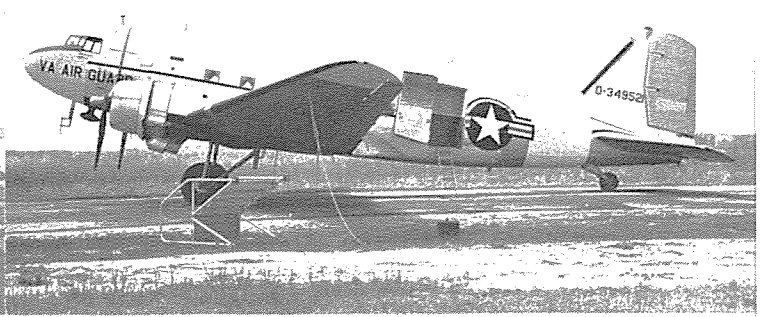




C-119J

R. Besecker VC-47D



Frank Hartman

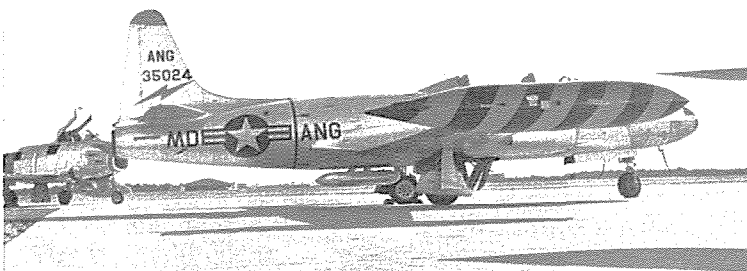


F-51D-20-NT

R. Besecker TB-26B-66-DL

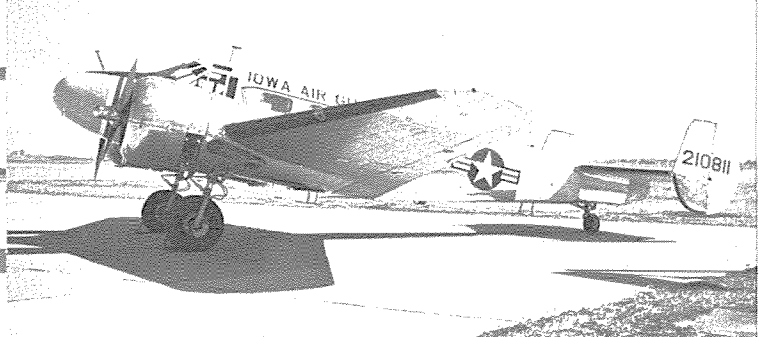


Frank Hartman

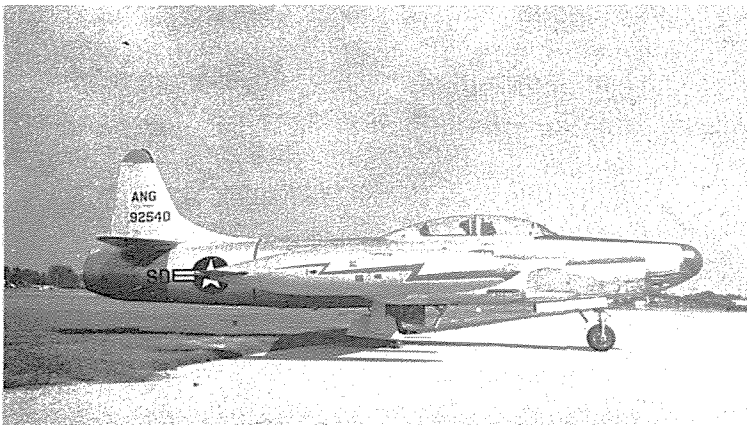


T-33-1-LO

R. O'Dell C-54H



Paul Stevens



F-94A

Gene Sommerich F-94C



Robert Dorr

THE AIR NATIONAL GUARD - A PICTORIAL REVIEW

by

R. F. Besecker

The history of the Air National Guard and its equipment was well covered in previous issues of the Journal, particularly volume 1, nos. 2 and 3 and volume 5 no. 1. The purpose of these pages is merely to supplement those excellent articles. By the sampling of planes in these photos it is hoped to show the variety of aircraft used by the various states in their Air Guard units. It is also the purpose of the arrangement to give the reader a sense of change in the equipment provided the states by the Air Force. It is readily apparent, when one views the F-51's and B-26's that equipped most of the Squadrons after World War II, that the Air National Guard needed more modern aircraft. While the C-119, C-47 and C-45 are still with us, the F-51 and B-26, were phased out and replaced by the F-94, F-84, F-86 and F-89. These subsonic and trans-sonic birds are now giving way to the "Century Series" as the Air Guard has gone supersonic. Yet it is a sad fact that the transport and troop carrier squadrons desperately need aircraft better than the C-119 and SA-16.

The author is greatly indebted to Bob O'Dell, Frank Hartman, Paul Stevens, Roy Ruhe, and Gene Sommerich for the negatives of many planes displayed on these pages.

* * * * *

No. 1: C-119J (51-8157) Pennsylvania ANG. The C-119 shared with the C-46 the duties of troop carrier and aero-medical work. Shown here is one of the early models brought up to present standards. Reading, Pa., 6-3-60.

No. 2: VC-47D (43-49251) Virginia ANG. All of the Air Guard squadrons were supplied with at least one C-47 for utility transport. The dependable "Gooney Bird" will probably outlast most of the current combat types. Richmond, Va., 1959.

No. 3: F-51D-20-NT (44-13009) Oklahoma ANG. Many of the post-World War II fighter pilots learned their trade on the "Mustang" before transitioning into jet types. Of particular interest on this plane is the replacement of the national star with the Indian head insignia. Fairfax, Kans., 1947.

No. 4: TB-26B-66-DL (44-34633) Virginia ANG. Until recently the B-26 "Invaders" were the standard attack aircraft of the Guard. They have now passed into history. Richmond, Va., 1959.

No. 5: T-33A-1-LO (53-5024N) Maryland ANG. The "T-Bird" is still used by most jet squadrons for refresher and instrument training and high-speed target towing. The T-33 is the descendent of the Air Force's first true jet fighter, the F-80.

No. 6: C-45H (52-10811N) Iowa ANG. This Beechcraft personnel transport is used by nearly all Guard units for utility work. Waterloo, Ia., 4-10-60.

No. 7: F-94A (49-2540) South Dakota ANG. This was the first of the all-weather jet fighters. Very few are now left in service.

No. 8: F-94C (51-13560) Minnesota ANG. This improved version of the F-94 was snapped at the Minneapolis Naval Air Station. Note the individualistic markings on this and the F-94A.

No. 9: F-86A-7 (49-1018N) Delaware ANG. This Canadair F-86 is one of very few foreign manufactured aircraft used by the Air Guard.

No. 10: F-86D-36-NA (51-8449) Tennessee ANG. The all-weather version of the F-86 "Sabre". Some were modernized and given the designation F-86L. Otis Air Force Base, August 1959.

No. 11: F-86H-10-NA (53-1316) District of Columbia ANG. Comments on the marking of Air Force and Air National Guard planes can be found in the Spring 1960 (5:1, p. 25) and Fall 1960 (5:3, p. 262) of the Journal. Note the unit markings on this page. Andrews Air Force Base, 5-15-60.

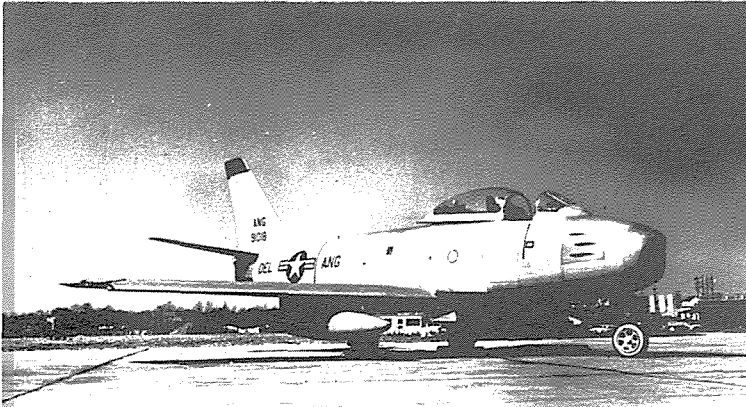
No. 12: F-84F-40-RE (52-6598) Missouri ANG. With the appearance of the late model F-84 "Thunderstreaks" and F-86's the Air Guard neared equality in equipment with the Air Force units.

No. 13: F-104A (56 - 0844) South Carolina ANG. This "Starfighter" of 157th Fighter Interceptor Squadron provides the Guard with one of the world's fastest fighters. This Palmetto State fighter, and other supersonic planes, show that the Air Guard has reached maturity. Des Moines, Iowa, 7-24-60.

No. 14: RB-57A (52-1490) Arkansas ANG. The American version of the British "Canberra" is used as a reconnaissance bomber. The markings show a certain unique quality. Andrews Air Force Base, 5-15-60/

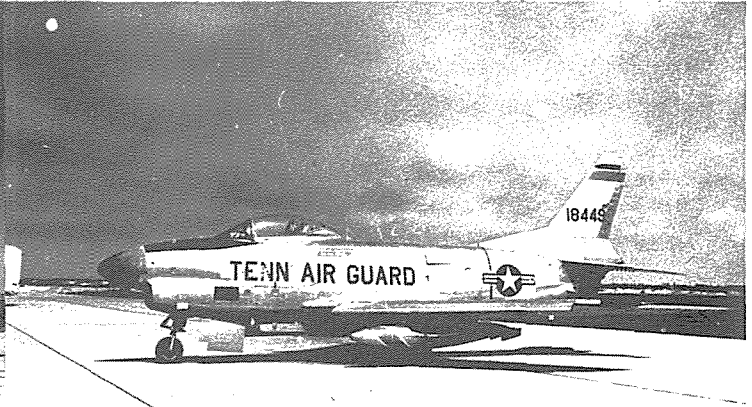
No. 15: F-102A-80-CO (56-1518) Texas ANG. The Guard reached full parity with the Air Force when it began using the supersonic 102's. This delta-wing belongs to 182nd Fighter Interceptor Squadron. Des Moines, Iowa. 7-24-60.

No. 16: F-100F-15-NA (56-3920N) New Mexico ANG. This two-seater version of North American's "Super Sabre" is used for transition training into the supersonic class.



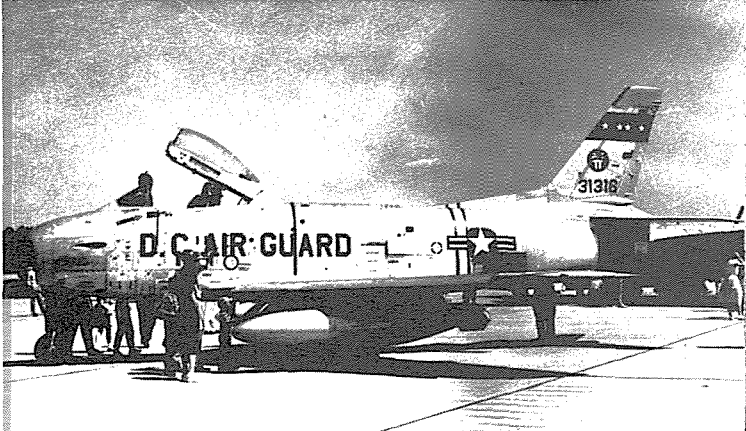
F-86A-7

R.O'Dell



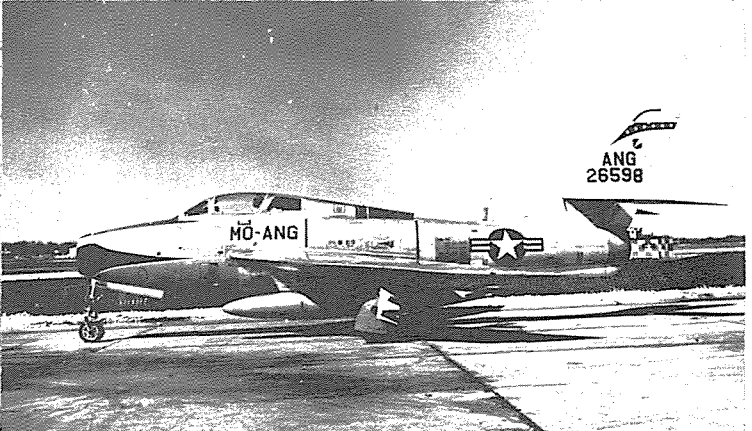
F-86D-36-NA

Frank Hartman



F-86H-10-NA

Frank Hartman



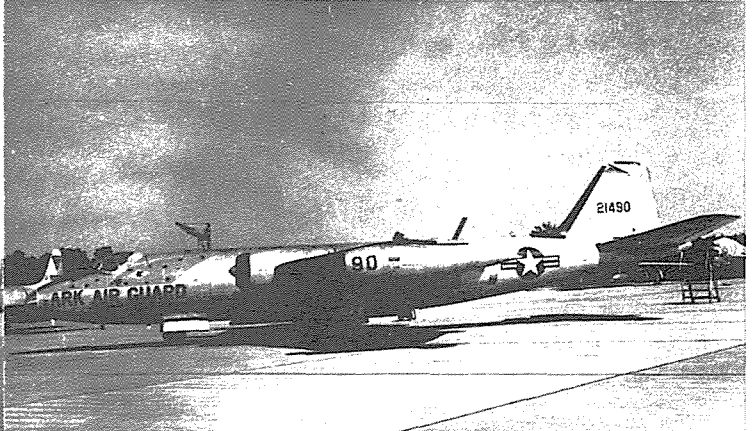
F-84F-40-RE

Gene Sommerich



F-104A

Paul Stevens



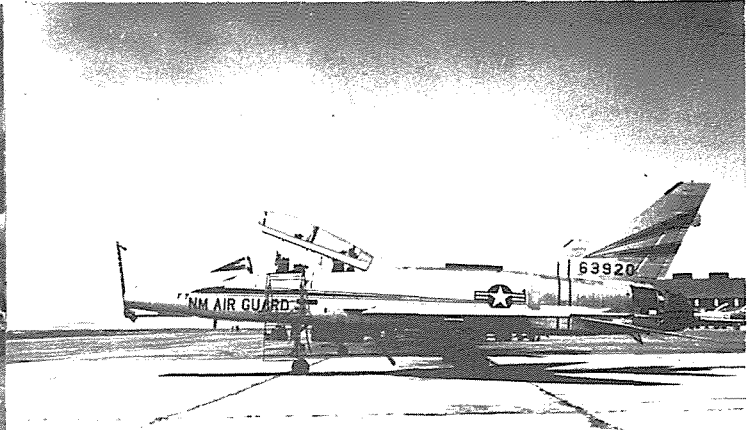
RB-57A

Frank Hartman



F-102A-80-CO

Paul Stevens



F-100F-15-NA

R.O'Dell