princes and kings,
And clowns that caper in sawdust rings,
And common people like you and me
Are builders for eternity?*

*Each is given a bag of tools,
A shapeless mass, a book of rules;
And each must make—ere life is flown—
A stumbling block or a stepping stone.*

WE HAVE NO DOUBT WHICH IT WILL BE FOR THOSE REMAINING IN THE 4080TH STRATEGIC WING (SAC).

