

RESEARCH PROJECTS

In each case, it is understood that the researcher is requesting assistance from Members of the Society as well as other sources in obtaining documentation, and that all material loaned will be carefully handled and promptly returned to the owner. The researcher accepts the premise that results of his research are obligated to come back to the Members of the Society in the pages of the *JOURNAL*.

RP 7208 LOCKHEED F-104 STARFIRE

Information on F-104 as used in Air Nat'l Guard and non-European air forces (Military Assistance Program). Need especially serial numbers, have information to trade, and colour slides. Geoffrey B. Rhodes, 87 Rosedale Rd., Stoneleigh, Epsom, Surrey, England.

RP 7209 U.S. OPERATIONS AT UPPER HEYFORD

History of United States aircraft operations at RAF Upper Heyford under agreement dating from April 1950, and also of prior operations at the base by R.F.C. and R.A.F. units from 1916. Need photos of airplanes based there, serial numbers, names of personnel. John M. Bowdler, 28 Briar Close, Lillington Spa, Warwickshire, England.

RP 7210 DESIGN OF DOUGLAS F3D SKYKNIGHT

Information on operations with Service units, including photos, anecdotes, personal memoirs, and unit histories. Terrence Waddington, 24685 Argus Dr., Mission Viejo, CA 92675, and Francis J. Amody, 22 Burling Lane, New Rochelle, NY 10801.

RP 7211 DEVELOPMENT OF F3H DEMON

Research in the development and operational use of the McDonnell F3H Demon. Particularly need contact with former members of Demon squadrons, ground crew and pilots. Wish to borrow for copying (or trade) photographs or slides showing Demon in squadron markings. Richard D. Powers, 10135 Douglass Ct., St. Ann, MO 63074.

RP 7212 LOCKHEED SR-71/A-11/YF-12A

Operational history of the Lockheed SR-71/A-11/YF-12A. Need clippings, data, photographs, all information concerning these airplanes and their development through flight service use with USAF.

Shown below is the YF-12A essentially unpainted (though all later airplanes of the type were) at Edwards AFB, c. 1964. Serial numbers of the type do not show in the usual documents, and little information is officially released. Pete D. Shirk, 2625 E. Michigan, Fresno, CA 93703.

*Col. Robert L. Stephens, USAF, will present a talk and motion pictures of the YF-12A "Blackbird" at the Convention Banquet, International Plastic Modelers Society in Seattle, Wash. on July 15th. Col. Stephens was awarded the Distinguished Flying Cross as well as the Thompson Trophy, for his participation in the historic May 1, 1965 flights of the YF-12A, during which there were established three absolute and six jet-class world records in a single day. The straight course speed record of 2,070.101 m.p.h. and the absolute sustained altitude record of 80,257 feet still stand.

The IPMS 1972 Convention will be held on the 14-16th July at the Seattle-Tacoma Airport Hilton Inn. Reservations c/o Terry Moore, P.O. Box 24427, Seattle, WA 98124.

RP 7213 NORTH AMERICAN THRUSH COMMANDER

Examination of the development and use of Thrush Commander and its use in agricultural spraying, including impact on economics of user countries. This project has been assumed by Dr. Roger E. Bilstein, after September 1972 to be on staff of the Aviation Research Laboratory of University of Wisconsin — Whitewater. Present Address, The Research Institute, Univ. of Alabama, Huntsville, AL 35807.

RP 7214 14th FIGHTER GROUP HISTORY, WWII

Continuation of project begun in the *JOURNAL*, Spring 1972 with "Lightning Pilot," a history of the 14th F.G. including the 48th, 49th and 50th F.S. in the 12th and 15th Air Forces, WWII. Jeffrey Ethell, P.O. Box 5192, Richmond, VA 23220.

RP 7215 MILITARY AVIATION IN ICELAND, WWII

Need contact with persons serving in Iceland in WWII including personnel of USAAF, RAF and Norwegian A.F., Ragnar J. Ragnarsson, Braedratungu 34, Kopavogi, Iceland.

RP 7216 BIOLGRAPHY OF ELWYN H. GIBBON

Elwyn H. Gibbon, U.S. airman, flew in China in 1937-38, later test pilot on Vultee P-66's in India, killed at Karachi, c. 1943. Former mining engineer, graduate of Randolph Field, flew P-26's. Need contact with anyone who has information. Edward L. Leiser, 1649 Jade Ave., Chula Vista, CA 92011.

RP 7217 BIOGRAPHY, PILOT HAROLD KRIER

Career of aerobatic champion and airshow pilot Harold Krier, Information, clippings, photos, biographical material or other items welcomes. C. Mike Habermehl, P.O. Box 1144, Brenham, TX 77833.

RP 7218 McDONNELL XF-88 VOODOO

Need correspondence with pilots involved in penetration fighter competition at Edwards AFB in July 1950, and sources of reports summarizing trials with the XF-88, XF-90 and YF-93A. Also need information concerning NACA tests of the XF-88B in supersonic propeller development. Richard D. Powers, 10135 Douglas Ct., St. Ann, MO 63074.

RP 7219 A. FRANCIS ARCIER (1893-1969)

The career of Arcier spans the period from 1913 until his death in 1969 as racer, aircraft designer (Handley-Page, Wittemann, Atlantic-Fokker, General Aircraft, and Waco) and foreign technical intelligence investigator. Need information concerning early work with wind tunnels, design and production of the several bomber designs (Handley-Page and Barling, and on construction



problems and solutions involved with Fokker Trimotor and Universal, and photos of Waco CG-4A gliders. Cdr. G. Allison Long, Jr., 4709 Silverwood Dr., Dayton, OH 45429.

RP 7220 9TH PHOTO RECCE, SQDN, CBI

History of the 9th Photographic Sqdn in China, Burma and India from 1942 to 1945. Need documentation, personal anecdotes, and photos during the year 1945 from time leaving Mitkyina until deactivated. William H. Greenhalgh, Box 455, Rt. 5, Wetumpka, AL 36092

RP 7221 U.S. NAVY IN SOUTHERN ENGLAND, WWI

Research on the six stations of U.S. Naval forces in England in WWI, Tangmere, Ford Junction, Southborne, Goring-by-Sea, and Rustington as training fields, and Eastleigh. Needed are document sources, personnel names and addresses and photographs of operations.

Six stations were allotted the U.S. Navy in England as bases for the Northern Bombing Group during WWI: Tangmere, Ford Junction, Southborne, Goring-by-Sea, and Rustington, and Eastleigh airfield. The first five were all within four miles of the south coast, between Portsmouth and Brighton. Eastleigh airfield, just north of Southampton, was the Acceptance Park for the Handley-Page bombers to be shipped from the U.S. and assembled in England. These were to have come from the Standard Aircraft Corp.

The above is from the Public Record Office in London which has a document cataloguing the airfields and stations of the Royal Air Force in October 1918. There appears to be little other published material relating to these operations. J.M. Bruce, in *British Aeroplanes, 1914-1918*, says that a few O/400's reached Britain and were assembled at Ford Junction and at Oldham. Of the bases, some vestiges remain; at Southborne one can find some of the 1918 buildings and there exist at Ford Junction three of the hangars, the size of which lead to speculation that the Navy was contemplating airship operations there. All stations were closed in 1919. Tangmere was reoccupied by the RAF in 1926, and was one of the fighter bases during the Battle of Britain. Ford Junction became a civil airfield in 1930 and was the base for the Ford Motor Company's aviation branch in Great Britain, having been chosen almost entirely for its name.

Additional information is sought from any source to document the presence of the U.S. Navy in the latter part of 1918 in Southern England. Write John A. Bagley, 18 Dollis Drive, Farnham, Surrey, England.

RP 7222 STINSON MODEL A

Need information on the use by American Airlines, Inman Brothers Flying Circus, TATA (India), Marquette Airlines, and second-hand operators of the Stinson Trimotor, Model A. When and where did they go out of service? Don Hartsig, 1425 S. 57th Ave., Cicero, IL 60650.

RP 7223 ALFRED LAWSON and C-2

Material needed on Alfred W. Lawson and his airliner, the C-2. Already have data from Smithsonian Inst., National Archives, New York Times, etc. Any material will be appreciated. Francis J. Allen II, 1314 Gardner Ave., Apt. 317, Wichita, KS 67208

RP 7011 HISTORY OF PARKS AIR LINES

Parks Air Lines had been established by Oliver L. Parks, president and founder of Parks Air College of St. Louis. During World War II, Parks established several primary flight training schools for the Army Air Force and in the process saw his college staff grow from 100 to nearly 1,500. By 1943, he realized that he must find a postwar outlet for his expanded staff and facilities, and the decision was made to pursue a certificate for a feederline route.

Actively participating in C.A.B. feederline hearings in September



CITY OF ROCKFORD, N55115 August 1950. (Photo — Ralph I Brown)

and October of 1943, Parks soon applied for several routes throughout the midwest. Backed by extensive briefs and his aviation experience, including a student-operated airline since 1934, Parks was awarded routes totaling nearly 4000 miles in three route cases by 1947. Financial difficulties held up the inauguration of scheduled service until June of 1950, well after the deadline established by the CAB of July 1, 1949. As a result, the CAB instituted the Parks Investigation Case, which eventually cancelled Parks' certificate and re-awarded the routes to Ozark and Mid-Continent Air Lines. Ozark Air Lines took over the assets in 1950. Contact with previous Parks employees and persons involved in the Parks Investigation Case as well as pictures of Parks aircraft and facilities are needed for Research Project 7011, History of Ozark Air Lines. Contact: Glennon Kidd, 4125 Oreon Dr., St. Louis, Mo. 63121.

RESEARCH PROJECT 7029 USAF TAIL CODES - PART II

By FREDERICK W. ROOS

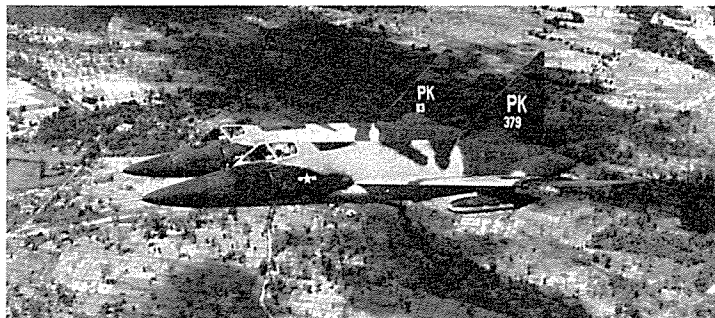
A great deal of change has occurred in the USAF Distinctive Unit Aircraft Identification Markings system since the previous article appeared in JOURNAL of AAHS, Vol. 16, No. 1, pp. 72-76. Because the rate of additions to, and changes within, the tail code letter system appears to have settled down; now seems to be a good time for update of the material presented earlier. This article, then, fills in some of the gaps, corrects a number of errors, introduces several new codes to the list, and covers many reassignments of units and tail codes. As before, the material presented here has come from personal observations, published photos and articles, and USAF public information services.

Three phenomena have been primarily responsible for the changes in the tail code system, principally the relocation/reassignment/redesignation of squadrons and wings as a result of the U.S. pull-out from Southeast Asia. Another factor has been the deactivation of several SEA-based units, often with transfer of the aircraft to the Vietnamese Air Force. Finally, numerous code letter assignments have been generated for use by ANG and AFRES units that have been reequipped with tactical transport aircraft (mostly C-130's).

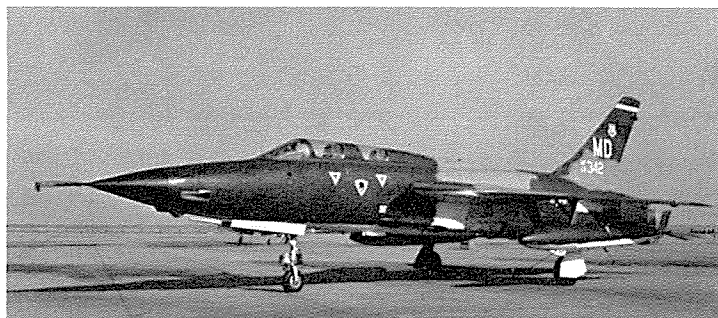
It should be pointed out that many of the unit reassignments are merely paper transfers involving little more than the change of a squadron or wing designation number.

ADDITIONAL ABBREVIATIONS

ANGB	Air National Guard Base
CCK	Ching Chuan Kang AB, Taiwan
RTAFB	Royal Thai Air Force Base
SOTG	Special Operations Training Group
TASG	Tactical Air Support Group
TDS	Tactical Drone Squadron
TEWTS	Tactical Electronic Warfare Training Squadron
TFRS	Tactical Fighter Replacement Squadron
TS	Test Squadron
TTS	Tactical Test Squadron
WWS	Wild Weasel Squadron



F-102A's, 55-3379 and 56-1113 of 509th FIS, "PK," over South Vietnam, November 1967. (Photo — USAF)



F-105G, 63-8342, "MD," a "Wild Weasel" anti-SAM aircraft, of the 561st TFS, 23rd TFW. (Photo — Duane A. Kasulka)

Changes will continue to occur in the USAF tail code system, certainly. These will be noted in future reports on RP7029. The author is attempting to establish complete photographic documentation of the USAF two-letter tail code system, and would appreciate the assistance of other AAHS members with this effort (particularly with regard to early coded SEA units). Members with photos, negatives, and tail code information are urged to contact the author: Frederick W. Roos, 1445 Willow Brook Cove, St. Louis, Missouri 63141.

Acknowledgements: The continued assistance given by AAHS members is greatly appreciated and the author is especially grateful to Thomas H. Brewer and Douglas M. Remington.

CORRECTIONS

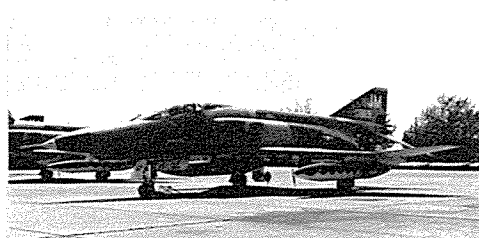
P. 72 — RF-101 was of 31st TRTS, not TFS; Richards-Gebaur AFB (not Gebauer); AC-119K is serial no. 52-5910, not 55-2910.
 P. 73 — C-123K is not AC-123K.
 P. 74 — F-4E is of 479th TFW (photo by author), not TFW; F-5B is of 425th TFS, not TFS; Note 3, should be 4453d CCTW, not 4450th.
 P. 75 — UH-1P is of 317th SOS, not 4408th CCTS.
 P. 76 — U-10A is of 317th SOS, not 4408th CCTS.

REVISIONS TO ORIGINAL LISTING

CODE

AA	2 SOS, 4410 CCTW became 603 SOS, "IF"
AC	12 TRS to 67 TRW, "BC"
AG	319 SOS had only C-123K aircraft, deactivated, aircraft merged into 317 SOS
AH	45 TRS to 67 TRW, "BB", in RF-4C
AO	4408 CCTS had only C-123K aircraft; deactivated, aircraft merged into 317 SOS
BA	Wing at Bergstrom is now 67 TRW
BB	4 TRS deactivated
BC	9 TRS deactivated
CA	481 TFS deactivated
CB	522 TFS in F-111 retains "CC" code
CC	524 TFS is still "CD" in F-100
CY	in 366 TFW was not a squadron code
DB	is now assigned to 348 TAS; 346 TAS deactivated
DE, DH, DL	Wing is now 374 TAW (same squadrons)
DM	4453 CCTW deactivated
DZ	is now assigned to 347 TAS
E	14 SOW deactivated
EE	is now assigned to 59 TFS; 40 TFS to 355 TFW, "DD", in A-7D
EN	4 SOS had only AC-47D
EO	5 SOS had C-47D, not AC-47D
ET	602 SOS; incorrect listing. Delete
ET	6 SOS had only A-1; to 4410 CCTW, "IK", in A-37B
FB	is now assigned to 71 TFS; 45 TFS deactivated
FD	is now assigned to 27 TFS; 46 TFS deactivated
FE	is now assigned to 94 TFS; 47 TFS deactivated
FF	is now assigned to 4501 TFRS; 4530 TFS deactivated
FH	is now assigned to 48 TAS; 38 TAS back to 316 TAW, "LO"
GA, GC, GD	Wing is now 35 TFW (same squadrons)
GB	is now assigned to 4435 TFRS, 35 TFW; 4546 TFS deactivated
GG	35 TFS to 3 TFW, "UP"
GL	36 TFS to 3 TFW, "UK"
GR	80 TFS to 3 TFW, "UD"
HA	612 TFS; incorrect listing. Delete
HK	480 TFS deactivated
HO	is 71 SOS, 434 SOW

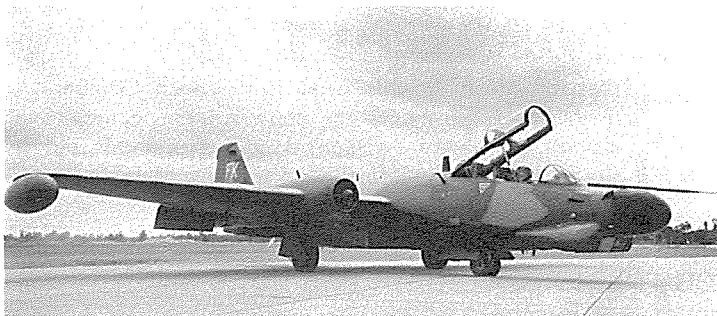
Left, F-100D, 55-3771, "SE", Ohio ANG, 162nd TFS. Named THE BLUE FOX, this airplane is typical of markings cropping up in transfers to ANG. Code "SE" does not apply to 162nd but is leftover marking. At center,



RF-4C, 65-869, "JM" of 16th TRS, recently moved to Shaw AFB. Right, C-130A, 55-013, "VG" of 195th TAS, Calif. ANG, illustrating unusual application of tail code to non-camouflaged airplane. (Photos by Author)



HS	617 TFS; incorrect listing. Should be 612 TFS. To 35 TFW as "VS"
IA	Det. 1, 4410 CCTW had C-123K aircraft. To 1 SOW, "AA"
IB	Det. 2, 4410 CCTW had C-130E aircraft. To 1 SOW as "AB"
IC	71 SOS had AC-119G aircraft, was activated AFRES unit. Now has A-37A/B aircraft, "HO"
ID	317 SOS had EC-47P/Q aircraft. To 1 SOW, "AO", in UH-1 and U-10
IG	17 SOS; incorrect listing. Should be 548 SOTS, 4410 SOTG. Has C/AC-47D aircraft; was 4412 CCTS
IH	18 SOS; incorrect listing. Should be 415 SOTS. To 1 SOW as "AH"
II	4532 CCTS deactivated
IK	now assigned to 6 SOS (was 14 SOW, "ET", in A-1); 514 AS deactivated
JK	31 TRTS deactivated
JM	4416 TEWS deactivated
JN	39 TRTS redesignated 39 TEWTS with EB-66C/E
JO	29 TRS deactivated
JP	18 TRS now has RF-4C aircraft
KA	457 TAS is only 483 TAW unit still active
KC, KE, KH, KL, KN	These 483 TAW units deactivated
KR, KS, KT	10, 22, & 7 TRS deactivated
LA	313 TFS deactivated (was 4513 CCTS, not 4413)
LA	310 TFS now has F-4C/D aircraft
LO	38 TAS has been returned to 316 TAW
LR, LS, LT	48 TFW units now have F-4D aircraft
MA	815 TAS deactivated, did not go to 374 TAW
MR	is now assigned to 353 TFS (was 401 TFW, "TK", in F-4E); 511 TFS deactivated
MS	is 96 TAS, 440 TAW
NO	is 706 TAS, 446 TAW, at New Orleans, AFRES
OA	39 TAS to Pope AFB in C-130E, "PB"
OB	40 TAS to Pope AFB in C-130E, "PG"
OD	4408 CCTS to 4410 SOTG as 43 TATS, "IE"
PA	is 1 TS, tests F-4's pulled from various SEA squadrons
PB, PG, PR	464 TAW deactivated
QB, QF, QG, QW	463 TAW deactivated
RE	44 TFS to 18 TFW, "ZL", in F-4D
RH	42 TEWS to 388 TFW, "JW"
RK	333 TFS to Davis-Monthan AFB as 333 TFS, "DM", in A-7D
RM	354 TFS to Davis-Monthan AFB, in A-7D, "DA"
RU	357 TFS to Davis-Monthan AFB in A-7D, "DC"
SD	68 TFS deactivated
SE	416 TFS to 4403 TFW, England AFB (same code), 9/70
SR, ST	Wing is now 314 TAW (same squadrons)
SS	309 TFS did not go to 4403 TFW, but went to 31 TFW, "ZE", in F-4E
T	56 SOW deactivated
TD	18 TATS went from Sewart AFB to Dyess AFB, not to Little Rock AFB; is now in 516 TAW (4442 CCTW deactivated)
TE	4446 CCTS is now 16 TATS, 314 TAW (4442 CCTW deactivated)
TJ	is now assigned to 612 TFS (was 35 TFW, "VS", in F-100D); 307 TFS to 31 TFW, "ZD"
TK	is now assigned to 614 TFS (was 35 TFW, "VP", in F-100D); 353 TFS to 354 TFW, "MR", in A-7D
TS	was 22 SOS
UD	391 TFS from 12 TFW, "XT". To 347 TFW, "MO" in F-111F
UE	16 TRS to 363 TRW, "JM"
UK	356 TFS to 354 TFW, "MN", in A-7D
UP	67 TFS to 18 TFW, "ZG"
UR	79 TFS now carries "JR"
VA	is now 703 TASS, 68 TASS
VG	is 115 TAS, 146 TAW
VM, VP, VS, VZ	Units of 35 TFW in F-100D/F at Phan Rang deactivated. Wing designation to George AFB to replace 479 TFW there.
W	All units of 57 FWW now carry "WA" tail code
WE	311 TAS; incorrect listing. Should be 19 TAS; now inactive
WH	19 TAS; incorrect listing. Should be 309 TAS; now inactive
WV	311 TAS not "split sq."; deactivated
WZ	was Det. 1, 414 FWS, 57 FWW
XD	558 TFS recoded "XT" in mid-1968
XT	556 TFS; incorrect listing. Should be 391 TFS, which went to 475 TFW, "UD", in mid-1968, at which time 558 TFS assumed "XT" code.
YD	35 TAS; incorrect listing. Should be 21 TAS. To CCK AB in C-130E, "DY"
YJ	815 TAS; incorrect listing. Should be 35 TAS; deactivated



B-57G (s/n unk) of the night-interdiction 13th TBS, at Ubon RTAFB, 1971. Lower surfaces gloss black. (Photo — USAF)



A-7D, 70-020, "DC" of the 357th TFS, 355th TFW at Davis-Monthan AFB, which recently reequipped with this type. (Norman E. Taylor)

YL 21 TAS: incorrect listing. Delete
 YP 41 TAS to 317 TAW, "PR", in C-130E
 YU 817 TAS deactivated
 ZB is 17 WWS in F-105F/G, based at Korat AB, was 6010 WWS
 ZD 436 TFS deactivated
 ZE 478 TFS deactivated

ADDITIONAL CODES - CURRENT C. MAY 1972

CODE	UNIT	AIRCRAFT	LOCATION	REMARKS
AA	Det. 1, 1 SOW	C-123K, U-10A	Otis AFB	Was "IA"
AB	318 SOS, 1 SOW	C-130E	Pope AFB	Was Det. 2, 4410 CCTW, "IB"
AG	195 TAS, 146 TAW	C-130A	Van Nuys ANGB	California ANG
AH	415 SOTS, 1 SOW	AC-119K, AC-130A/E	Hurlburt Field	Was 4413 CCTS, 4410 CCTW "IH"
AO	317 SOS, 1 SOW	UH-1N/P, U-10A/B	Hurlburt Field	Was 4410 CCTW, "ID", with EC-47P,Q
BB	45 TRS, 67 TRW	RF-4C	Bergstrom AFB	From 460 TRW, "AH", in RF-101C
BC	12 TRS, 67 TRW	RF-4C	Bergstrom AFB	From 460 TRW, "AC"
CE	4427 TFS, 27 TFW	F-111	Cannon AFB	
CG	156 TAS, 116 TAW	C-130B	Charlotte, N.C.	North Carolina ANG
DA	354 TFS, 355 TFW	A-7D	Davis-Monthan AFB	Was "RM" in F-105D
DC	357 TFS, 355 TFW	A-7D	Davis-Monthan AFB	Was "RU" in F-105D
DD	40 TFS, 355 TFW	A-7D	Davis-Monthan AFB	Was 33 TFW, "EE" in F-4E
DF	11 TDS, 355 TFW	DC-130A	Davis-Monthan AFB	Firebee drones also carry "DF"
DM	333 TFS, 355 TFW	A-7D	Davis-Monthan AFB	Was 333 TFS, "RK" in F-105D
DY	21 TAS, 374 TAW	C-130E	CCK AB	Was "YD" in C-130A
FK	13 TBS, 8 TFW	B-57G	Ubon RTAFB	Originally "PV", then shared "FS" for a while
HE	416 TFS, 37 TFW	F-100D/F	Phu Cat AB, VN	To 31 TFW as "SE"
ID	72 SOS, 434 SOW	A-37A/B	Grissom AFB	AFRES
IE	43 TATS, 4410 SOTG	C-123K	England AFB	Was 4408 CCTS, "OD"
IY	757 SOS, 434 SOW	A-37 B	Youngstown, Ohio	AFRES
JM	16 TRS, 363 TRW	RF-4C	Shaw AFB	From 475 TFW, "UE"
JO	62 TRS, 363 TRW	RF-4C	Shaw AFB	Was 22 TRS, 67 TRW, "KS"
JR	79 TFS, 20 TFW	F-111E	RAF Upper Heyford	Was "UR"
JS	55 TFS, 20 TFW	F-111E	RAF Upper Heyford	
JT	77 TFS, 20 TFW	F-111E	RAF Upper Heyford	Was "UT"
JW	42 TEWS, 388 TFW	EB-66E	Korat RTAFB	Was 355 TRW, "RH"
LA	311 TFS, 58 TFW	F-4C/D	Luke AFB	
LA	426 TFS, 58 TFW	F-4C/D	Luke AFB	
LA	550 TFS, 58 TFW	F-4C/D	Luke AFB	
MG	109 TAS, ? TAW	C-130A	Minneapolis, Minn.	Minnesota ANG
MH	64 TAS, 440 TAW	C-130A	O'Hare AP, Chicago	AFRES
MI	328 TAS, 403 TAW	C-130A	Niagara Falls, N.Y.	AFRES
MK	95 TAS, 440 TAW	C-130A	Milwaukee, Wisc.	AFRES
MN	356 TFS, 354 TFW	A-7D	Myrtle Beach AFB	Desig. from 475 TFW, "UK"
MO	391 TFS, 347 TFW	F-111F	Mt. Home AFB	Was 475 TFW, "UD" in F-4D
MP	389 TFS, 347 TFW	F-111F	Mt. Home AFB	Was 12 TFW, "HB", in F-4D
NG	105 TAS, ? TAW	C-130A	Nashville, Tenn.	Tennessee ANG

AC-130A, 55-011, "IH" of 415th SOTS (formerly 4413th CCTS) at Lockbourne AFB. Center, A-37B, 68-7964, "HO" of 71st SOS, showing mixed markings, viz. TAC crest along with AFRES, at Grissom AFB. Right, the



NH	133 TAS, ? TAW	C-130A	Pease AFB	New Hampshire ANG
NR	327 TAS, 403 TAW	C-130A	NAS Willow Grove	AFRES
NS	356 TAS, 302 TAW	C-123K	Lockbourne AFB	AFRES
PB	39 TAS, 317 TAW	C-130E	Pope AFB	Was "OA" in C-130A
PG	40 TAS, 317 TAW	C-130E	Pope AFB	Was "OB" in C-130A
PR	41 TAS, 317 TAW	C-130E	Pope AFB	Was 374 TAW, "YR" in C-130A
QA	756 TAS, 459 TAW	C-130B	Andrews AFB	AFRES
QB	711 TAS, 459 TAW	C-130B	Eglin AFB	AFRES
RR	38 TRS, 26 TFW	RF-4C	Ramstein AB, FRG	
SM	431 TFS, 4403 TFW	F-100D/F	England AFB	Was in 479 TFW, "GB", in F-4 before period of deactivation
TI	68 TAS, 433 TAW	C-130B	Kelly AFB	AFRES
TK	67 TAS, 433 TAW	C-130B	Kelly AFB	AFRES
UA	303 TAS, 442 TAW	C-130A	Richards-Gebaur AFB	AFRES
UB	304 TAS, 442 TAW	C-130A	Richards-Gebaur AFB	AFRES
UD	80 TFS, 3 TFW	F-4D	Kunsan AB, Korea	Was 347 TFW, "GR", in F-4C
UK	36 TFS, 3 TFW	F-4D	Kunsan AB, Korea	Was 347 TFW "GL", in F-4C
UP	35 TFS, 3 TFW	F-4D	Kunsan AB, Korea	Was 347 TFW, "GG", in F-4C
UT	77 TFS, 20 TFW	F-111E	RAF Upper Heyford	Recorded "JT"
WG	142 TAS, ? TAW	C-130A	Wilmington, Del	Delaware ANG
YA	63 TAS, 403 TAW	C-130A	Selfridge ANGB	AFRES
ZD	307 TFS, 31 TFW	F-4E	Homestead AFB	Was in 401 TFW, "TJ"
ZE	309 TFS, 31 TFW	F-4E	Homestead AFB	Was at Tuy Hoa AB, "SS", in F-100D
ZG	67 TFS, 18 TFW	F-4D	Kadena AB, Okinawa	Was 475 TFW, "UP"
ZL	44 TFS, 18 TFW	F-4D	Kadena AB, Okinawa	Was 355 TFW, "RE" in F-105D
ZT	19 TEWS, 18 TFW	EB-66E	Kadena AB, Okinawa	Deactivated



F-111F (s/n unk) of 391st TFS, "MO," 347th TFW, at Mountain Home AFB, the only F-111F Wing at present in USAF. (Photo — USAF)

CH-53C, 68-924, of 703rd SOS, now TASS. 703rd is only unit to apply tail code to this type. In hangar at Shaw AFB. (Photos by Author)