

Airdrome



Airdrome refers to an airport or military air base equipped with a control tower and hangars where airplanes take off and land.

BLDG 245

DINING HALL AIRMAN

SF 14,063

CONSTRUCTED 1956



Airmen's Dining Hall

The Airmen's Dining Hall, building 245, a large facility capable of simultaneous feeding of several hundred airmen, was located in this area of The Market Common.

The Dining Hall was centrally located with respect to the Airmen's Dormitory Complex. It served four meals daily, the fourth meal being served at midnight for those who were assigned to night shift duties.

The Dining Hall staff was often cited for excellence of operations and for the high standards maintained in food preparation, variety of meals, cleanliness and sanitation.

All Unit Commanders on the base were invited to eat at least one meal monthly in the dining hall and provided feedback to the staff as a means to continually assess the quality and service being provided to the airmen.







255

Auto Craft Center

The Auto Craft Center, building 255, was located on Wainwright Boulevard, now Johnson Avenue. The building was constructed in 1962.

The Auto Craft Center offered a wide range of services and had a large selection of equipment and tools. The facility had four bays for auto maintenance, complete with lifts, and one bay for cleaning. A resale store was available and saved the users 20-50 percent on auto parts and supplies.

Located near the Fitness Center, the Auto Craft Center consisted of a wash rack, maintenance stalls and welding shop. Almost all types of maintenance could be performed by the car owner.



Audio Visual Facility

The Audio Visual Facility, building 502, at this location provided a complete line of audio visual services in support of all of the units on the base.

The facility was equipped with two darkrooms for photography work and had the capability to print and duplicate photographs.

Among the important audio visual services provided here were the preparation of brochures, documents, briefing slides, vu-graphs, pamphlets and information guides. The facility also gave advice and assistance to clients who developed material for briefings and various publications.

At base closure, the building was sold to a privately owned company.

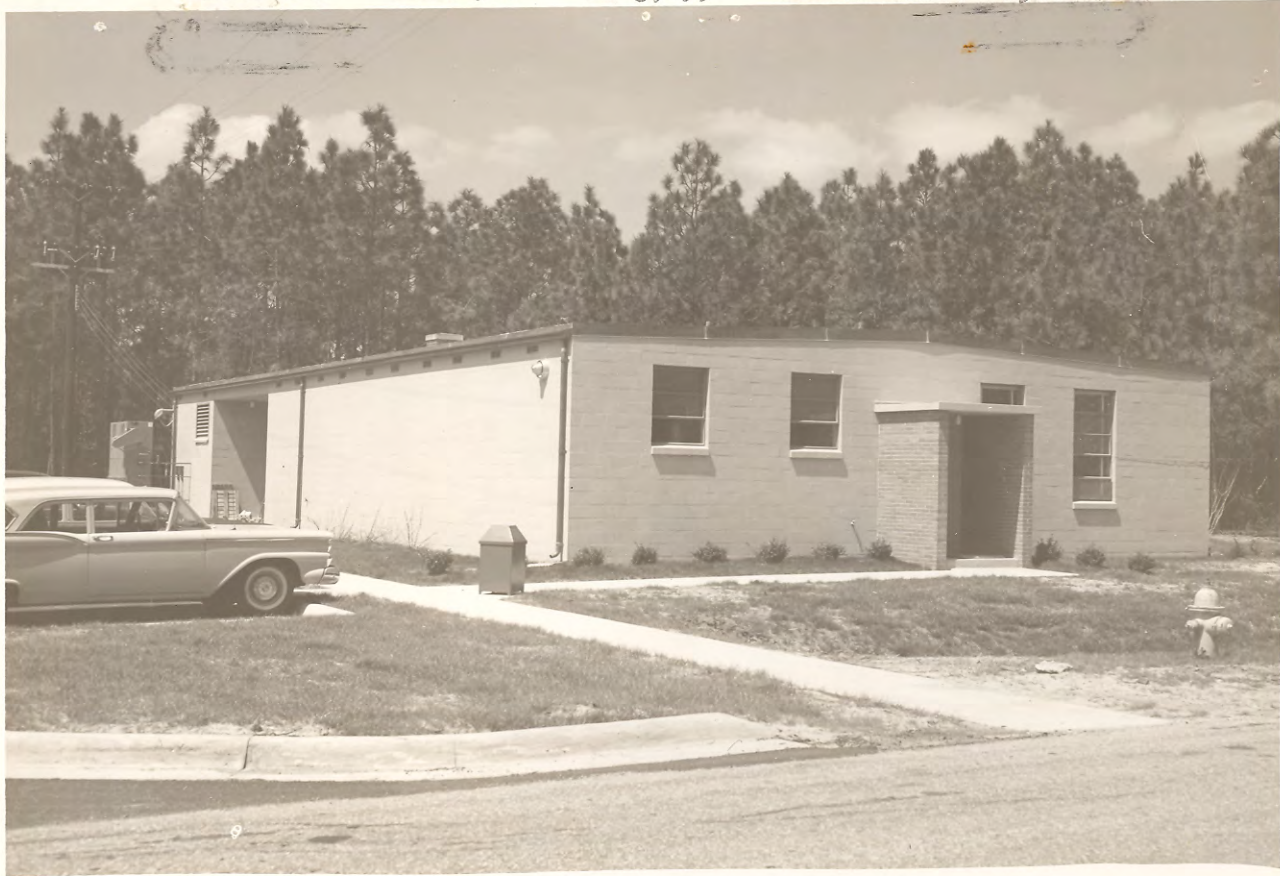


PHOTO LAB

BLDG 502

SF 3,695

CONSTRUCTED: 1960





Bldg 502

JULY 1981

BLDG 325

SHOP A&E BASE

SP-24774

CONSTRUCTED 1956





325

WALDORF

Avionics Maintenance

The Aircraft Avionics Maintenance shops, building 325, were housed in an environmentally controlled building near this location. The Avionics Squadron administrative offices were located in this building.

The shops contained a full complement of test sets and test benches to enable check-out and repair of such avionics systems as secure radios, inertial navigation systems, heads-up displays, aircraft radar sets, gunsights and the like.

The squadron was manned with highly skilled and technically competent personnel.



Base Civil Engineering Complex

The Base Civil Engineering Complex, building 219, was located within this area of The Market Common. It contained the Base Civil Engineering Administrative Offices, specialty maintenance shops and storage for material used in maintaining base facilities.

Civil Engineering personnel were responsible for repair and maintenance of base facilities and for minor construction of new facilities.

The Base Engineer also was responsible for overseeing and monitoring base construction projects performed under contract.



BLDG 219

INSTALL, ENGR ADMIN

SF-2812

CONSTRUCTED 1956





219

Base Exchange

The Main Base Exchange (BX), building 119, was located in this area, which placed it conveniently near the center of the base.

The BX Retail Store was operated by the Army and Air Force Exchange Service. Profits from Exchange Operations were used to support other Base recreational activities and facilities.

The BX was, in effect, a small-scale department store carrying a line of items such as clothing, household goods, furniture, sporting goods, luggage, electronic items and the like. A beauty shop, barbershop, laundry and dry cleaning services were also provided within the BX complex.





main exchange



Base Exchange Service Station

The Base Exchange Service Station, building 200, was located in this area and was operated by the Army and Air Force Exchange Service.

It provided a full range of services from gasoline to tune-ups and sales of automotive spare parts.

Located directly behind the Service Station was a convenience shoppette store known as the Kwik Pik.

This building was sold to a private company after base closure in 1993.





SERVICE

TUNE-UP

200

BIDG 200

EXCHANGE, SERVC. STA

SF 1540

CONSTRUCTED 1958





Base Education Center

The Base Education Center, building 336, was incorporated with the Professional Military Education Center. Several classroom facilities and two break/study areas in the building were utilized by personnel taking college classes.

The Base Education Center provided a variety of opportunities and programs to begin or continue an academic or professional military education. Courses ranged from non-high school through graduate level education, with classes being held during and after duty hours.

This building also housed the Non-Commissioned Officers (NCO) Leadership School. This school is the first level of professional military training for NCOs and is designed for those NCOs at the grade of Sergeant and Staff Sergeant. The Leadership School, an intense three month course of instruction, centered on leadership, problem solving, discipline, human relations and military law, history and organization.

After base closure in 1993, this building was transferred to the United States Army Reserve.



BLDG 336-

TRAINING TECHNICAL

SF 12,370

CONSTRUCTED 1956





DETENTION
CENTER

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Base Jail and Detention Center

The Base Jail and Detention Center, building 520, was located in this area of The Market Common complex. It was operated and maintained by the Base Security Squadron.

The Center primarily housed those military personnel convicted of offenses that resulted in incarceration for a relatively short period of time. Longer term incarceration would normally be carried out at much larger facilities elsewhere in the Department of Defense or at a federal facility.





DETENTION FACILITIES

Base Operations

Base Operations, building 362, housed the functions associated with the operations of transient aircraft arriving and departing the base.

It maintained a full complement of flight planning services for transient pilots, including a weather briefing facility, flight planning room, charts and maps essential to flight planning, flight monitoring and flight dispatch services.

At base closure in 1993, the building was transferred to the Horry County Department of Airports and used as a general aviation facility.



BLDG 362

OPERATION BASE

SF-10399

CONSTRUCTED 1956



Base Supply

Base Supply, building 214, contained 154,000 square feet of space. This building housed the administrative offices of the Supply Squadron. It also provided storage for the hundreds of items used in carrying out all Base functions, as well as providing space for several staging areas and loading and unloading docks.

The Supply mission was critical to carrying out the overall mission of the Tactical Fighter Wing. Over the years, the Supply Squadron was cited for its excellence of operations.

At base closure the building was purchased by a private party which, in turn, has leased space within the building to a variety of tenants.



BLDG 214

WHSE SUP & EQUIPMENT

SF-143875

CONSTRUCTED 1956





BASE SUPPLY



Bowling Center

Located across the street from the hospital on Pampas Drive, the bowling center, building 132, was constructed in 1961.

The center offered many hours of fun and relaxation. The 18-lane center offered league bowling each weekday evening, while open bowling was predominant during the day and on weekends.

Bowling supplies and equipment were available for use, and bowlers could purchase their own necessities through the center at substantial savings. The bowling center was equipped with a snack bar which served short order meals and all types of beverages.



BOWLING
CENTER

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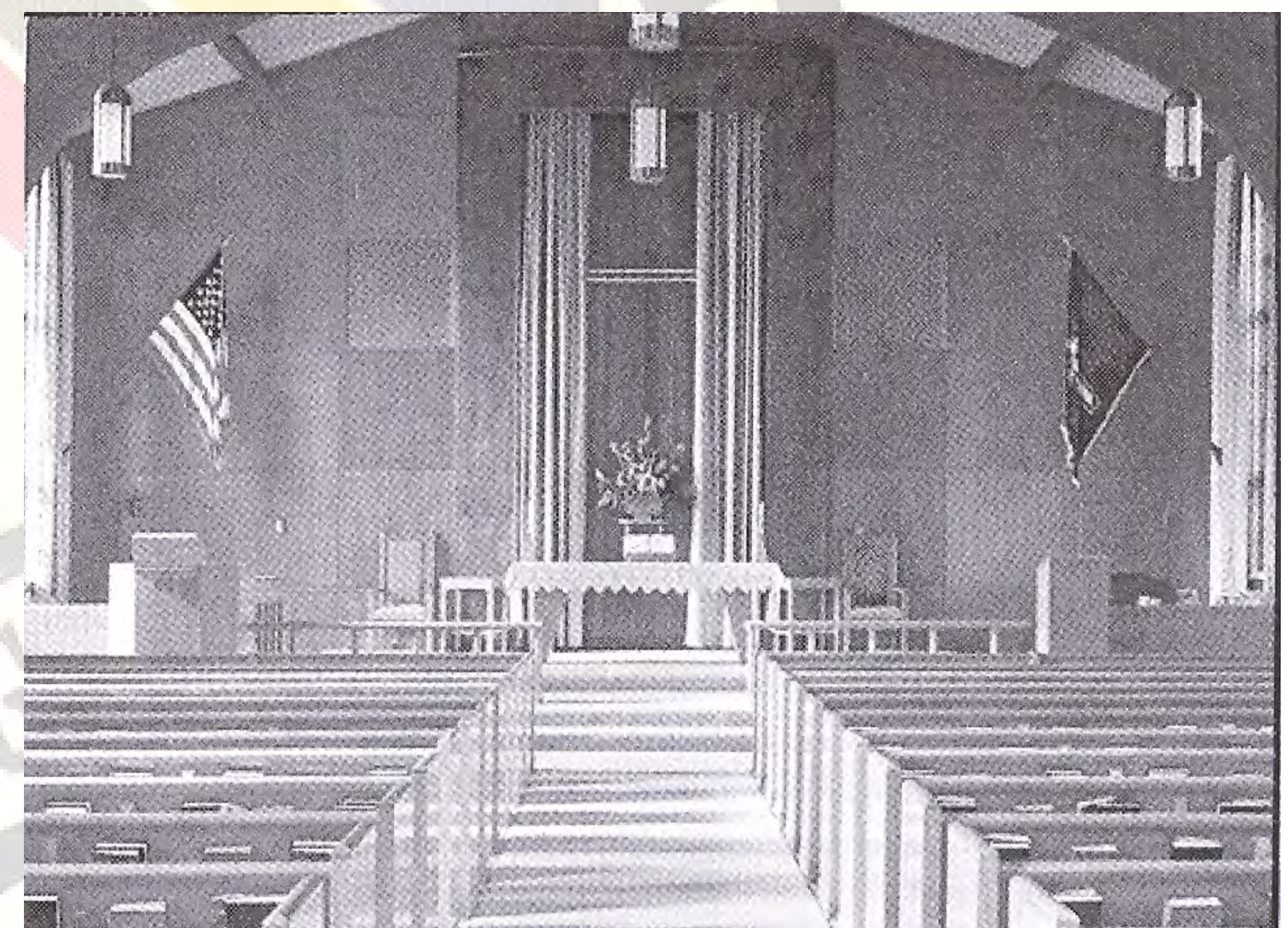
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Chapel

This is the site of the former Myrtle Beach Air Force Base Chapel, building 112, located on what was then Third Street and Farrow Boulevard.

The Base Chapel program supported both Protestant and Catholic religious education programs and community support services.

Protestant services, Catholic masses, weddings and christenings, baptisms and funerals were some of the important activities that took place within this chapel.





Chapel



Commissary

The Commissary, building 228, was located on Howard Boulevard. The building was constructed in 1959.

The Commissary was the winner of the L. Mendel Rivers Award as the “Best Small Commissary” in the continental United States in 1986, offering a full range of grocery, household, health and beauty aids in a supermarket atmosphere.

The Commissary used the latest equipment, such as electronic cash registers and computer ordering capabilities, to maintain an attractive and fully stocked store.



BLDG 228

STORE COMMISSARY

SF-11150

CONSTRUCTED 1955





Crabtree Gymnasium

Crabtree gymnasium, building 256, is located on Meyers Avenue.

The building is named for Clem Gerald Crabtree who served as head of Morale, Welfare and Recreation at Myrtle Beach Air Force Base. He died while still working there, and in 1982 the Air Force named the gym in his honor.

This modern day fitness center was open seven days a week, year-round. The facility offered sports such as basketball, volleyball, badminton, handball, paddle ball, racquetball and weight lifting. The center was equipped with men's and women's locker rooms and saunas, a basketball court, four racquetball courts, an exercise room, and a full line of Nautilus equipment and up-to-date cardiovascular equipment. Aerobic dance classes were conducted Monday through Friday. A 27 station, one-and-a-half mile fitness court was located directly behind the center.

Today, Crabtree gymnasium is owned and operated by the City of Myrtle Beach as a gymnasium and fitness center.







STATE OF FLORIDA
PERSONNEL CENTER

NO PARKING
EXCEPT IN DESIGNATED AREAS

NO PARKING
EXCEPT IN DESIGNATED AREAS

Credit Union

The Myrtle Beach Air Force Base Credit Union, building 111, was formerly located on Howard Boulevard. The Credit Union was organized and operated under the provisions of the Federal Credit Union Act.

The Credit Union served the financial needs of the military and civilian community of Myrtle Beach.

Members were encouraged to make regular savings deposits and to borrow money for any worthwhile purposes. The Credit Union also offered checking accounts. Money orders and travelers checks were available.

Free financial counseling was another service provided to the Credit Union membership. The Credit Union offered individual retirement accounts, certificates of deposit and safety deposit boxes.

The Credit Union had branch offices in Myrtle Beach, Conway and Johnsonville.







Dental Clinic

1204

Dental Clinic

The Dental Clinic, building 334, was located on Phillis Boulevard. The building was constructed in 1956 and completely renovated in 1990. The clinic had an x-ray room and several examination rooms.

Dental care was provided at the dental clinic from 7:30 a.m. until 4:30 p.m. each weekday. The annual dental examinations were coordinated through unit orderly rooms. Emergency dental care was available during regular sick call hours. Active duty personnel had priority. After duty hours, emergencies would report to the hospital emergency room. Since only one doctor was available during duty hours, dental patients were urged to wait until normal duty hours for other than true emergencies.

School age children (age five and older) were given an appointment for an annual dental exam and cleaning during their sponsor's birth month. Spouses and other eligible adults could receive dental exams during their spouse's birth month. Retired military personnel were eligible for annual dental exams throughout the year during sick call hours. All emergency and active sick call patients had priority over these examinations.

Certain types of care such as fillings, extractions and some types of denture repairs were done on a space available basis.

The former dental clinic is now used as the VA (Veterans Administration) Medical Clinic for the Myrtle Beach area.







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Deputy Commander for Maintenance

The Administrative Office of the Deputy Commander for Maintenance, building 330, was located on this spot.

The Deputy Commander was responsible for all aircraft maintenance, including repair and overhaul of most aircraft systems and engines.

This building contained the maintenance control center which operated 24 hours per day and was the hub from which flight line maintenance received overall direction, including the necessary coordination with all supporting specialists and servicing units.





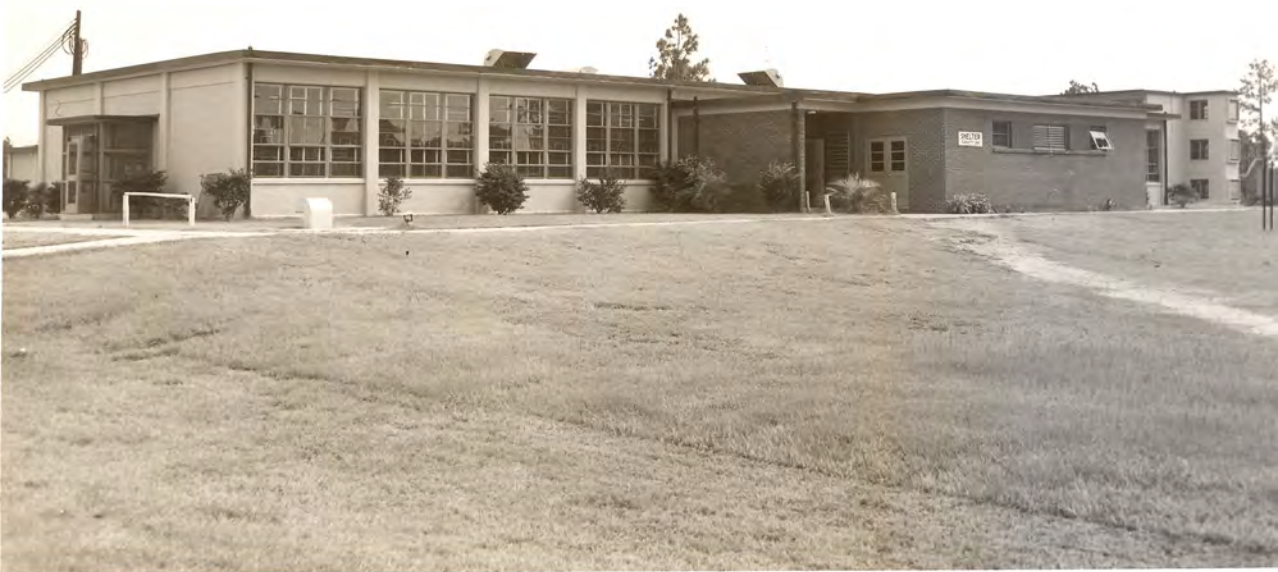
330

BLDG 245

DINING HALL AIRMAN

SF 14,063

CONSTRUCTED 1956



Dormitory Complex

This is the site of the former Dormitory Complex, buildings 241-249, which consisted of 10 dorms and a dining hall.

Seven three-story dormitories offered 74 rooms per building. Each housed approximately 140 bachelor airmen.

All dorms had day rooms with color television, and some provided recreation for occupants in the form of table tennis and pool tables.



BLDGS 241-242-243 DORM, ADRIAN SF-24625 CONST: 242 & 243, 1958 241, 1959





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Family Support Center

The Family Support Center, building 231, was located near this spot within The Market Common area. Family Services provided services for families stationed at the base, to families living in the area whose sponsor had been reassigned, and to families of people who had been placed on extended temporary duty.

Committees of Family Services volunteers carried out functions such as informing all military personnel and their family members of the services provided; relieving emergencies and hardships for family members, particularly in the absence of military sponsors; ensuring that all services of the base, community and voluntary organizations were made available to family members; and training people who volunteered to participate in the program.

The Air Force Aid Society rendered assistance to Air Force members and their families or widows through emergency loans and educational scholarships. Services also included non-interest bearing loans, grants and educational benefits. Assistance also was provided that was not within the policies of the American Red Cross.





FAMILY SUPPORT
CENTER

Bldg 231

17 July 57





Flight Surgeon Clinic

The Flight Surgeons supporting the three Tactical Fighter Wings at Myrtle Beach Air Force Base maintained offices in building 114 at this location.

In addition to their normal medical specialties, Flight Surgeons also specialized in Aerospace Medicine. They carried the aeronautical rating of Flight Surgeon and were awarded wings denoting their flight status as Flight Surgeons.

The Flight Surgeon played an important role in helping to maintain the health, well-being and combat readiness of flying personnel. Flight Surgeons flew frequently with their fighter units and were particularly attuned to the flying stresses of "G" forces and the potential for altitude sickness.





THE
MENTAL
HEALTH
ENTRANCE

1957-58

1000 1000

SF-13,393

CONSTRUCTED 1958



Hospital

This is the site of the 354th Med Group Hospital, building 114, a 25 bed, two-story facility built in 1958 on what was Farrow Boulevard and Alder Street. The hospital included a well-equipped emergency room, a combined medical/surgical and pediatric ward, a surgical suite with two operating rooms and a cardiac unit.

It provided medical care for military members, their families and others who were eligible. The hospital staff was composed of highly qualified professionals. General medicine, internal medicine, general surgery, pediatrics, flight medicine, gynecology, optometry and mental health services were provided by the hospital staff.

The hospital building is now part of Horry-Georgetown Technical College and serves as a major medical training facility, renamed the Dr. Robert E. Speir, Jr., Healthcare Education Center.





354 FW
HOSPITAL





324

Jet Engine Maintenance Shop

Building 324 once housed the jet engine maintenance function for the tactical aircraft assigned to the Myrtle Beach Air Force Base.

Most jet engine maintenance functions could be performed in this shop. These functions were critical to maintaining a high state of readiness for the Wing's combat aircraft.

The maintenance and repair work was carried out by highly skilled and technically competent personnel. The jet engine maintenance function also included operation of jet engine test cells which were essential to testing, adjusting and aligning an engine and its associated control systems.

At base closure, this facility was transferred to the Horry County Department of Airports.





Kindergarten and Child Development Center

The Base Kindergarten, building T-154, could be seen when entering the main gate of the base from Kings Highway. To enroll in the kindergarten, a child must have been five years old.

The Child Development Center, building 1286, located on Pampas Drive, was often an award-winner for its excellence of operation. It was chosen as the best in Tactical Air Command in 1986.

The center provided child care and development to children of military families residing on base and in the local communities. The center enabled parents to leave their children without worry. The center's outstanding programs included before and after school programs, "Time-Out" program for parents of special needs children and an excellent pre-school program.

After base closure, the facility was sold to a private party to operate as a child care center.





Base
Nursery



Law Center

The Law Center, building 234, was located in this area of The Market Common. It housed the Staff Judge Advocate and the lawyers assigned to the judge's staff. The building also contained the court room used in those cases involving trial by court martial.

The Staff Judge Advocate provided legal advice and assistance to Commanders involved in handling various disciplinary and other legal matters pertaining to their personnel. The Staff Judge Advocate maintained liaison with local law officials.

In addition, the legal staff members were available to military personnel who needed advice and assistance pertaining to legal matters; and the legal staff would provide legal counsel to defendants coming before military court.



1889 254 16 July 51





BLDG 352

HANGER MAINT. FIELD

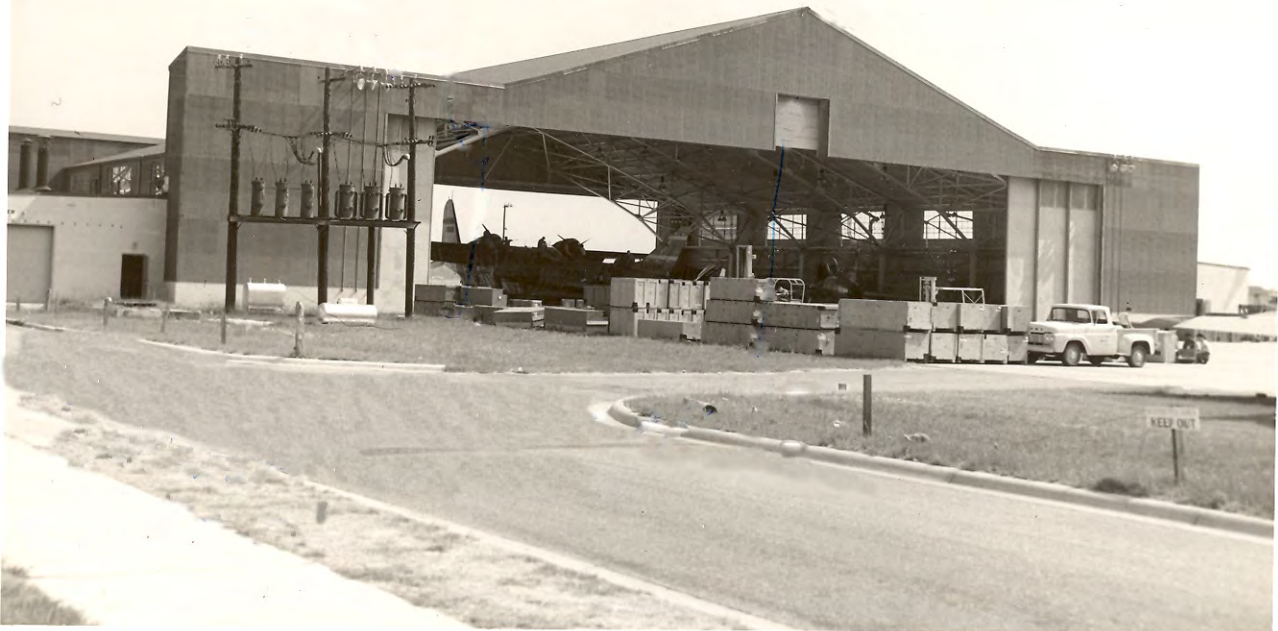
SF 72,940

CONSTRUCTED 1957



BLDG. 3589 HANGAR, MAINT. ORG

SF: 40,871 CONSTRUCTED 1957





1016

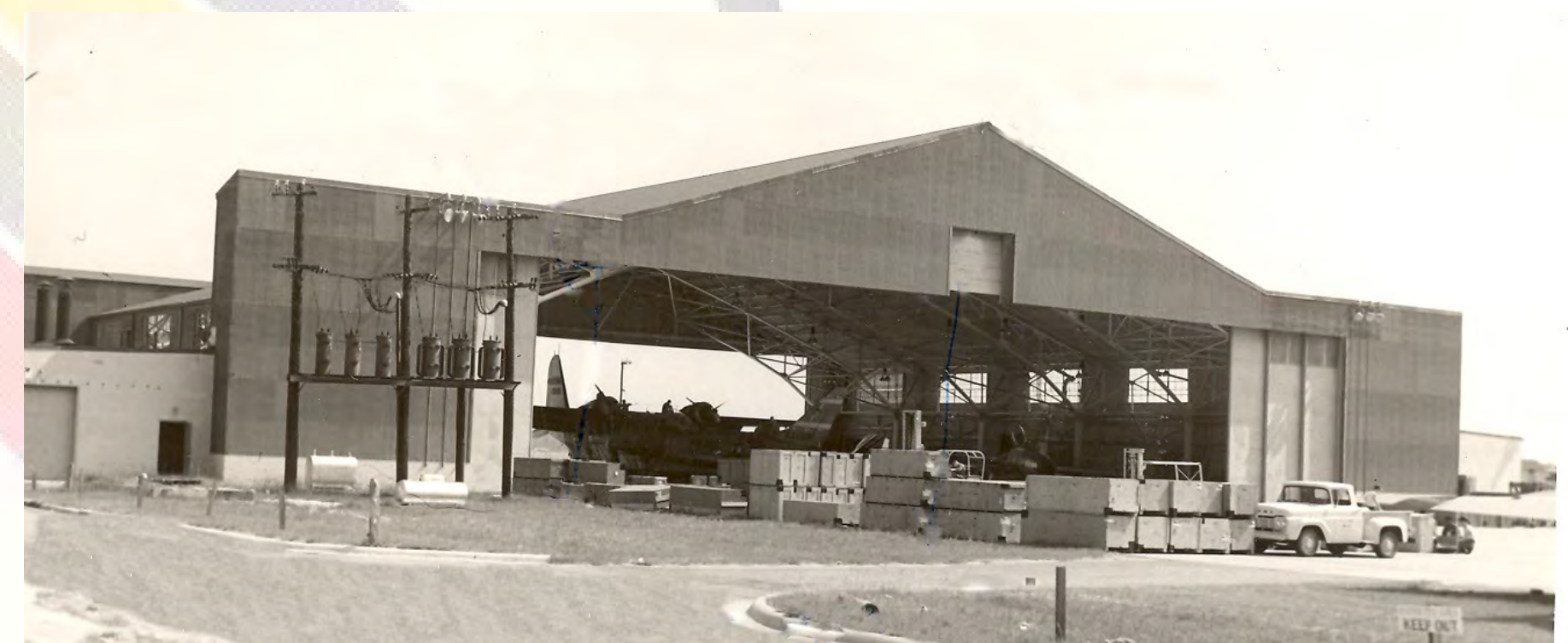
Maintenance Hangars

The Wing's aircraft maintenance was carried out in three large hangars, buildings 352, 358 and 359, located along the edge of the flight line.

These were used for general aircraft maintenance to include recurring phase inspections of all aircraft. Also located on the flight line was an environmentally controlled aircraft paint hangar.

The very large hangar at the south end of the flight line was used when aircraft field maintenance was required. It contained the necessary shops and equipment for this kind of aircraft maintenance.

After base closure, these facilities were transferred to the Horry County Department of Airports and used as aircraft maintenance facilities. The large field maintenance hangar was leased to a private company.



Movie Theater

Located near the exchange complex, the movie theater, building 116, was constructed in 1956.

The theater provided a wide selection of motion picture entertainment, including the latest released films, to military people and their families. A children's matinee was presented each Saturday afternoon. Times and admissions for regular showing varied when special features were scheduled.



THEATER, BASE - BLDG 116

SF 5,815

CONSTRUCTED: 1956





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Phone Phone

® BADGE 373
SUN MON 1830 & 2045







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WCC
Open House

NCO Open Mess

This is the site of building 120, the former Non-Commissioned Officers Open Mess.

The NCO Open Mess provided enlisted members a place to go to socialize and relax. The club featured a modern, well decorated ballroom and cocktail lounge, as well as an intimate dining room. It was located near the dormitory complex.

Live entertainment was offered by the club several times a week, with a variety to satisfy all tastes. Membership was open to all enlisted personnel.

The building is now a conference center owned and operated by Horry-Georgetown Technical College.



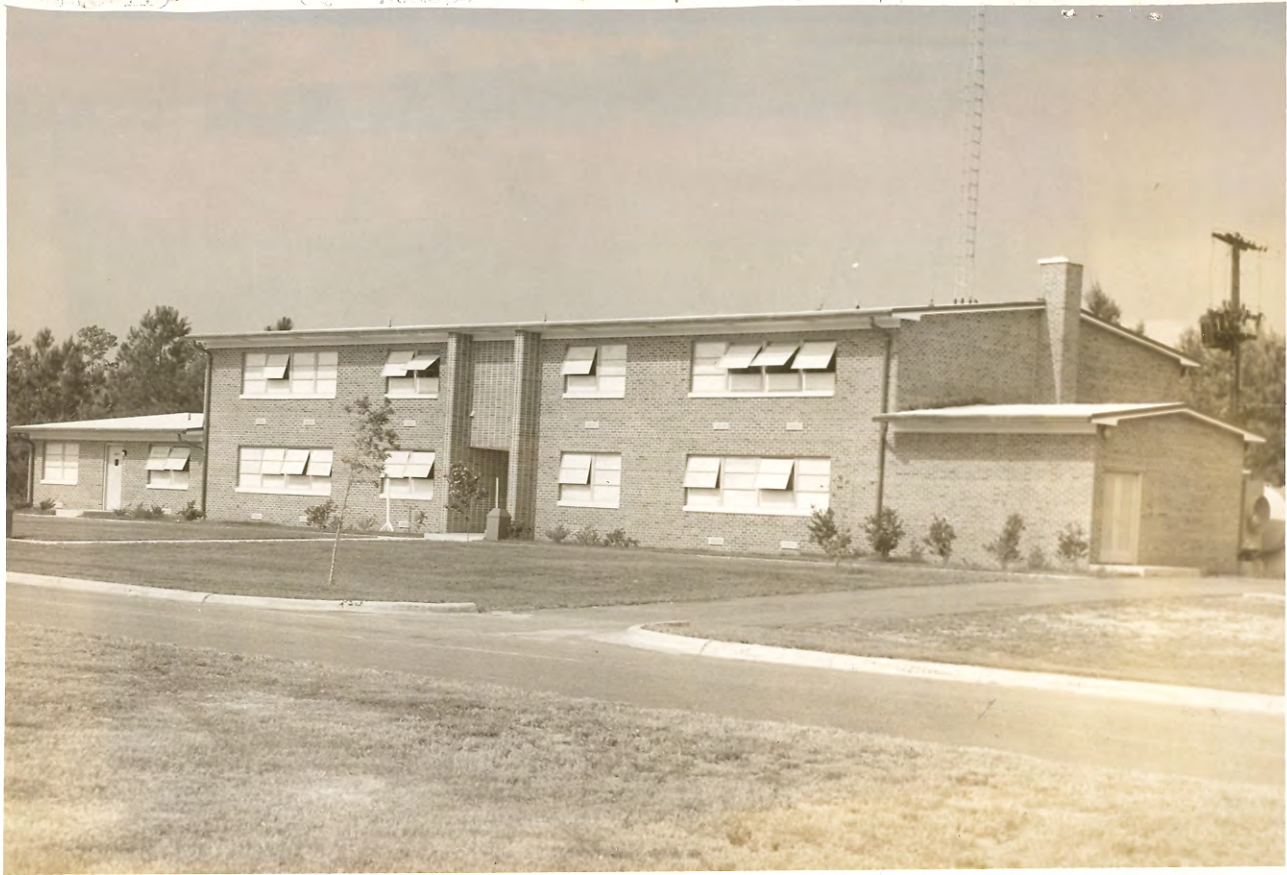


BLDG 115

02 - MERCERS

SF - 8712

CONSTRUCTED 1959



Nurses Quarters

The Nurses Quarters, building 115, was constructed in 1959 on Howard Boulevard.

The Nurses Quarters provided housing for nurses assigned to duty at the Base hospital.





Officers Open Mess

This is the site of the former Officers Open Mess, building 124, constructed in 1956. The Officers Open Mess was located near the Officers Billeting Quarters and the Base Family Housing Complex.

The building was complete with a restaurant and lounge, with four smaller bars, a ballroom and four distinctive formal or semi-formal eating areas.

The club featured a spacious ballroom, a large and attractively decorated dining room, a casual bar, a formal bar and private rooms for special parties or other activities. Membership was available to active duty and retired military officers and Civil Service employees.

The building is now a part of the Horry-Georgetown Technical College complex.



BLDG 124.

OPEN MESS OFFICER

SF 12, 748

CONSTRUCTED 1956



Parachute Shop

The Parachute Shop located in this area contained all the necessary space and equipment to repair, clean, maintain, inspect and repack both parachutes used by flight crew members and the drag chutes used by the F-100 to aid in stopping the aircraft during landing rollout.

The tall tower section of the building was used to suspend and dry the parachutes and to allow for complete inspection to help ensure the integrity of the material.

During the heyday of the F-100 at Myrtle Beach, 90 percent of the work of the shop was devoted to caring for the F-100 drag chutes.

After closure of the base, the building was sold to a privately owned company.



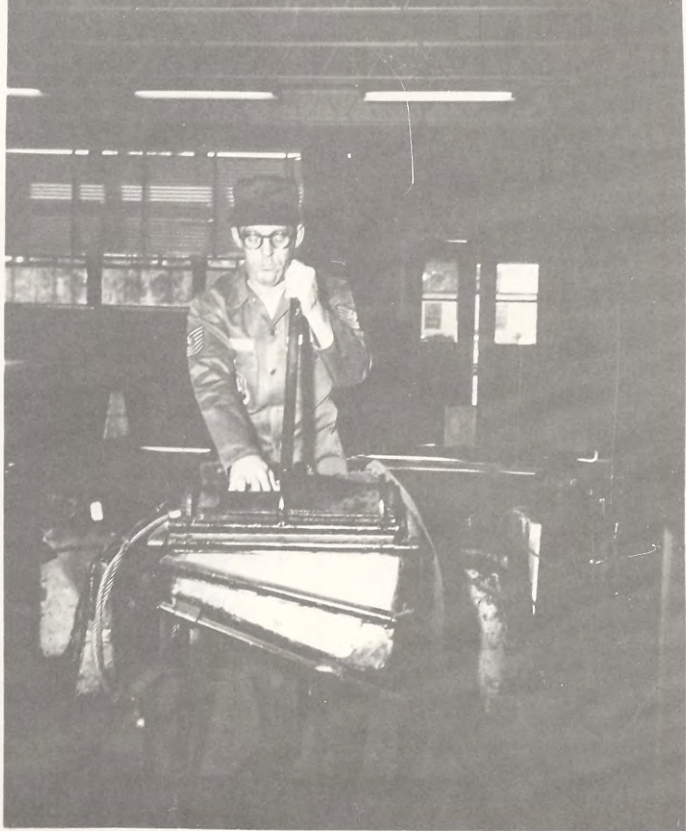
On average 40, to 50 F-100 drag chutes were packed at the Parachute Shop. A2C Albert Nedley (r) uses a hook for packing.



Master Sergeant John Fletterer operates his "jig," a device he invented, to expedite the packing of jet fighter drag chutes into a canister. The invention was later used by the Air Force.



An average of 40 to 50 F-100 drag chutes are packed daily at the MBAFB parachute shop. A2C Albert W. Hedley (r) uses a hook for packing. SSgt. Walter Cole expertly places shroud lines into the canvas pack.



MSgt. John F. Fletterer operates his "Jig" ...a device he invented, to expedite the packing of jet fighter drag chutes into a cannister. The invention was adopted AF wide three years ago.

Personnel Chutes

| ment) in his fighter squadron. He

Post Office

The Post Office, building 230, was located on Howard Boulevard and was constructed in 1957.

Complete mail service was provided base personnel in the Post Office. Normal hours of operation for the military Postal Service Center were 8 a.m. until 5 p.m., Monday through Friday, and 8:30 a.m. until 10:30 a.m. on Saturday.

Civilian Post Office hours were from 8:30 a.m. until 5:00 p.m., Monday through Friday. The civilian office was closed for lunch and on Saturday, Sunday and holidays.

The general delivery address for the base was "General Delivery, Myrtle Beach AFB, SC 29579."





POST
OFFICE

MAIN
OFFICE

Bldg 230

16 July 57



6129 1/1

FIRE
FIRE ALARM
SOUND SIGNALS
SOUND SIGNALS
SOUND SIGNALS

SERVICE CLUB
LIBRARY

BASE
BUS
STOP

RESERVED PARK





117

PLEASE USE
MAIN ENTRANCE
→

PLEASE USE
REAR ONLY

Recreation Center/Service Club/Library

The Recreation Center, Service Club and Library were all housed in building 117. The recreation center was the hub of all recreation activities for the entire Air Force community in the Myrtle Beach area. The award winning facility took pride in maintaining a program that provided “something for everyone.” A wide variety of entertainment was available at an affordable price.

The center was located between the movie theater and Base Exchange. It included a game room, stage, TV room, ballroom and a pizzeria. The center provided trips and tours to historical and exciting places; local discounts for amusement parks, movies and eating establishments; instructional courses; and live entertainment. The center staff also offered a variety of year-round fishing trips.

The library’s collection of more than 14,000 books was available to authorized patrons and their families to check out. The library also maintained a wide array of books for reference purposes. As a subscriber to Library Rental Service, the library provided readers with 500 of the newest releases. The library also was equipped with a copying machine and video cassettes for patron usage.

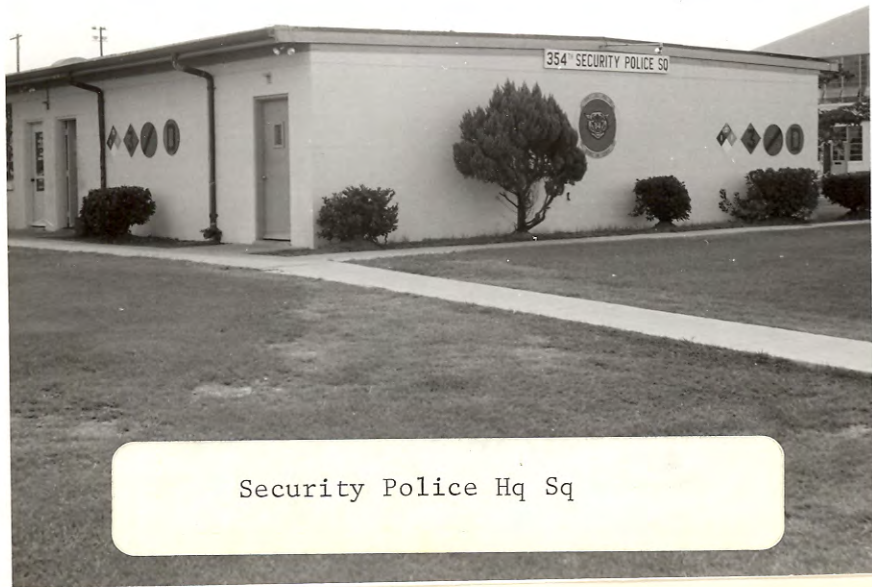
The recreation center on Gabreski Lane is now called the Base Recreation Center and is owned and operated by the City of Myrtle Beach, offering a variety of cultural and leisure service programs. The center also houses a museum of Myrtle Beach Air Force Base memorabilia.





LIBRARY

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7



Security Police Hq Sq

A photograph of a Security Police building. The building is a long, single-story structure with a tan or light beige facade and a dark brown horizontal stripe. The words "SECURITY" and "POLICE" are mounted on the wall in large, raised, dark letters. In the foreground, there is a well-maintained green lawn bordered by a concrete sidewalk and a low wooden fence. A row of dark green bushes runs along the base of the building. In the background, there are trees and a tall stadium light pole under a cloudy sky.

SECURITY
POLICE

Security Police Operations

The Security Police Headquarters, building 350, was located in this area. It housed the administrative offices of the squadron, contained an arsenal for the storage of security police weapons, and provided a holding area for those who were being detained by security police.

The mission of the squadron was to provide security and law enforcement for the base. In doing so, one of its key security functions was to ensure the security of the Wing's combat aircraft.



Traffic Management

The Traffic Management Office, building 235, was located near this area of The Market Common. This office was the transportation hub for scheduling and contracting for the movement of people, household goods of military members and supplies and equipment of the various base units.

The chief responsibilities of this office were providing tickets and schedules for the movement of military personnel by commercial ground and air transportation and contracting for the movement and shipping of household goods of military members.

Movement of military supplies and equipment by commercial modes of transportation was arranged through this office. Monitoring and inspection of carriers for quality control also was an important function.

After base closure, the office building was demolished in 2006 when this area was being prepared for The Market Common.







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5120 W. 10th St.
Tulsa, OK 74107







5
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4



NO PARKING



Transportation and Vehicle Maintenance Complex

This area contained the Transportation Squadron Headquarters, the Vehicle Operations Section and Vehicle Maintenance Shop, buildings 512 and 514. The first vehicle maintenance shop was constructed in 1958.

The Transportation Squadron provided drivers and a fleet of vehicles to support a wide variety of transportation requirements in support of all units on the base. The squadron also provided vehicle maintenance for its fleet.

A key function of this unit was to provide drivers and refueling vehicles for servicing all of the aircraft using the Myrtle Beach Air Force Base.

After base closure, this building was obtained by the City of Myrtle Beach and now houses a large, modern fire station and law enforcement support center.



BBB 5A-1

NO. 10 PLANK





Visiting Officer's Quarters (Billeting)

Single and unaccompanied married officers arriving for duty were provided billeting in the Visiting Officers Quarters/Bachelor Officers Quarters in building 126.

Two buildings were set aside for this purpose. The larger building could accommodate approximately 30 officers, and the smaller one about 15.

The buildings, which were demolished, were located in this area on property now owned by Horry-Georgetown Technical College.









Whispering Pines Golf Course

In June 1962, when Brigadier General Gil Meyers took command of the base, he found an old set of plans for a golf course on the base. With \$23,000 appropriated for the course, he got the project underway. Knowing that you cannot build a nine hole golf course for that much money, he got the airmen involved in a self-help project. "We carved that nine holes of golf right out of the woods, and we all chipped in to work," General Meyers said. "I was out there cutting down trees myself, as a matter of fact."

The new golf course opened in July of that year. The airmen and their families could join for \$5 a month. A new clubhouse was added in 1985, and an additional nine holes were added in 1987.

A driving range and putting green were adjacent to the clubhouse. The "Nineteenth Hole" snack bar served a wide variety of short-order meals and beverages of all types.

The course is now a public golf course owned and operated by the City of Myrtle Beach.



BLDG 104

HEADQUARTERS WING

SF-16512

CONSTRUCTED 1955







Bldg 332

16 July 57



Woodland Park Base Housing

On-base family housing, Woodland Park, was constructed in 1959. The houses featured modern, attractive, all-electric homes convenient to the base property, yet situated to minimize aircraft and traffic noise.

The housing area was composed of 800 units specifically for married officers and noncommissioned officers. These units consisted of two-and three-bedroom duplex and three-bedroom individual structures which were centrally heated and air-conditioned. Kitchens were equipped with electric range, refrigerator, dishwasher and garbage disposal. The base housing office was located in building 105. Waiting lists were maintained according to authorized size quarters, date and time of application and rank.

The availability of housing in the Myrtle Beach area for most military personnel was somewhat limited, particularly during the summer months. Since the coastal region was primarily a summer resort area, the majority of rental houses and apartments were designed for tourists. This type of dwelling was easily obtainable and equally affordable during the off-season, which began Labor Day and continued through Easter. The problem, however, was that when the tourist season arrived, the service personnel had to either move out or pay exorbitant tourist rates.

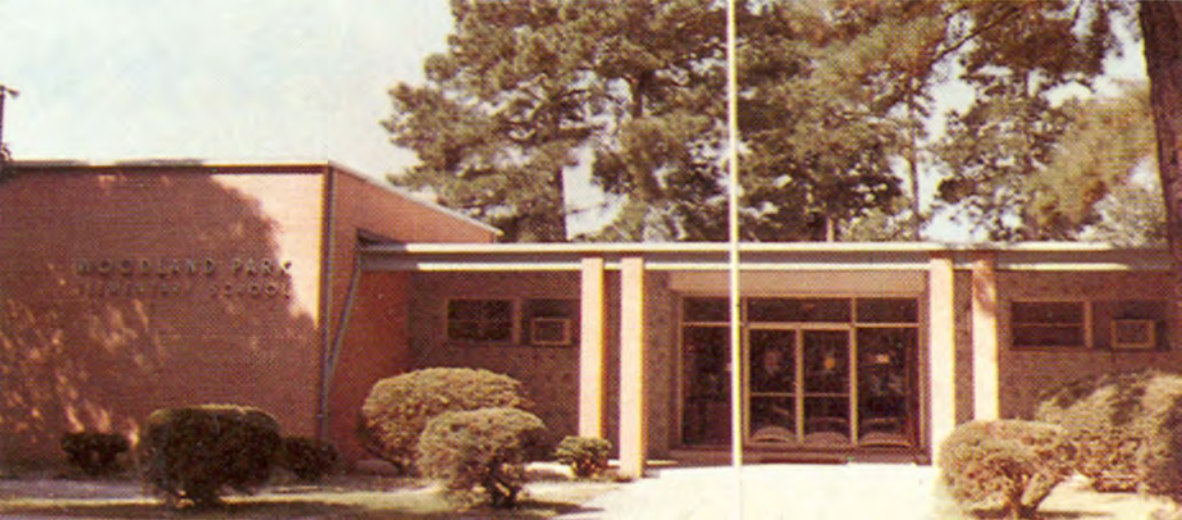
After the base closure, the Air Base Redevelopment Authority sold the units to a private developer. The base housing was renovated and renamed Seagate Village. Most units have now been sold to individual buyers.











WOODLAND PARK
ELEMENTARY SCHOOL

Woodland Park School

Woodland Park School, building 965, located on Hemlock Street, had 45 classrooms, including home economics and shop. Nine offices were used for the teachers' rooms, and two lounges were available. The school had a complete cafeteria and a gymnasium which seated approximately 800 people, but considerably less for games. The school also used four portable units.

The children, kindergarten through eighth grade, of military members residing in base housing attended the school. It was located adjacent to the base housing area, was accredited and was considered one of the finest in the state. It had a foreign language program, band, science fair, competitive sports program, and home economics and industrial arts for seventh and eighth graders. Special education classes also were available.

At base closure in 1993 the building was conveyed to Horry-Georgetown Technical College.







172

Youth Center

The Youth Center, building T-172, was originally constructed in 1942. The first Youth Center was conveniently located on Spruce Street in the Woodland Park housing area. The Youth Center offered family members a place to gather for meetings and social events.

The center provided professionally planned social, cultural, creative, educational, sport and outdoor recreational activities. Programs were varied to meet the youth's needs according to their age, abilities and preference. The center had two lighted tennis courts and two lighted outdoor multi-purpose courts available for the youth population.

In 1991, a new Youth Center was constructed on Swallow Street. The building was complete with a gymnasium with six basketball goals. The two end goals could be retracted automatically and the four side goals could be moved manually. A snack bar, game room and meeting rooms also were included. The floor of the gym was safe against any wear. It was even safe for roller skating.

The Youth Center was transferred to Horry-Georgetown Technical College in 1995.



Headquarters 354th Combat Support Group

The 354th Combat Support Group was responsible for the overall maintenance of grounds and facilities. The Group provided security, law enforcement and maintenance of good order. Their duties also included discipline of the Air Force Base personnel, feeding and housing of the troops, and providing a broad program of morale, welfare and recreational activities.

Building 106, constructed in 1955, housed the Combat Support Group Commander (often referred to as the Base Commander) and several of his staff members. Important base financial and personnel accounting functions also were housed here.



BLDG 106

HQ GROUP AIR BASE

SF-12777

CONSTRUCTED 1955





106

HEADQUARTERS

106 TROOP SUPPORT BLDG

106



353rd Tactical Fighter Squadron Operations

The headquarters for the 353rd Tactical Fighter Squadron, building 349, was located near this spot. Its mascot is the Panther.

The unit has a long and illustrious history having been first activated at Hamilton Field, California, in 1942. The unit began flying P-39 Bell Air Cobra fighters. As World War II accelerated, the Squadron was sent to England and began flying the P-51 Mustang. It achieved an illustrious aerial combat record in this aircraft and, later, in the P-47 Thunderbolt.

After the war, the squadron returned to the United States and was inactivated. In the nation's military build-up in response to the communist threat, the squadron was re-activated at Myrtle Beach Air Force Base in 1956 and began flying the F-100 Super Sabre. Later after transitioning into the A-7D Corsair II, it flew combat missions during the Vietnam War.

When the A-7 aircraft were re-assigned to the Air National Guard, the unit was among the first to become combat ready in the newly assigned A-10 Thunderbolt II.

After the base de-activated and closed in 1993, the squadron was transferred to Eielson Air Force Base, Alaska, where it remains today.







347

TO THE GREAT HORNED
OWLS OF THE WORLD

BRICK PILLAR WITH SIGN



3
4
7

356th Tactical Fighter Squadron Operations

The 356th Tactical Fighter Squadron Operations (Green Demons), building 347, was located in the area now occupied by the Myrtle Beach Police Department Office and Training Facility. The 356th Tactical Fighter Squadron was activated in November 1942 at Hamilton Field, California, where pilots flew the P-39 Air Cobra.

The next year, the 356th was deployed to England and transitioned into the P-51 Mustang. The unit achieved an impressive record in aerial combat in Europe flying both the P-51 and the P-47 aircraft. The 356th shot down 298 enemy aircraft.

The 356th returned to the United States in 1946 and was inactivated. As part of the nation's build-up in response to the communist threat, the squadron was reactivated at Myrtle Beach Air Force Base in 1956 and assigned to fly the F-100 Super Sabre.

The 356th Tactical Fighter Squadron transitioned into the A-7D following a period of operations in Japan. The 356th deployed to Southeast Asia in the A-7D in support of the Vietnam War.

After returning from Southeast Asia and upon transfer of the A-7D aircraft to the Air National Guard, the squadron converted to the A-10 Thunderbolt II.

Upon closure of the Myrtle Beach Air Force Base, the squadron was transferred to Eielson Air Force Base, Alaska, where it remains today.



355th Tactical Fighter Squadron Operations

The 355th Tactical Fighter Squadron Operations (Fighting Falcons) were located in the area now occupied by the Myrtle Beach Police Department Office and Training Facility.

The squadron was activated in November 1942 at Hamilton Field, California, where pilots flew the P-39 Air Cobra. The next year, the squadron deployed to England and transitioned into the P-51 Mustang. The unit achieved an impressive record flying both the P-51 and P-47 aircraft. The 355th gave close air support to the Army troops engaged in combat and in interdicting enemy ground forces. The unit played a key air support role in fighting the historic "Battle of the Bulge."

The squadron returned to the United States in 1946 and was inactivated. As part of the nation's build-up in response to the communist threat, the squadron was re-activated at Myrtle Beach Air Force Base in 1956 and assigned to fly the F-100 Super Sabre.

In 1968, the 355th Tactical Fighter Squadron was sent to Vietnam in support of United States forces fighting in that theater. It returned to Myrtle Beach Air Force Base in 1971 and transitioned into the A-7D.

After returning from Southeast Asia and upon transfer of the A-7D aircraft to the Air National Guard, the squadron converted to the A-10 Thunderbolt II.

Upon closure of the Myrtle Beach Air Force Base, the squadron transferred to Eielson Air Force Base, Alaska, where it remains today.







BLDG 345

SOUTH WALL ELEVATION





PEGRAM ASSOCIATES
Architects/Planners

P.O. Drawer 7448
Dunn Station
1131 48th Ave. N. Suite 107
Myrtle Beach, SC 29577
843.682.3222
843.687.2533 fax

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PROJECT OWNER
CITY OF
MYRTLE BEACH

COMMISSION #
06-0001

PROJECT TITLE

Expansion and Improvements to
Crabtree Gymnasium
Meyers Avenue, Myrtle Beach, South Carolina

SHEET TITLE:

DATE
REVISION DATE:
March 5, 2007

DRAWN BY:
CHECKED BY: DHS

SHEET NUMBER
A2.01
OF



1 Front Elevation
Scale: 1/8"=1'-0"



2 Right Side Elevation
Scale: 1/8"=1'-0"



PEGRAM ASSOCIATES
Architects/Planners

P.O. Drawer 7446
Dunbar Station
1131 45th Ave. N. Suite 107
Myrtle Beach, SC 29577
843.497.2332
843.497.2330 fax

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PROJECT OWNER
CITY OF
MYRTLE BEACH

COMMISSION #
06-XXX

PROJECT TITLE

Expansion and Improvements to
Crabtree Gymnasium
Meyers Avenue, Myrtle Beach, South Carolina

SHEET TITLE:

DATE: February 4, 2007

REVISION DATE:

March 5, 2007

DRAWN BY:

CHECKED BY: DHS

SHEET NUMBER

A2.02

OF



1 Rear Elevation
Scale: 1/8"=1'-0"



2 Left Side Elevation
Scale: 1/8"=1'-0"



TACTICAL AIR COMMAND

Archaeological and Historical Data

This area has a rich history, including the many different land uses along the coastal strand from the prehistoric period into the 21st century.

An archaeological study of the Myrtle Beach Air Force Base conducted in the 1980s by Carolina Archaeological Services (now AF Consultants) of Columbia, South Carolina, found the earliest settlers included Early to Middle Woodland prehistoric Indian campsites (about 3,000 years ago) and tenant farms (about 130 years ago) and military occupations.

History tells us that the Spanish explorer Lucas Vasquez de Ayllon explored the South Carolina coast in the sixteenth century. About 150 years later, English settlers found their way to the Carolina coast where the Waccamaw, Pee Dee, Winyah, Socastee, Wampee and Waccawache native Americans lived. Less than a century after the arrival of the European settlers, the native American tribes disappeared.



Painting by Martin Pate, Newnan, GA (www.pateart.com)
Courtesy Southeast Archeological Center, National Park Service

Archaeological and Historical Data

Settlers from the Waccamaw Neck attempted to extend their plantations to what was called Long Bay. Many families received land in 1735 just south of the Withers Swash when the colonial government began issuing grants.

Independent farmers and fisherman began settling in the area. The farms were small and self-contained. Families that farmed or fished in the area included names such as Todd, Stalvey, Owens, Anderson, King, Simmons and DuBois.

In the nineteenth century, many of the settlers were involved in the naval stores and timber industries. Many farmers who could not afford the taxes offered to sell their property to the timber and turpentine dealers. Many of the dealers including the Burroughs and Collins firm acquired large tracts of land along the coast. In the early part of the 20th century, the company shifted from timber and turpentine to farming.

In 1912, a northern financier by the name of Simeon B. Chapin met with the Burroughs brothers and entered into a partnership which became Myrtle Beach Farms Company.

Decades later, on October 16, 1939, the Myrtle Beach Town Council resolved that the town “is in dire need of a modern municipal airport” and agreed to purchase 135 acres for that purpose from Myrtle Beach Farms Company, Inc., at a price of \$35 per acre. Two weeks later, Council named the soon-to-be-built airport “Harrelson Municipal Airport,” in recognition of Mayor W. L. Harrelson’s support of the project.

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City of Myrtle Beach Mayor W. L. Harrelson

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City of Myrtle Beach Mayor W. L. Harrelson

Splinter City

In March 1942, units of the United States Army Air Corps opened formal operations at what was named the Myrtle Beach Bombing and Gunnery Training Range, which also encompassed the Myrtle Beach airport.

Construction began to meet the urgent needs for combat air crew training. A “wooden city” soon began to take shape in the form of offices, barracks, a hospital and various maintenance and training facilities. Humorously, and with a touch of affection, locals began to refer to these wooden structures as “Splinter City.” Although crude and impermanent by modern standards, Splinter City allowed the training mission to get fully underway within six months. Several of the wooden buildings were located in the area beginning 1,500 feet southeast of this marker. In 1943, some of the facilities in this area were used to house German prisoners of war.



Auto Maintenance Shop



Administration Office



Airman Dorm



Ground Power Equipment



Hospital



Technical Training

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Myrtle Beach Air Force Base Historical Origin

The very beginning of a military base in Myrtle Beach can be traced to a meeting of the Myrtle Beach Town Council on October 16, 1939. At that meeting, the Council agreed to purchase 135 acres for a municipal airport, and at the next meeting, named the new airport the Harrelson Municipal Airport in recognition of Mayor W. L. Harrelson's efforts in promoting the construction of an airport.

In 1940, federal funds, as part of the National Defense Program, were given to the Town of Myrtle Beach to help construct two runways.

In 1941, the United States Army Air Corps expressed interest in the use of the airport for pilot training, and additional funds were made available to lengthen and pave two runways.

In November 1941, the War Department, acting under the Second War Powers Act, acquired 6,707 acres to include the municipal airport. Many airfield improvements ensued, and a fighter-bomber group was activated and given the mission of supporting and training pilots and associated air crews.



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World War II Missions Performed at Myrtle Beach Army Air Field

One of the first missions to be carried out at the base was that of coastal defense in the wake of the United States' entry into World War II. The dominant wartime mission of the base was training air crews for combat duty.

Several bombing and gunnery training ranges were established on nine tracts of land encompassing 100,000 acres around the airport. Hundreds of flying units and air crews trained at the base for varying lengths of time, depending upon their prior training.

The base also was used as a stage for bombers deploying to Europe. Some Royal Netherlands pilots, flying their B-25 bombers, trained in Myrtle Beach for a brief period in the summer of 1943.



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Post World War II Demobilization/Remobilization of the Myrtle Beach Army Air Field

In October 1947, the Defense Department ordered the Myrtle Beach Army Air Field to be inactivated with an effective date of November 1947. The field was shut down, and the runways, control tower and associated real estate were returned to the Town of Myrtle Beach for use as a municipal airport.

For the next several years, the airport supported commercial flight operations. During this period, the United States saw a need to rebuild its armed forces in the face of the looming threat posed by the Union of Soviet Socialist Republics (USSR) and its support of communism in various parts of the world.

In planning the buildup, the airport was a candidate to become a major Air Force base. This planning was helped along when the City of Myrtle Beach offered, in 1954, to donate the Municipal Airport and associated real estate to the Air Force. The airport was redesignated Myrtle Beach Air Force Base on April 1, 1954.



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1948 Myrtle Beach Airport

In 1948, the War Assets Administration transferred to the Town of Myrtle Beach the Army Air Base. Since the maintenance and operation of an airport is a year-round proposition, it was easy to see that the town had embarked upon a big venture.

When the officials took over the former base, which had cost the Government \$5,000,000, Mayor H.W. Tallevast appointed a five-man commission to negotiate with the War Assets Administration for the property, to hire an airport manager, and to take all steps necessary to develop an undertaking where the non-aviation revenue would offset the deficit in the airport operations. The Commission then charged the Airport Manager, E.A. Anthony, with making the Myrtle Beach Airport self-supporting. He adopted a short range program to raise money for the immediate operation and also a long range one to put the airport ultimately on a self-sustaining basis.

The Airport Commission began looking at the basic layout map of the installation, blocked into areas, marking those which were to be developed according to their highest and best use. One section of the airfield, originally used for housing troops, was in the southwest corner of the airfield, adjoining several thousand acres of woodland. Soon occupying this tract were three turkey farms, raising approximately 50,000 birds per year. This venture started with skepticism because it was feared that airplanes flying at low altitudes would cause the turkeys to stampede. On the contrary, the turkeys soon became accustomed to aircraft and paid little attention to them.



A scene on one of three turkey farms, showing a few of the 50,000 birds raised annually on land which once quartered troops during the war. The turkeys were not disturbed by planes at the airport.

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Many baseball officials who visited the site claimed that it was the best and most practical training camp they had examined. A training field was laid out in one large square which was 900 feet on each side. A tower 20 feet high was constructed in the middle of the square. Four ball fields pointed out from the tower. Baseball managers and coaches could sit in the tower and watch four complete ball games in progress simultaneously.



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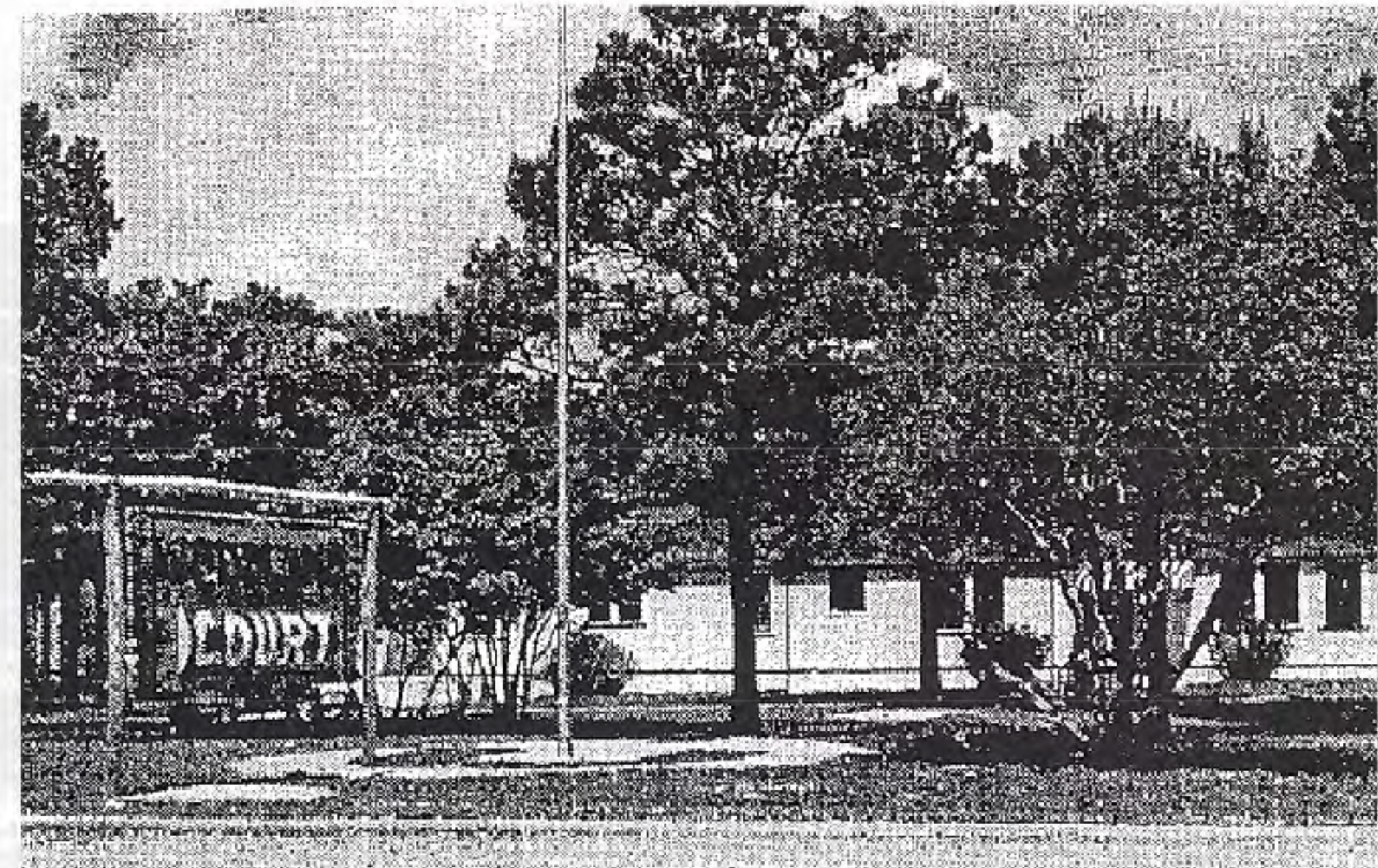
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The airport located on United States Highway 17, was a direct route between New York and Miami, approximately halfway between these two points. This initiated another project, a tourist's trailer court. The trailer court boasted a picnic shelter house with two large fireplaces, four oyster bars, writing tables and other conveniences. In addition, there was a shower and laundry room which had ample hot and cold water all year 'round.

The Airport Commission was also successful in recruiting small industries to utilize many of the buildings at the airport. The Electrical Reactance Corporation located a plant here. The company made radio condensers and hired approximately 240 women. Among other productive side uses, the airport was also the winter home of two large carnivals.

For the next several years, the airport supported commercial flight operations. During this period, the United States saw a need to rebuild its armed forces in the face of the looming threat posed by the Union of Soviet Socialist Republics (USSR) and its support of communism in various parts of the world. In planning the buildup, the airport was a candidate to become a major Air Force base. This planning was helped along when the City of Myrtle Beach offered, in 1954, to donate the Municipal Airport and associated real estate to the Air Force. The airport was redesignated Myrtle Beach Air Force Base on April 1, 1954.



The tourist's trailer court was shaded by pine and dogwood trees. The court included a picnic shelter house with all of the conveniences.

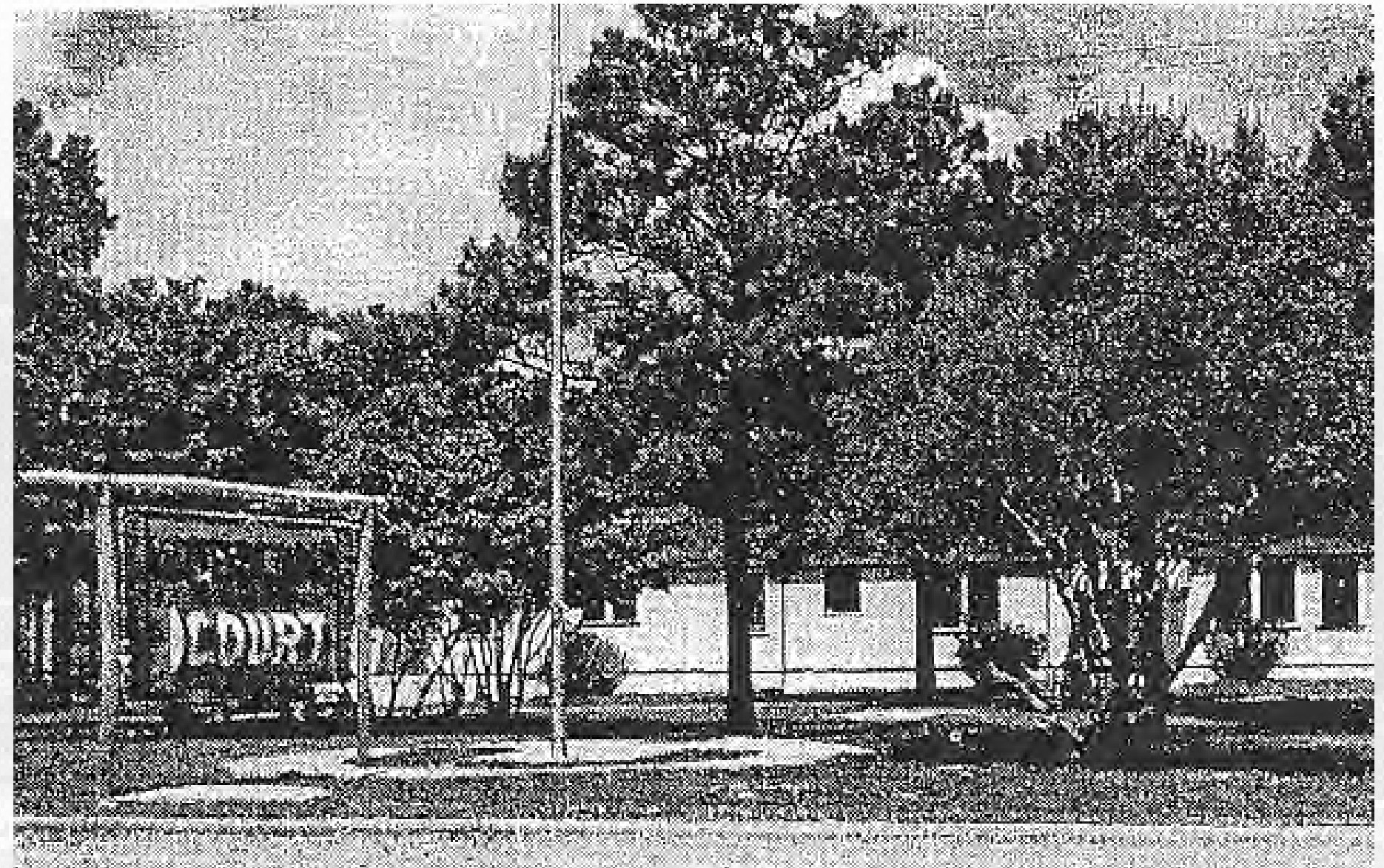
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1954 Conveyance of Base to United States Air Force

During the Korean War, the United States Air Force expressed interest in acquiring the Myrtle Beach Airfield from the City of Myrtle Beach to base a fighter wing there. An agreement was reached for the joint use of the base for both Air Force and civilian aircraft.

The rebuilding program commenced for converting the airfield into the Myrtle Beach Air Force Base. Tactical Air Command positioned the 727th Tactical Air Control Squadron on the base.

In 1955, Colonel Robert G. Emmens was assigned to supervise construction. In 1956, the 342nd Fighter Day Wing was activated (without aircraft); it was subsequently deactivated, and the 354th Fighter Day Wing was activated. It received its first operational F-100 Super Sabre in February 1957, delivered by Colonel James F. Hackler, Jr., Commander of the fighter group. (Photo at right)



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Activation of the 354th Fighter Day Wing

In the Fall of 1956, officers and airmen from the United States Air Force were assigned to a newly constructed Myrtle Beach Air Force Base to start a new fighter wing. Their task was reactivation of the famous World War II "Pioneer Mustang Group," designated the 354th Fighter Day Wing, commanded by Colonel Francis S. Gabreski, top fighter ace in the European Theater during World War II.

Local residents involved included Colonel James Hackler, who was the Fighter Group Commander. Other locals were: Lieutenant George Branch, fighter pilot in the 355th Fighter Day Squadron; Lieutenant Bill Rutherford, fighter pilot in the 356th Fighter Day Squadron; and Captain Robert Pasqualicchio, Commander of the 356th Fighter Day Squadron.

Dedication ceremonies for the 354th Fighter Day Wing occurred December 7, 1956, with a host of World War II warriors, civilians and United States Air Force dignitaries. In early 1957, the Wing began receiving new F-100D aircraft from North American Aviation.



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Reactivation of 354th Fighter Day Wing

Address
by
General O.P. Weyland, United States Air Force
Commander, Tactical Air Command
at
Reactivation of 354th Fighter Day Wing Ceremony
Myrtle Beach Air Force Base,
Myrtle Beach, South Carolina
December 7, 1956

Governor Timmerman, Mayor Cameron, General Timberlake, Colonel Gabreski, and honored guests -

Just as today the 9th Air Force is recognized as the most powerful, mobile and versatile tactical air force in the world, during World War II it was the largest and most powerful combat force of its kind in the world. As a World War II commander of the XIX Tactical Air Command and of the 9th Air Force, I had ample opportunity to judge the fighting qualities of the assigned units, and considered the 354th Fighter Group of World War II fame to be the finest day-fighter outfit in existence.

With the precipitous demobilization following the war, the 354th designation was lost to the Regular Air Force for some years, and many of our air leaders, including General Timberlake and Colonel Gabreski, felt our new fighter wing here at Myrtle Beach deserved to inherit the history, battle streamers and traditions of the old 354th.

I would like to review briefly just a little of the history of this unit, that you may better appreciate the past combat record and proud traditions of the fighter wing which is now to be based at Myrtle Beach.

The 354th Group was originally activated November 15, 1942, in California, and less than a year later was sent to England as the first combat outfit to be equipped with the North American P-51 Mustang -- the finest air-to-air fighter of World War II. They were subsequently called the "Pioneer Mustang Group" -- and "pioneers" they were in many ways. From their original permanent Regular Air Force station in East Anglia, they moved to an advanced landing field in Kent, England, with tents for technical supplies, messes and living quarters. They were one of the first outfits to move on to the Normandy Beachhead area, and from there to the end of the war, they seldom stayed on an air strip more than two or three weeks as the XIX Tactical Air Command - Third Army team swept through France, Luxembourg and Germany.

The 354th rapidly established a reputation and combat record for other fighter groups to shoot at. I visited the outfit frequently and know that the record established was not a matter of luck. They were an inspired group of professionals. Every mission was painstakingly planned. Following every combat mission, every action and reaction of the enemy air force was meticulously analyzed, and their own combat tactics modified accordingly. The results speak for themselves. The 354th flew 1,384 combat missions of 18,334 sorties, during which 966 enemy planes were destroyed, and 701 of these were destroyed in air-to-air combat and 265 were destroyed on the ground.

Additionally, the group performed many missions in support of General Patton's Third Army, and many enemy ground troops, tanks, vehicles and stores of supplies were destroyed.

That combat record was not without cost -- 187 pilots and many aircraft of the 354th were lost in combat. Many paid the supreme sacrifice - some became prisoners of war and later returned safely.

A good fighting outfit is made up of good airplanes, manned and maintained by good men, and led by good leaders. We are honored to have the World War II Group Commanders here today, and I would like to tell you just a little about these men, that you may sense a little better the character and traditions of the outfit they led so well.

The original commander activated, organized and trained the 354th in this country and led it in combat in the early days when we escorted the heavy bombers to their military targets deep in Germany. The opposing German Air Force, in those days, was strong, cunning and tough - but so was the leader of the 354th. He was a regular officer, a professional, and trained the group carefully and skillfully. He led them himself and soon was an ace with six Germans to his credit. He always carried his attacks through relentlessly and stubbornly, with the result his opponent would usually try to break off first. One day he met a German who was equally stubborn and didn't break off from the attack. There was a head on collision - two locked aircraft spun together down through the overcast. Both pilots, though critically injured, wound up in the same hospital and lived. That man is with us today. Being a regular, he returned to active service after getting out of prison camp, but his injuries finally forced his retirement for physical disability. He is a great officer and leader and a fine gentleman. I would like to introduce him to you - Colonel Kenneth R. Martin.

Reactivation of 354th Fighter Day Wing

Address
by
General O.P. Weyland, United States Air Force
Commander, Tactical Air Command
at
Reactivation of 354th Fighter Day Wing Ceremony
Myrtle Beach Air Force Base,
Myrtle Beach, South Carolina
December 7, 1956

Governor Timmerman, Mayor Cameron, General Timblerlake, Colonel Gabreski, and honored guests -

Just as today the 9th Air Force is recognized as the most powerful, mobile and versatile tactical air force in the world, during World War II it was the largest and most powerful combat force of its kind in the world. As a World War II commander of the XIX Tactical Air Command and of the 9th Air Force, I had ample opportunity to judge the fighting qualities of the assigned units, and considered the 354th Fighter Group of World War II fame to be the finest day-fighter outfit in existence.

With the precipitous demobilization following the war, the 354th designation was lost to the Regular Air Force for some years, and many of our air leaders, including General Timberlake and Colonel Gabreski, felt our new fighter wing here at Myrtle Beach deserved to inherit the history, battle streamers and traditions of the old 354th.

I would like to review briefly just a little of the history of this unit, that you may better appreciate the past combat record and proud traditions of the fighter wing which is now to be based at Myrtle Beach.

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Commander, Tactical Air Command
at
Reactivation of 354th Fighter Day Wing Ceremony
Myrtle Beach Air Force Base,
Myrtle Beach, South Carolina
December 7, 1956

Continued -

When Colonel Martin was listed as MIA, the senior squadron commander stepped up as group commander. This man had previously fought against the Japanese and had become an ace in the Far East. Being a "tiger" he didn't rest on his laurels, but had volunteered for a second combat tour in Europe. He was a great fighter and air leader and ably carried on "Sleeper" Martin's traditions. One escort mission which he led deep inside Germany exemplifies his character. The 354th which he was leading had protected the heavies over the target. A relief fighter would be lost over enemy territory for lack of fuel. Shortly after the 354th reluctantly broke off escort, the German fighters closed in on the heavy bomber formation and the heavies yelled for help. This 354th Commander, as the leader and most experienced pilot, had conserved his fuel a little better than the other flight members. He ordered the main fighter group on home to save it, and then turned around to rescue the heavy bombers. Single-handedly, he disrupted the German fighter attack, shooting down five aircraft. Having saved the American bombers, he then headed back and glided to a landing on the English coast with empty fuel tanks. He didn't have much to say about the mission, but Flying Fortress crews did. They said, "It was a case of one, lone American taking on the entire Luftwaffe." This "one man air force" was subsequently awarded America's highest decoration for valor - the Congressional Medal of Honor, and I think you will agree it was highly deserved. May I present Brigadier General Jim Howard.

Over his bitter protests, Jim Howard was moved up to higher staff duty with the 9th Fighter Command Headquarter. Colonel George Bickell, squadron commander and one of the old original hands in the 359th, moved up to replace Howard as group commander.

The 354th was on the continent, moving from one new advanced landing strip to another. Their combat skill became uncanny - they seemed to know what the Germans were going to do before the Germans knew it. It seemed as though they could smell them - I should know.

One day I was stooging around by myself in a P-51 when I heard RIPS AW Control announce a bogey in the area. I armed my guns, put on more power, and started taking on altitude thinking maybe the old man might get himself an enemy airplane. All of a sudden I found myself boxed in by a bunch of 354th Mustangs: apparently I was the bogey. I think George Bickell was a little disgusted with me, but led the 354th through to the end and probably bailed me out of trouble more than once. Proved in combat, an ace with victories, he is now in Headquarters, United States Air Force, and champing at the bit to get another combat command. I'd like to present to you: George Bickell.

I think that will give you an insight into the traditions and spirit of the old 354th. It affords me a tremendous amount of satisfaction, therefore, to read the General Orders officially reactivating the 354th:

Headquarters
Tactical Air Command
United States Air Force
Langley Air Force Base, Virginia
General Orders Number 59 - 15 October 1956

II. Assignment of Units. 1. The following units, having been assigned Tactical Air Command by Department of the Air Force letter AFOMO 225k, 28 September 1956, are further assigned to the Ninth Air Force and will be activated on or about 18 November 1956 at Myrtle Beach Air Force Base, Myrtle Beach, South Carolina.

Unit

Headquarters 354th Fighter-Day Wing
Headquarters 354th Fighter-Day Group
353rd Fighter-Day Squadron
355th Fighter-Day Squadron
356th Fighter-Day Squadron
Headquarters 354th Air Base Group
354th Air Police Squadron
354th Communications Squadron
354th Food Service Squadron
354th Installations Squadron
Headquarters 354th Maintenance and Supply Group
354th Field Maintenance Squadron
354th Supply Squadron
354th Transportation Squadron
354th Tactical Hospital

2. Authority: Air Force Regulation 20-27 and letter AFOMO 225K, 28 September 1956, Department of the Air Force.

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by
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Commander, Tactical Air Command
at
Reactivation of 354th Fighter Day Wing Ceremony
Myrtle Beach Air Force Base,
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December 7, 1956

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Reactivation of 354th Fighter Day Wing Ceremony
Myrtle Beach Air Force Base,
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Continued -

Ladies and Gentleman, history is again repeating itself as far as Myrtle Beach is concerned. Some of you from the community may remember when construction started at this base back in 1941, and I know most of you are familiar with the "new look" the base has taken on since it has been reopened under TAC and the 9th Air Force. Tactical Air Command is proud to regain a "proven" station along with a "proven" unit. The wing here at Myrtle Beach is to operate one of the latest supersonic series of aircraft that the Air Force has in operation today -- the F-100D. These are fast, powerful aircraft and make some noise -- but this noise is significant as the sound of progress and the sound of peace. We who hear these aircraft are fortunate -- we live in a land of safety and plenty. These aircraft represent not only protection for our homes but for our very way of life. It is a comforting thought to remember.

I feel this aircraft deserves a little special recognition being the first supersonic aircraft and the first of the "Century Series" in the Air Force. Aircraft like these don't just happen -- they are the result of long foresight of Air Force planners and the skilled ability of aviation and industrial research engineers and manufacturers. North American may well be proud of its accomplishments and Pratt and Whitney can be equally proud of the J-57 engine with which the F-100 is powered. Both are a tribute to American technology and ingenuity.

We are about to mix these ingredients -- a unit with an outstanding record, an outstanding airplane, a fine air base, a community that has displayed outstanding cooperation and hospitality to the officers and airmen selected to man this unit, and, most important, military leadership of outstanding quality, for Colonel Grabreski, new commander of the 354th, is one of the best known of the old professional fighter hands. He was an outstanding ace in World War II and became a jet ace while under me during the Korean War. With these ingredients, we can't go wrong.

Gabby, I congratulate you on this magnificent command and wish you success in your task ahead. I know you'll get full support from this wonderful community. Thank you.



Colonel Francis S. Gabreski (right) receives the official wing flag of the 354th Fighter Day Wing from General Otto P. Weyland (left).

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354th Fighter Group World War II History

The 354th Fighter Wing has a long and distinguished past. The wing saw action in every major conflict in which the United States was involved, except for the Korean War.

Activated at Hamilton Field in California on November 15, 1942, as the 354th Fighter Group, it first flew the P-39 aircraft. In October 1943, the 354th began flying the P-51 Mustang, and in December it began flying combat missions in Europe. Pilots of the 354th flew 18,344 sorties and totaled 500.25 combat victories against the German Luftwaffe. The group produced 67 aces. Lieutenant Colonel Glenn Eagleston was the leading ace, downing 18.5 enemy aircraft.

In late 1944, the 354th began flying P-47s in a fighter-bomber role. During World War II the wing earned two Distinguished Unit Citations and the French Croix de Guerre with Palm. In February 1946, the 354th was transferred back to the United States and inactivated.



Lieutenant Colonel Glenn Eagleston - leading ace, downed 18.5 German Luftwaffe planes



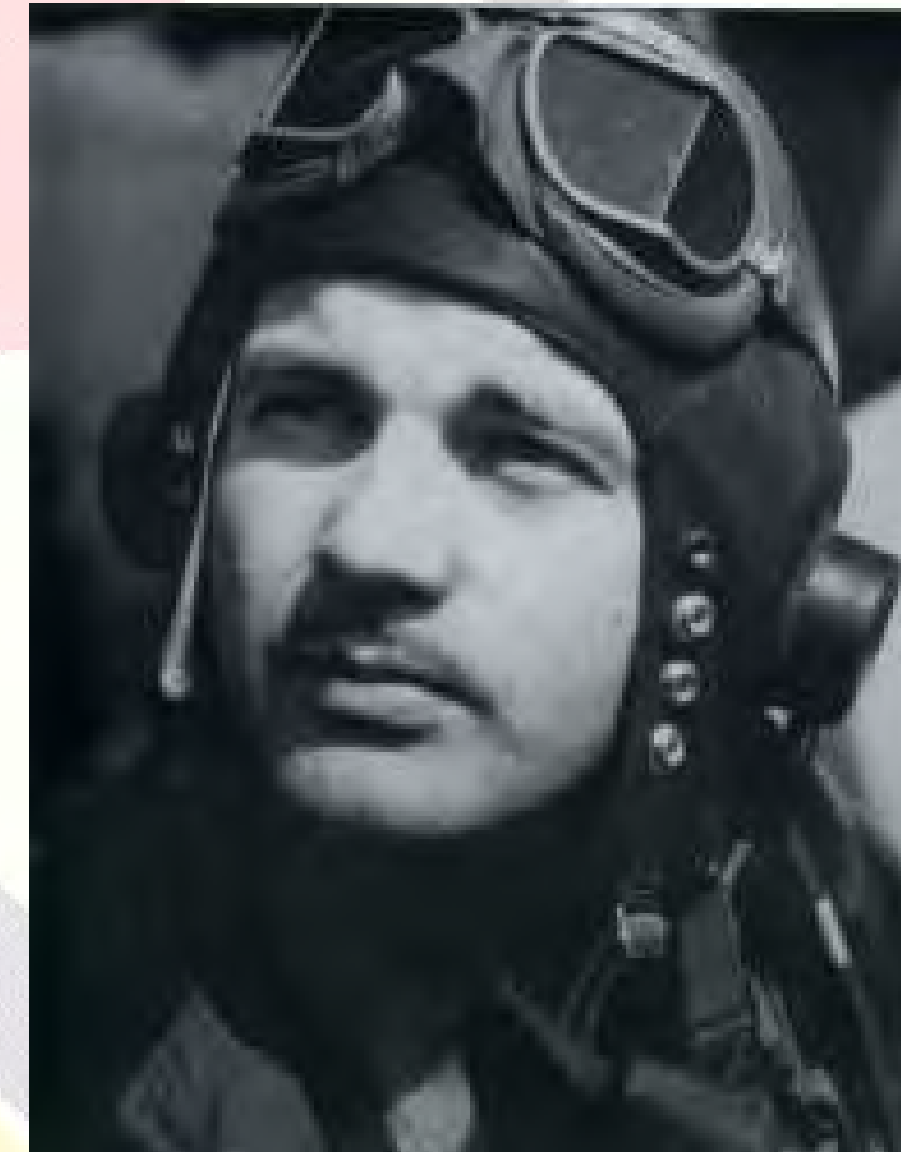
Lieutenant Frederick Canada, Lieutenant Frances O'Connell, Lieutenant Colonel Jack Bradley and Lieutenant Thomas Mills pose beside the North American P-51 "Margie May" of the 354th Fighter Group at an airfield in Ober Olm, Germany on April 17, 1945.

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354th Fighter Group World War II History

The 354th Tactical Fighter Wing (TFW) had its genesis as the 354th Fighter Group (FG) in November 1942 at Hamilton Field, California. In October 1943, it was moved to England and began aerial combat operations flying P-51s. In November 1944, it began flying the P-47 aircraft and continued aerial combat operations in the European Theater until V-E Day (Victory in Europe Day).

The 354th Fighter Group's combat record included two Distinguished Unit Citations and a Medal of Honor winner, Major James H. Howard. On August 25, 1944, 83 P-51s were launched in six waves, and the pilots were credited with destroying 51 enemy aircraft.

During World War II, the 354th flew 18,334 sorties, produced 67 aces, shot down 701 enemy aircraft, destroyed 255 airplanes on the ground, and destroyed 150 armored vehicles, 584 locomotives, 5,282 railroad cars, 55 bridges, 122 gun sights, 15 ammo dumps, 37 hangars, 834 buildings and nine airdromes.

The unit returned to the United States in February 1946 and was deactivated.



War Theater Operations



Republic P-47 Thunderbolt pilots of the 354th Fighter Bomber Group, their mission completed, head for the interrogation tent. Left to right: Captain James Dalglish, Major Glenn T. Eagleston, Captain Orrin D. Rawlings and First Lieutenant Lloyd Overfield

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354th Fighter Group History

On November 19, 1956, the Air Force resurrected the unit as the 354th Fighter-Day Group and stationed it at Myrtle Beach Air Force Base. It was then re-designated the 354th Tactical Fighter Wing in July 1958, flying the RF-80, and during 1959 began flying the F-100 Super Sabres.

In 1966, the Wing began deploying its fighter squadrons to Vietnam, and in April 1968 the last squadron deployed. From mid 1968 until June 1970, the 354th served at Kunsan Air Base, South Korea. It then returned to Myrtle Beach, charged with combat crew training in the AT-33s, and also began flying the A-7.

In 1972, the wing squadrons were once again deployed to Vietnam. The wing was awarded the Presidential Unit Citation for its service from October 1972 through April 1973. It was also credited for dropping the last bomb at the end of the Vietnam War. The 354th then returned to Myrtle Beach and converted to the A-10 Warthog in 1977.



1956 Aerial view of Myrtle Beach Air Force Base



The first A-10 delivered to Myrtle Beach Air Force Base on March 9, 1977, marking a new era for the 354th Tactical Fighter Wing. The 354th was the first operational A-10 wing in the Air Force. Wing Commander Colonel Robert Reed chats with Captain Don Sorenson, who ferried the airplane from the Fairchild Republic Plant.

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In August 1990, the 354th was once again deployed for combat operations this time in the Persian Gulf in support of Operation Desert Shield. By the end of the conflict, the 354th's A-10s were credited with destroying 950 tanks, 900 artillery pieces, and two helicopters in air-to-air combat.

The Wing returned home from the Gulf in March 1991 and was re-designated the 354th Fighter Wing in October of that year. With the impending closure of the Myrtle Beach Air Force Base, the unit was deactivated in March 1993.

Less than five months later, on August 20, 1993, the 354th Fighter Wing was activated as the host unit at Eielson Air Force Base, Alaska. This change was part of a service-wide effort to preserve the lineage of the Air Force's most honored wings.

Since that time, the wing has deployed its squadrons to participate in Operation Enduring Freedom, Operation Iraqi Freedom and practically every major exercise and contingency in which the United States has been involved. The 354th Fighter Wing remains mission-ready today to fly and fight any place in the world in defense of our country.



354th Tactical Fighter Wing - 1991

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Army Air Corps Base Commanders

- 1942 First Lieutenant Claude W. Davis
- 1942 First Lieutenant Ernest E. Fleming
- 1942 - 1943 Major Leonard E. Thomas
- 1943 Lieutenant Colonel Frank J. Seinbenaler
- 1943 - 1945 Colonel John A. Tarro
- 1945 Colonel James R. Gunn, Jr.
- 1945 - 1946 Colonel Richard O. Harrell
- 1946 Colonel Glen C. Nye
- 1946 - 1947 Colonel Samuel J. Davis
- 1947 Colonel Louis M. Merrick



P-51 Mustang

P-51 Mustang is the nickname for the deadliest and greatest air-to-air fighter aircraft of World War II.

At the beginning of World War II, England desperately needed some fighter aircraft and sought to buy several Curtiss P-40 "Warhawk" fighters from the United States. The United States, in dire need of fighter aircraft itself, was reluctant to release the fighters that were scheduled to go to the Flying Tigers in China. North American Aviation (NAA) saved the day by buying plans for a future design (XP-46) from Curtiss-Wright Aviation.

NAA modified the design, which became the Mustang, and built and flew the P-51 in 102 days in an effort to meet the British request. The aircraft was an immediate success. The British modified the airplane by replacing the Allison engine with a Roll-Royce Merlin engine, resulting in the creation of the best air-to-air fighter aircraft of World War II. By war's end, more than 5,000 enemy aircraft were destroyed by pilots of the P-51 "Mustang."



Ammunition belts are loaded into the wing of a North American P-51 Mustang at Honnington, England, September 22, 1944.



F-100 D/F Super Sabre

The F-100 D/F was assigned to the 354th Fighter Day Wing, Myrtle Beach, South Carolina, early in 1957. It continued to be flown by the Wing through many deployments around the world. The wing squadrons were sent to Vietnam with the F-100s.

The Wing returned in stages to Myrtle Beach Air Force Base in the early 1970s, but the aircraft, the F-100s, were not returned with the units. They were transferred to the Air National Guard along with the support equipment.



A-7D Corsair

Named after a type of pirate vessel, the Corsair was the United States Navy's famed F-4U fighter aircraft of World War II. It was manufactured by the Chance Vought Corporation, which eventually became the LTV Corporation and manufacturer of the A-7D. Given the A-7D's lineage, it was fitting that it be officially named Corsair II. The A-7D's primary mission was close air support.

The 354th Tactical Fighter Wing was the first Wing to receive the A-7D, the first plane arriving September 9, 1970. The Corsair II was equipped with an automated electronic navigation and weapon delivery system and demonstrated outstanding capability to attack ground targets while deployed to Southeast Asia in support of the Vietnam War.

The phase-out of the A-7D at Myrtle Beach started in the summer of 1974 with the A-7Ds being transferred to Air National Guard units. These transfers continued until June 1978, when the last A-7Ds were flown to the South Carolina Air National Guard at McEntire Air National Guard Base, Eastover, South Carolina.



354th First A-10 Operational Wing

The decade of the 1980s was mainly devoted to training and preparing to meet the United States' primary military threat, the Soviet Union.

The 354th Tactical Fighter Wing was the first operational A-10 unit. All of the Wing's squadrons were actively involved in developing deployment procedures and would ensure the Wing would be prepared, on short notice, to deploy and conduct combat operations worldwide, primarily in Europe.



An A-10 in the FOLTA (Forward Operation Location Training Area) on alert status prior to takeoff

Thunderhog

The 354th Tactical Fighter Wing participated in numerous high-profile exercises and deployments during this era. Local exercises, named Thunderhog in reference to the A-10's nickname, stressed developing procedures that made it possible for the Wing's flying units to produce very high sortie rates during simulated combat operations. During Thunderhog IV, the A-10 Thunderbolt II flew 1,270 sorties in 10 days.



Refueling in a chemical environment was an important training aspect of the Thunderhog exercises.



After a mock attack, simulated wounded were cared for at the mobile hospital unit deployed to the FOLTA (Forward Operation Training Area).

A-10 Thunderbolt II

The A-10 Thunderbolt II was assigned to the Myrtle Beach Air Force Base from 1977 to 1993. It was manufactured by the Fairchild Republic Corporation and traces its name, Thunderbolt II, back to the Republic Aircraft Corporation's Army Air Corps P-47 of World War II fame.



Major Gilbert Talbot, a pilot in the 354th Fighter Bomber Group, and Master Sergeant Joseph Scruggs, an armorer, examine the 500 pound bomb slung under a wing of the Major's Republic P-47 Thunderbolt in June 1945.

The A-10 was a rugged, highly maneuverable and survivable aircraft, ideally suited to supporting close combat operations of ground troops. Given the fierce power of its 30 mm Gatling gun and its enormous bomb carrying capacity, the A-10 was affectionately known as the "Warthog."

Forward Operation Location Training Area

The Wing renovated the World War II era aircraft dispersal parking area that was located on the east side of the airfield. This area, called the Forward Operation Location Training Area (FOLTA), was very similar to the NATO (North Atlantic Treaty Organization) bases that the A-10 units would be deployed to in response to aggressive actions by the Warsaw Pact (an organization of Central and Eastern European communist states). The FOLTA was used by all of the Wing's squadrons and provided the 354th with a unique training environment.



FOLTA, the Hardstand concept, was developed during World War II to protect the east coast against Nazi bombing.

354th Tactical Fighter Wing A-7D Deployment/Reinforcement Missions

During the period that A-7Ds operated at the Myrtle Beach Air Force Base, the tactical fighter squadrons carried out important peace time deployment and reinforcement responsibilities in three key theaters of operation.

In the European Theater, each squadron was assigned to an air base in Western Europe to which it would deploy if NATO were directly threatened or attacked. Practice deployments to these bases were accomplished periodically.

In the Pacific Theater, a detachment of aircraft and ground crews was maintained in Hawaii on a continuing basis for reinforcement.

In the Southern Theater, a tactical fighter detachment was maintained at Howard Air Force Base as part of the defense of the Panama Canal Zone.

The Wing was relieved of these tasks while it was deployed to Southeast Asia in support of combat operations in Vietnam.



Vietnam

A new era for Myrtle Beach Air Force Base began in November 1965 when the 354th Tactical Fighter Wing deployed the 356th Tactical Fighter Squadron to Misawa Air Base, Japan, in support of the rapidly developing threat to peace in Southeast Asia.

Early in the spring of 1966, Myrtle Beach Air Force Base lost another unit. The 353rd Tactical Fighter Squadron was deployed to Torrejon Air Base, Spain, on a PCS (Permanent Change of Station) assignment.

At the same time, the 354th Tactical Fighter Wing was notified to deploy the 352nd Tactical Fighter Squadron to Phan Rang Air Base in South Vietnam.

The 352nd Tactical Fighter Squadron deployed to the war zone in August 1966, leaving the 354th Tactical Fighter Wing and Myrtle Beach Air Force Base with only one tactical fighter squadron -- the 355th Tactical Fighter Squadron.



A giant C-141 Starlifter transport of the Military Air Lift Command takes off during the deployment of the 355th Tactical Fighter Squadron to Phu Cat Air Base, Vietnam. The jet transports, along with Tactical Air Command C-130 Hercules aircraft, airlifted nearly 400 personnel and 220 tons of supplies and equipment to Vietnam.



Colonel William Williams, Commander of the 354th Tactical Fighter Wing, loads his .38 caliber revolver before climbing aboard an F-100 Super Sabre for the flight to Phu Cat Air Base, Vietnam.

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Vietnam

Combat operations of the 354th Tactical Fighter Squadrons in the Vietnam War operated from Phan Rang and Phu Cat Air Bases in South Vietnam.



Captain Donald Edwards, 352nd Tactical Fighter Squadron, typifies the determination and vigor of the pilots of the 354th Tactical Fighter Wing. The 352nd had been alerted for Permanent Change of Station (PCS) deployment to Phan Rang Air Base, Republic of Vietnam - June 1966.



Major Norman Helm (left) and Major Robert Lawler, both F-100 Super Sabre pilots with the 355th Tactical Fighter Squadron, check their personal combat equipment prior to their deployment to Phu Cat Air Base, Vietnam.

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Major Norman Helm (left) and Major Robert Lawler, both F-100 Super Sabre pilots with the 355th Tactical Fighter Squadron, check their personal combat equipment prior to their deployment to Phu Cat Air Base, Vietnam.

Vietnam

From 1968-1970, the 113th Tactical Fighter Wing trained F-100 pilots for combat in Vietnam. Non-combat pilots were upgraded to F-100 fighter pilots in this RTU - Replacement Training Unit.

In 1968, the 355th's "Fightin' Falcons" received deployment orders to Phu Cat Air Base, Republic of Vietnam.

The squadron returned to the Myrtle Beach Air Force Base in 1971 to transition to the A-7D Corsair II. Once again, the "Fightin' Falcons" dug their claws into Vietnam with heavy bombing in Operation Linebacker II, forcing the North Vietnamese into negotiations that would ultimately end the war.



A-7D aircraft of the 354th Tactical Fighter Wing being readied during Constant Guard VI, a deployment of aircrews and support personnel to Southeast Asia. Support equipment is being loaded on a C-141 in the background.

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Myrtle Beach Air Force Base 1980-1990

Throughout the mid-1980s, the 353rd, 355th and 356th Tactical Fighter Squadrons deployed overseas to further refine the Wing's combat training initiatives. Deployments were conducted to Germany, England, Egypt, Korea, Hawaii, Cuba and Puerto Rico. All of these deployments were in conjunction with United States Army exercises. These joint training initiatives were used to refine and verify continuing Air Force and Army close air support operational procedures.

During the latter part of the decade, the Wing's emphasis began to shift away from the European Theater. Mounting tension in the Middle East resulted in a shift in emphasis to this volatile region. This regional shift in preparedness proved timely when the 354th was the first ground attack unit deployed to Saudi Arabia in August 1990 in response to Iraq's invasion of Kuwait.



Prior to takeoff from Barbers Point, Hawaii Naval Air Station, for the next mission, Lieutenant Colonel Weaver, pilot, checks his bombs.



Crews prepare for Operation Desert Storm.

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CONUS Exercises

The 354th Tactical Fighter Wing was the first air-to-ground attack unit to become a part of the Rapid Deployment Force, a concept developed in 1981 by the Tactical Air Command to respond to short-notice worldwide crises. Additionally, the 354th sent planes, personnel and equipment to participate in well-known CONUS (Continental United States) exercises such as Red Flag, Green Flag, Blue Flag and Air Warrior.



The Cold War Era 1956-1958

After its re-activation at Myrtle Beach Air Force Base in 1956, the 354th Tactical Fighter Wing achieved “combat ready” status on July 1, 1958. During the next eight years, in addition to maintaining tactical fighter squadrons on rotational duty in Europe, units of the 354th took part in the Lebanon Crisis, the Berlin Crisis, the Cuban Missile Crisis and the Dominican Republic Crisis, any of which could have led to an East-West War.

In the 1950s, the Composite Air Strike Force (CASF) was developed to augment tactical air needs in any overseas theater. The CASF was a mobile rapid-development strike force of fighter-bomber aircraft with both conventional and nuclear strike capability, as well as tanker, transport and reconnaissance aircraft assets.

On July 15, 1958, a CASF Bravo top secret mission code named Double Trouble was deployed from Myrtle Beach to Adana, Turkey, in support of the Lebanon Crisis, an imminent coup d’etat. This mission was the first operational day/night transatlantic air refueling mission by fighters. It set a world time-distance record for an operational flight under non-simulated conditions. The 354th placed a squadron at Incirlik Air Base, Turkey, more than 6,400 miles away, less than 20 hours after notification to deploy.



B-29s, and later B-50s, were retrofitted so that they could be used as aerial tankers. Refueling hoses fitted with a drogue, a basket-like device about two feet in diameter, could be unreeled from the tanker. The pilot in the fighter then connected a probe to the drogue. Above, a KB-50J refuels three F-100 Super Sabres.

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Cold War - Dominican Republic

In 1961, Dominican Republic Dictator Raphael Trujillo was assassinated. In the following years, turmoil and conflict were the order of the day on the island. President John F. Kennedy made it clear that it was time for democracy in the Dominican Republic, and in early 1965, President Lyndon B. Johnson declared his intention to avoid “another Cuba.” After the United States Embassy was fired upon, President Johnson ordered the Marines and the 82nd Airborne Division into Santo Domingo, and the 353rd Tactical Fighter Squadron was deployed for support to Ramey Air Force Base in Puerto Rico. In 1965, United States troops invaded the Dominican Republic to steer the outcome of a civil war in Operation Powerpack, later to be joined by forces from other countries in an early example of a “coalition of the willing.”

By the early 1960s, all deployments requiring aerial refueling were conducted using Strategic Air Command KC-135 tankers. The KC-135 allowed the fighters to refuel at higher airspeeds and at higher altitude. The tanker also provided navigational assistance on long overseas flights.



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The Berlin Crisis 1961

The four fighter squadrons of the 354th Tactical Fighter Wing were intimately involved in the Cold War from the time the Wing became combat ready until it was deployed to the Pacific Theater during the Vietnam War. From 1958 through 1965, the Wing maintained a presence in Europe with one rotational squadron continuously in place in Italy.

At the close of World War II, Germany was divided into east and west sectors, as was the capital Berlin. The Berlin Crisis was a political/military confrontation caused by tens of thousands of East Germans fleeing to the West through Berlin. The Union of Soviet Socialist Republics decreed that a peace treaty between the two Germans be negotiated by December 1961, and in August began building a wall dividing Berlin. East-West tensions rose, and President John F. Kennedy brought the United States military to a wartime stance. In November, thousands of military personnel were deployed throughout Europe to augment existing forces. The 355th Tactical Fighter Squadron deployed to Hahn Air Base, Germany. The crisis ended when East Germany backed down, which occasioned President Kennedy's "*Ich bin ein Berliner*" statement to the people of Berlin. Speaking from the balcony of Rathaus Schöneberg, Kennedy said, "Two thousand years ago the proudest boast was *civis romanus sum* (I am a Roman citizen). Today, in the world of freedom, the proudest boast is '*Ich bin ein Berliner*' All free men, wherever they may live, are citizens of Berlin, and, therefore, as a free man, I take pride in the words '*Ich bin ein Berliner!*'"



Five of the 354th Tactical Fighter Wing F-100s in formation over the Atlantic Ocean

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The Cuban Missile Crisis 1962

By many accounts, the 1962 Cuban Missile Crisis was the nearest the world has come to nuclear war. In the summer of 1962, Soviet Premier Nikita Khrushchev secretly decided to install intermediate range ballistic missiles in Cuba to counter an emerging United States lead in strategic missiles.

In October 1962, high altitude reconnaissance photographs showed missile installations under construction in Cuba. President John Kennedy ordered a naval blockade of Cuba, and substantial Army and Air Force forces were positioned in Florida.

All four 354th Tactical Fighter Wing squadrons deployed and began a conventionally armed 24/7 alert posture at McCoy Air Force Base in Orlando, Florida.

The crisis lasted 13 days until a compromise was reached, but elements of the Wing remained in place in Florida until mid-January 1963.



Brigadier General Gilbert Meyers, commander of the 354th Tactical Fighter Wing, and Major Stanley Mamlock, commander of the 352nd Tactical Fighter Squadron, discuss the Cuban deployment. The General, along with the Major, had just landed at Myrtle Beach Air Force Base on December 1 after spending six weeks at McCoy Air Force Base, Florida, where he commanded the Air Division Provisional 2.



Tired and weary, but happy to be home again, are these personnel of the 354th Combat Support Group. They returned to Myrtle Beach Air Force Base, December 2, 1962, after a six-week deployment to a Florida base during the Cuban Missile Crisis.

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Desert Storm

For more than a decade, the 354th Tactical Fighter Squadron conducted routine A-10 training missions which included numerous deployments and exercises. That routine came to an abrupt end in August 1990, when the 354th Tactical Fighter Wing was deployed as one of the first units in the Persian Gulf to support Operation Desert Shield. When Desert Storm's air war began in January 1991, wing pilots initially flew against early warning radar and Scud missile sites.

The 354th Tactical Fighter Wing also flew search and rescue missions; Captain Paul Johnson earned the Air Force Cross when he and Captain Randy Goff, also of the 354th Tactical Fighter Wing, rescued a downed Navy pilot 200 miles inside Iraq. As the conflict evolved, the Wing turned its attention to deep interdiction missions and the Iraqi Republican Guard. Finally, when the ground war commenced in late February, the 354th Tactical Fighter Wing performed the mission it had been trained to do before the war -- close air support.

By any account, the devastation was considerable. By the end of the conflict, A-10s throughout the theater destroyed more than 950 tanks, 900 artillery pieces, and two helicopters in air-to-air combat.

Despite the rout, the victory was not without cost to the Wing. Captain Stephen Phillis died while protecting his downed wingman, Lieutenant Bob Sweet. Later captured by the Iraqis, Sweet was repatriated after the war.

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354th Wing Inactivation

354th Fighter Wing Inactivation

31 March 1993



Myrtle Beach Air Force Base, South Carolina

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OF OPERATION ★
- ★ LEBANON ★ BERLIN ★
- ★ CUBAN MISSILE CRISIS ★
- ★ DOMINICAN
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Myrtle Beach Air Force Base Redevelopment

Sadly, and with much controversy, the Myrtle Beach Air Force Base was designated for closure as a result of provisions contained within the National Defense Authorization Act for Fiscal Year 1991 (Title XXIX of Public Law 101-510). The base officially closed in March 1993.

In response to the closure designations for the Myrtle Beach Air Force Base and other potential base closure and realignment actions for military sites in the state of South Carolina, the Governor created the South Carolina Defense Base Development Commission. The purpose of the Commission was to “conduct comprehensive studies of issues pertinent to military base closures, force reductions, conversions, redevelopment and future uses of bases.”

An Executive Committee of Commission representatives from the Myrtle Beach area was formed to oversee studies and issues related to the Myrtle Beach Air Force Base, including the selection of the contractor and preparation of a Community Redevelopment Plan for the Myrtle Beach Air Force Base. The Executive Committee held a series of meetings on this subject and established a volunteer Redevelopment Task Force of community leaders divided into 10 subcommittees to investigate and report on separate issues related to the base closure. The membership of the Executive Committee included Colonel Edsel DeVille – Chairperson, Jim Creel, Paul Creel, Mayor Robert Grissom, William Sigmon, James Clemmons and Harold Cushman. Birney Blind and Jack Walker were ex-officio members.



Myrtle Beach Air Force Base Redevelopment

The Myrtle Beach Air Force Base Redevelopment Task Force hired EDAW, Inc., from Alexandria, Virginia, as the prime contractor of the reuse consultant team. EDAW, Inc., created the Myrtle Beach Air Force Base Community Development Plan in January 1993. The plan recommended the establishment of an authority or development corporation as the organizational structure for management activities and the implementation of the reuse plans.

The Air Base Redevelopment Commission was established in 1993 and Cliff Rudd served as the Executive Director. John C. Stewart, Jr. served as Chairperson of the Commission, with Fran Gilbert as Vice-Chair. Other Commission Members included Jack Bonner, Fred Fore, General Robert Reed, Robert Sansbury, William Smith and Paul Creel. Mayor Robert Grissom was an ex-officio member.

Under the guidance of Mr. Rudd and the Commission, the General Redevelopment Plan for the Air Base Planning Area was created and adopted on April 12, 1993. The purpose of the plan was to act as a guide to the activities of the Air Base Redevelopment Commission as it pursued its mission to implement the plan and execute the reuse and redevelopment of the former Myrtle Beach Air Force Base. This redevelopment plan set forth a strategy for the entire base in an effort to utilize the 3,790 acre asset for the greater good of the entire Grand Strand community, with a focus on minimizing impacts of base closure.



Wing Deputy Commander for Operations

The Wing Deputy Commander for Operations (DCO) office and staff were housed in building 332.

The building also contained the Wing Command Post, which was the hub of flight operations conducted by the tactical fighter squadrons and provided constant monitoring of all flight activities.

The Deputy Commander for Operations was responsible for overall supervision of the flying training program for the fighter squadrons and for ensuring that pilots were trained to the required level of combat readiness.

This office also was responsible for insuring that the tactical fighter squadrons maintained the requisite deployment status and were trained to carry out combat operations at their assigned wartime base.

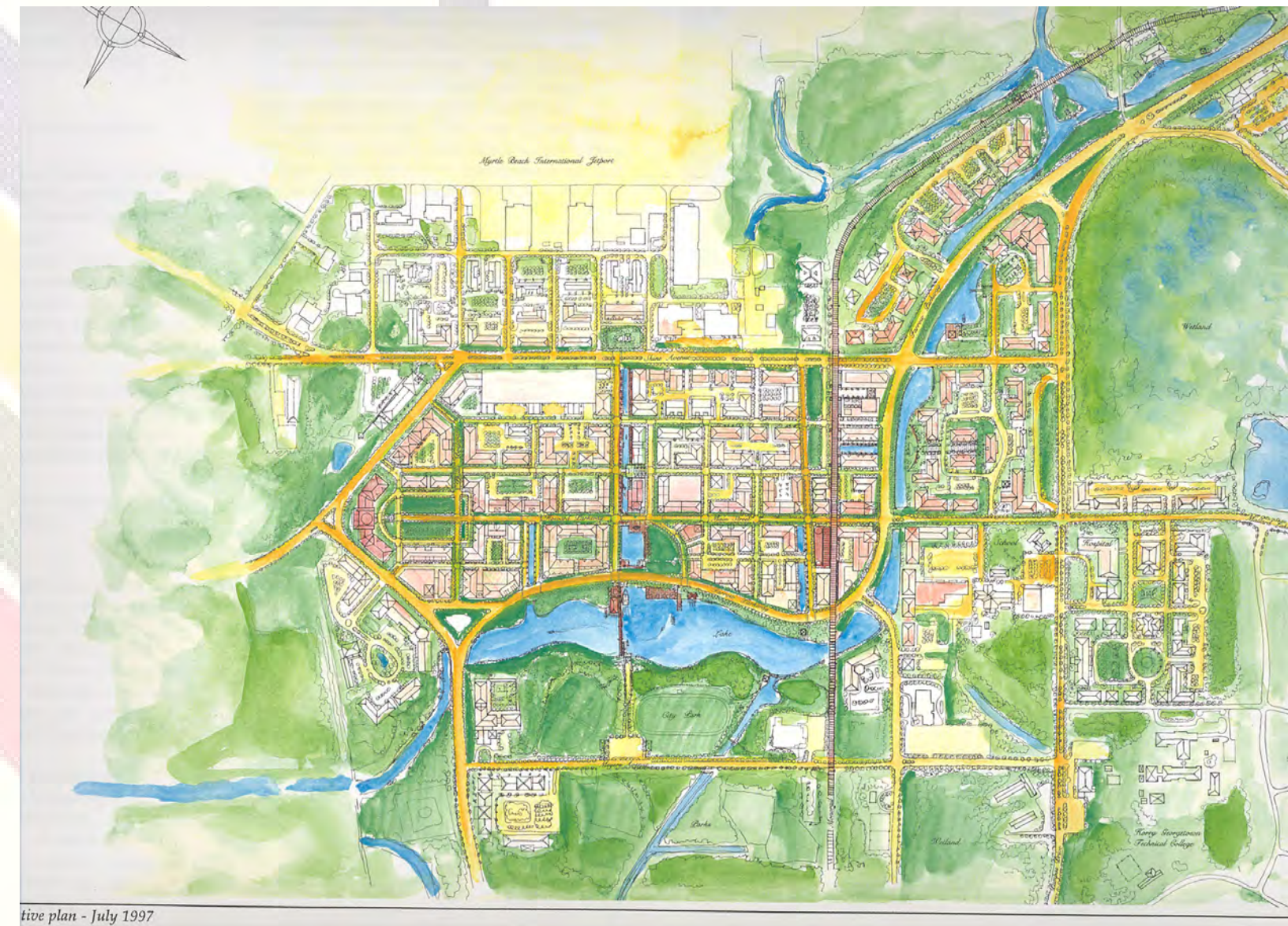


Myrtle Beach Air Force Base Redevelopment

In 1994, the Governor of South Carolina eliminated the Air Base Redevelopment Commission and created the Air Force Base Redevelopment Authority to oversee the disposition of federal property that has been or will be turned over to the State or to the redevelopment authority as referred to in the Defense Base Closure and Realignment Act. A new executive director, Buddy Styers, was hired to guide the redevelopment of the base. The new Air Base Redevelopment Authority members included: Harold Stowe, Chairman; Aubrey Gasque, Vice Chairman; Tony Cox, Fred Fore, George Graham, General Robert Reed, Gerald Quickel, John Stewart, Jr. and Jackie Woodbury.

Since the establishment of the Air Base Redevelopment Authority, the former Air Force Base has seen many improvements both public and private. In 1996, the City of Myrtle Beach and the Air Base Redevelopment Authority contracted with Design Works, L.C. of Charleston, South Carolina, and created a master plan team to further define and refine the master development plan.

In January 1998, Design Works L.C. created the Urban Village Redevelopment Master Plan. The main impetus of the Urban Village was two-fold. First was the desire to diversify the Grand Strand economy by providing jobs and housing opportunities not associated with tourism. Second was the desire to take advantage of the existing base structure of buildings and infrastructure. When the base was in full operation, it acted as an urban village for the 4,000 employees and their families who were stationed there and over 12,000 other area residents who had direct association with the Myrtle Beach Air Force Base.



Urban Village Redevelopment Master Plan
January 1998 - Design Works L.C.

353rd Tactical Fighter Squadron

The 353rd Tactical Fighter Squadron was formed on November 15, 1942. During World War II the fighter squadron was known as the "Fighting Cobras," and served with distinction in England, France and Germany, flying the P-39, P-51 and P-47 aircraft.

Their successful aerial operations helped establish the Normandy beachhead and aided the rapid advancement of Allied ground forces across France and into Germany. The squadron was reassigned to Bolling Field, District of Columbia, March 31, 1945, and inactivated later that year.

On September 28, 1956, the unit was reactivated and designated the 353rd Fighter Day Squadron, assigned to Myrtle Beach Air Force Base. The 353rd pilots began flying the F-100D Super Sabre and continued to fly that aircraft while the squadron was stationed at Torrejon Air Base, Spain. They returned to Myrtle Beach Air Force Base in July 1971 and transitioned to the A-7D Corsair II.

In October 1972, the squadron was sent to Southeast Asia where its members participated in Linebacker II operations as the 353rd Tactical Fighter Squadron. In May 1973, the unit returned to Myrtle Beach.



353rd Emblem, Courtesy of Gene Lamar

353rd Tactical Fighter Squadron

The 353rd Tactical Fighter Squadron was formed on November 15, 1942. During World War II the fighter squadron was known as the "Fighting Cobras," and served with distinction in England, France and Germany, flying the P-39, P-51 and P-47 aircraft.

Their successful aerial operations helped establish the Normandy beachhead and aided the rapid advancement of Allied ground forces across France and into Germany. The squadron was reassigned to Bolling Field, District of Columbia, March 31, 1945, and inactivated later that year.

On September 28, 1956, the unit was reactivated and designated the 353rd Fighter Day Squadron, assigned to Myrtle Beach Air Force Base. The 353rd pilots began flying the F-100D Super Sabre and continued to fly that aircraft while the squadron was stationed at Torrejon Air Base, Spain. They returned to Myrtle Beach Air Force Base in July 1971 and transitioned to the A-7D Corsair II.

In October 1972, the squadron was sent to Southeast Asia where its members participated in Linebacker II operations as the 353rd Tactical Fighter Squadron. In May 1973, the unit returned to Myrtle Beach.



353rd Emblem, Courtesy of Gene Lamar

353rd Tactical Fighter Squadron

In August 1978, the 353rd was the third squadron in the 354th Tactical Fighter Wing to become combat operational in the A-10 Thunderbolt II aircraft. The "Black Panthers" became the first Air Force tactical fighter unit ever to fly combat training sorties from the island of Cuba when members of the squadron deployed there in November 1979.

During the 1980s, the squadron participated in numerous high-profile deployments and exercises. Major deployments were conducted in England, Germany and Egypt, while stateside exercises were conducted in numerous locations. Toward the end of this decade, the 353rd's emphasis on training shifted to the Middle East. This proved to be especially relevant when the "Black Panthers" was the first air-to-ground fighter squadron deployed to Saudi Arabia to conduct combat operations in Iraq during Desert Shield/Desert Storm.

During Desert Storm, the "Black Panthers" spearheaded the aerial assault against Iraq's ground forces. They were responsible for destroying hundreds of Iraqi armored vehicles and also leading the airborne Combat Search and Rescue efforts that resulted in the successful rescue of several coalition pilots. The "Black Panthers" ceased operations from Myrtle Beach Air Force Base in 1992, and subsequently moved to Alaska to rejoin the 354th Wing at Eielson Air Force Base.



The mission of the 353rd Tactical Fighter Squadron is to maintain the capability to deploy worldwide and provide close air support, anti-armor operations, interdiction, and search and rescue operations in a low, medium or high threat environment. The 353rd's tactical fighter missions are designed to destroy enemy forces and equipment through the use of the 30mm cannon, Maverick missile and a wide range of other conventional munitions.

353rd Tactical Fighter Squadron

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Youth Center

The Youth Center, building T-172, was originally constructed in 1942. The first Youth Center was conveniently located on Spruce Street in the Woodland Park housing area. The Youth Center offered family members a place to gather for meetings and social events.

The center provided professionally planned social, cultural, creative, educational, sport and outdoor recreational activities. Programs were varied to meet the youth's needs according to their age, abilities and preference. The center had two lighted tennis courts and two lighted outdoor multi-purpose courts available for the youth population.

In 1991, a new Youth Center was constructed on Swallow Street. The building was complete with a gymnasium with six basketball goals. The two end goals could be retracted automatically and the four side goals could be moved manually. A snack bar, game room and meeting rooms also were included. The floor of the gym was safe against any wear. It was even safe for roller skating.

The Youth Center was transferred to Horry-Georgetown Technical College in 1995.



355th Tactical Fighter Squadron

Activated on November 15, 1942, at Hamilton Field, California, the first 355th Tactical Fighter Squadron pilots, nicknamed the "Pugnacious Pups," flew the P-39 Aircobra. After deploying to England in 1943, the squadron became one of the first American units to employ the P-51 Mustang and to fly bomber escort missions on deep strikes into Germany.

During and after D-Day, 355th Mustangs roamed the continent in ground support roles, moving squadron operations to liberated France. With ground attack now the primary mission, the 355th converted to the P-47 Thunderbolt. The 355th was one of the few units to conduct air strikes during the first critical days of the "Battle of the Bulge." After the war ended, the 355th remained in Germany as part of the occupation forces until 1946, when it was inactivated.



Pugnacious Pup emblem during World War II
(355th WWII Emblem, Courtesy of Gene Lamar)



355th Fighter Pilots are briefed before taking off
on a mission over enemy territory in Germany, April 17, 1945.

355th Tactical Fighter Squadron

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Pugnacious Pup emblem during World War II
(355th WWII Emblem, Courtesy of Gene Lamar)



355th Fighter Pilots are briefed before taking off
on a mission over enemy territory in Germany, April 17, 1945.

Headquarters 354th Combat Support Group

The 354th Combat Support Group was responsible for the overall maintenance of grounds and facilities. The Group provided security, law enforcement and maintenance of good order. Their duties also included discipline of the Air Force Base personnel, feeding and housing of the troops, and providing a broad program of morale, welfare and recreational activities.

Building 106, constructed in 1955, housed the Combat Support Group Commander (often referred to as the Base Commander) and several of his staff members. Important base financial and personnel accounting functions also were housed here.



355th Tactical Fighter Squadron

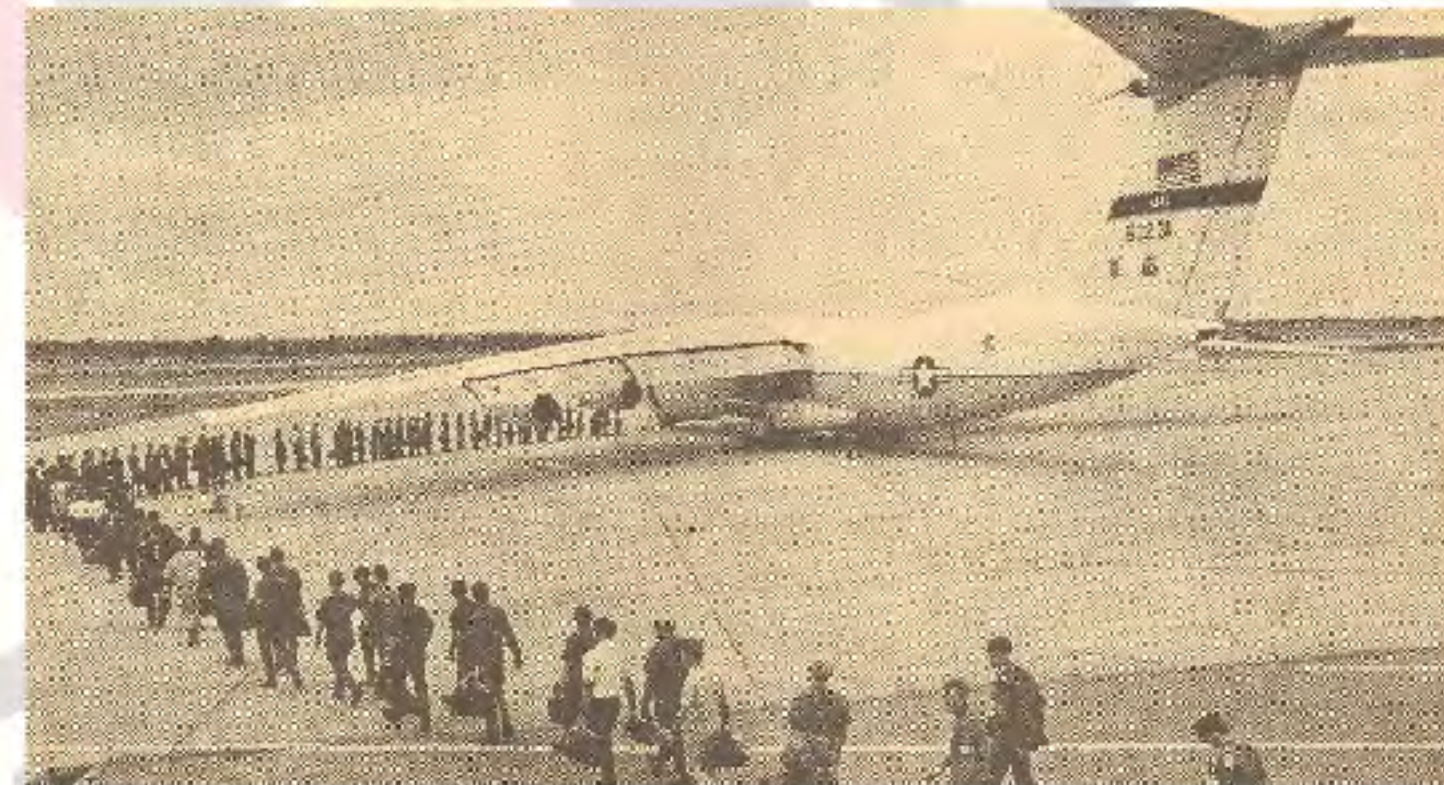
In 1956, the unit was redesignated the 355th Fighter Day Squadron and assigned to Myrtle Beach Air Force Base. In 1957, the 355th began flying the F-100D Super Sabre. In 1968, the 355th was sent to Southeast Asia to participate in the Vietnam conflict. Returning to Myrtle Beach in 1971, the squadron transitioned to the A-7D Corsair II and was sent to Southeast Asia again in 1972. In December 1972, the 355th participated in Operation Linebacker II.

The 355th returned to Myrtle Beach Air Force Base in 1973. For the next five years the squadron participated in numerous deployments including regular rotations to Panama and exercises in Hawaii. In 1978, the 355th "Fightin' Falcons" became the second squadron at Myrtle Beach Air Force Base to become combat operational in the A-10 Thunderbolt II.

The "Fightin' Falcons" spent the decade of the 1980s conducting training operations supporting United States interests in the international arena. With primary emphasis being focused on the Cold War, the squadron completed several high-profile deployments supporting NATO (North Atlantic Treaty Organization) exercises in Europe.



Colonel Evan Rosencrans, 354th Wing Commander, returning from a flight in aircraft #220. This was the first 355th Tactical Fighter Squadron aircraft to reach 100 hours flying time.



Members of the 355th Tactical Fighter Squadron begin their last slow walk to the C-141 Starlifter, waiting on the Korat Royal Thai Air Force Base flight line to move them back to the Myrtle Beach Air Force Base. The men packed up planes, equipment and men for the long flights home. The 355th arrived with the 354th Tactical Fighter Wing in October 1972, to bring the first Air Force A-7s to Southeast Asia.

355th Tactical Fighter Squadron

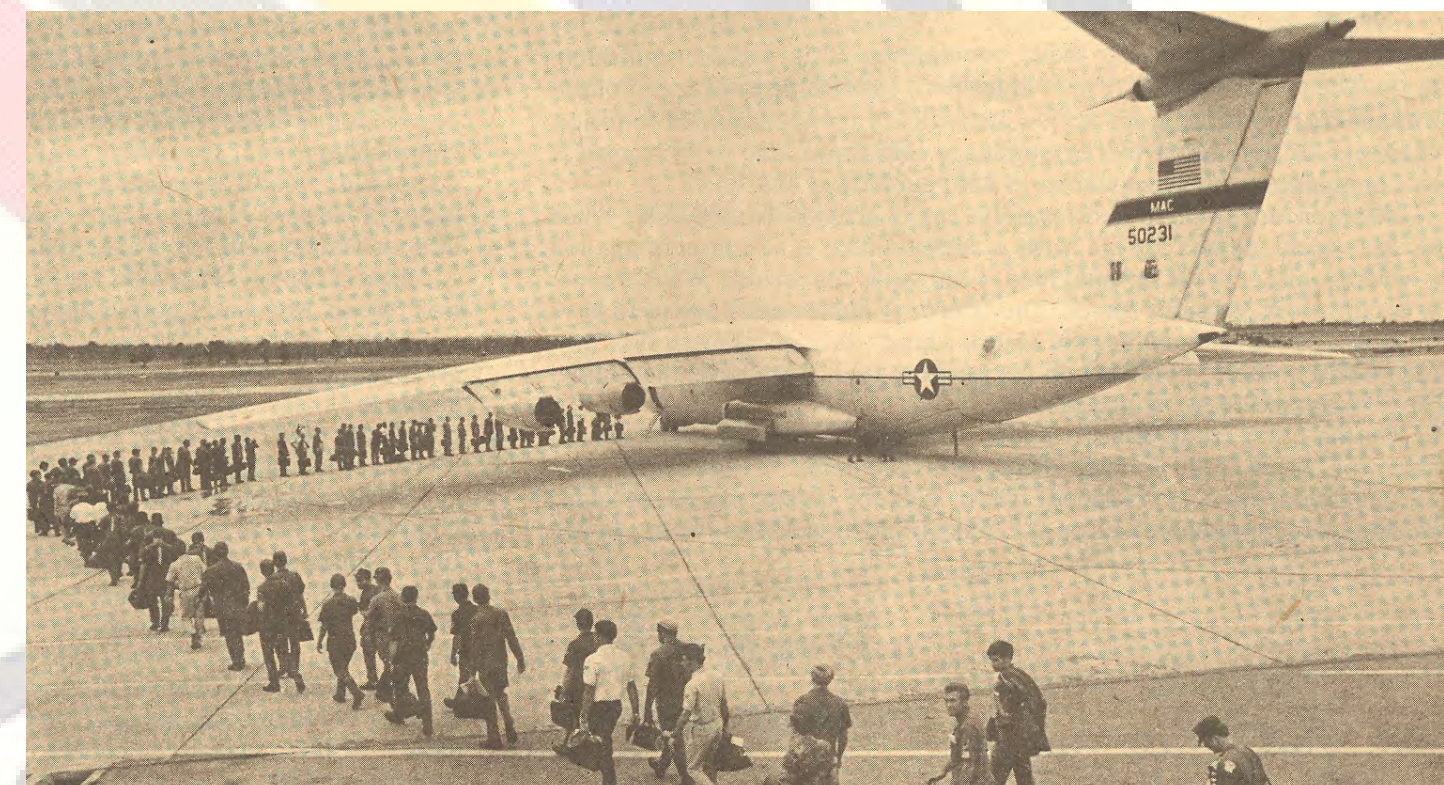
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353rd Tactical Fighter Squadron Operations

The headquarters for the 353rd Tactical Fighter Squadron, building 349, was located near this spot. Its mascot is the Panther.

The unit has a long and illustrious history having been first activated at Hamilton Field, California, in 1942. The unit began flying P-39 Bell Air Cobra fighters. As World War II accelerated, the Squadron was sent to England and began flying the P-51 Mustang. It achieved an illustrious aerial combat record in this aircraft and, later, in the P-47 Thunderbolt.

After the war, the squadron returned to the United States and was inactivated. In the nation's military build-up in response to the communist threat, the squadron was re-activated at Myrtle Beach Air Force Base in 1956 and began flying the F-100 Super Sabre. Later after transitioning into the A-7D Corsair II, it flew combat missions during the Vietnam War.

When the A-7 aircraft were re-assigned to the Air National Guard, the unit was among the first to become combat ready in the newly assigned A-10 Thunderbolt II.

After the base de-activated and closed in 1993, the squadron was transferred to Eielson Air Force Base, Alaska, where it remains today.



355th Tactical Fighter Squadron

The 355th Emblem

The falcon literally and figuratively conveys a sense of the attack, symbolizing to all squadron members the single-minded attention to the primary mission for which they all must strive. The circular background represents the unity of purpose to which the squadron is dedicated, with each part equally important to the whole. The blue disc suggests the sky where the squadron's power holds sway. The gray band and the stars represent the individuality and contrast that each member of the squadron expresses within the framework of the united team. The Air Force blue and yellow colors show the squadron is a unit of the United States Air Force.



In August 1990, the 355th deployed to Saudi Arabia supporting coalition efforts to remove Iraq's occupying forces from Kuwait. Their innovative night air-to-ground tactics were instrumental in the quick, decisive Desert Storm victory. The "Fightin' Falcons" flew their last mission from Myrtle Beach Air Force Base in 1992, and the squadron's operations were moved to Eielson Air Force Base, Alaska.



355th Tactical Fighter Squadron
Last Group Photo, March 1991



355th Tactical Fighter Squadron

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355th Tactical Fighter Squadron
Last Group Photo, March 1991



356th Tactical Fighter Squadron Operations

The 356th Tactical Fighter Squadron Operations (Green Demons), building 347, was located in the area now occupied by the Myrtle Beach Police Department Office and Training Facility. The 356th Tactical Fighter Squadron was activated in November 1942 at Hamilton Field, California, where pilots flew the P-39 Air Cobra.

The next year, the 356th was deployed to England and transitioned into the P-51 Mustang. The unit achieved an impressive record in aerial combat in Europe flying both the P-51 and the P-47 aircraft. The 356th shot down 298 enemy aircraft.

The 356th returned to the United States in 1946 and was inactivated. As part of the nation's build-up in response to the communist threat, the squadron was reactivated at Myrtle Beach Air Force Base in 1956 and assigned to fly the F-100 Super Sabre.

The 356th Tactical Fighter Squadron transitioned into the A-7D following a period of operations in Japan. The 356th deployed to Southeast Asia in the A-7D in support of the Vietnam War.

After returning from Southeast Asia and upon transfer of the A-7D aircraft to the Air National Guard, the squadron converted to the A-10 Thunderbolt II.

Upon closure of the Myrtle Beach Air Force Base, the squadron was transferred to Eielson Air Force Base, Alaska, where it remains today.



356th Tactical Fighter Squadron

The 356th Tactical Fighter Squadron was activated at Hamilton Field, California, in 1942. Originally called the "Red Asses," they were first assigned to fly the P-39 Aircobra, but transitioned into the P-51 Mustang when the unit was transferred to the European Theater in 1943.

The 356th participated in both long-range bomber escort and ground support missions. In November 1944, the squadron switched from the P-51 to the P-47 Thunderbolt. However, in March 1945, the units switched back to the P-51, which they continued to fly until the end of the war. During World War II, 356th pilots shot down 298 enemy aircraft, accumulating nine aces among its ranks, including Major James Howard who was awarded the Congressional Medal of Honor.

At the end of the war, the 356th remained with the Occupation Forces in Europe until February 1946. The squadron returned to Bolling field, District of Columbia, and was subsequently deactivated in May 1946.



356th WWII Emblem
Courtesy of Gene Lamar

356th Tactical Fighter Squadron

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356th WWII Emblem
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355th Tactical Fighter Squadron Operations

The 355th Tactical Fighter Squadron Operations (Fighting Falcons) were located in the area now occupied by the Myrtle Beach Police Department Office and Training Facility.

The squadron was activated in November 1942 at Hamilton Field, California, where pilots flew the P-39 Air Cobra. The next year, the squadron deployed to England and transitioned into the P-51 Mustang. The unit achieved an impressive record flying both the P-51 and P-47 aircraft. The 355th gave close air support to the Army troops engaged in combat and in interdicting enemy ground forces. The unit played a key air support role in fighting the historic "Battle of the Bulge."

The squadron returned to the United States in 1946 and was inactivated. As part of the nation's build-up in response to the communist threat, the squadron was re-activated at Myrtle Beach Air Force Base in 1956 and assigned to fly the F-100 Super Sabre.

In 1968, the 355th Tactical Fighter Squadron was sent to Vietnam in support of United States forces fighting in that theater. It returned to Myrtle Beach Air Force Base in 1971 and transitioned into the A-7D.

After returning from Southeast Asia and upon transfer of the A-7D aircraft to the Air National Guard, the squadron converted to the A-10 Thunderbolt II.

Upon closure of the Myrtle Beach Air Force Base, the squadron transferred to Eielson Air Force Base, Alaska, where it remains today.



356th Tactical Fighter Squadron

November 1956 saw the reactivation of the 356th as the “Green Demons” at Myrtle Beach Air Force Base, flying the F-100D Super Sabre. The 356th participated in numerous deployments to Europe during the late 1950s and early 1960s, and also deployed in support of the Cuban Missile Crisis. From April 1963 until June 1964, the 356th deployed on several occasions to Turkey and Italy. Then, in November 1965, flying F-4 Phantoms, the 356th was assigned to Misawa Air Base, Japan, in support of the Vietnam conflict.

In the early 1970s, the 356th was reassigned to Myrtle Beach Air Force Base and transitioned to the A-7D Corsair II. The squadron was subsequently deployed to Korat Royal Thai Air Force Base, Thailand, supporting United States efforts in the Vietnam conflict. The “Green Demons” became the first operational A-10 Thunderbolt II unit in October 1977.



A-7Ds in flight over Thailand



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A-7Ds in flight over Thailand



356th Tactical Fighter Squadron

During the 1980s, the 356th spearheaded the integration of the A-10 into the tactical air forces. They were instrumental in developing many of the tactics that were adopted by A-10 units world-wide. These tactics were verified in such high-profile exercises as Red Flag (Nevada), Team Spirit (Korea) and Cope Elite (Hawaii). The “Green Demons” squadron flag was retired in June 1992.



Lieutenant Colonel Comm Ropi, Commander of the 356th Tactical Fighter Squadron, gives the flag to Colonel J.D. Dallager, Commander of the 354th Tactical Fighter Wing.



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354th Tactical Fighter Wing



The four diagonal stripes represent the squadrons that initially composed the unit. They also symbolize a singleness of purpose to accomplish the wing's mission. The red mustang indicates speed and swift striking power in battle; it also recalls that the 354th Fighter Group was the first to fly the P-51 operationally. The crossed swords represent tenacity, aggressiveness and readiness to accomplish the objective.

Valor in Combat

354th Tactical Fighter Wing



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Valor in Combat

352nd Tactical Fighter Squadron

The 354th Day Fighter Wing was originally composed of three fighting squadrons -- the 353rd, 355th and 356th Day Fighter Squadrons. In 1957, an Air Force-wide reorganization of flying units reduced the number of F-100s assigned to the Myrtle Beach fighter squadrons from 24 to 18. This reorganization led to the creation of a fourth 354th squadron -- the 352nd Day Fighter Squadron. The 352nd "Yellow Jackets" became mission capable in December 1957, and in 1958 joined the other wing squadrons in deployments to Turkey and Italy during the Lebanon Crisis.

In October 1962, the 352nd, along with the other three fighter squadrons, deployed to McCoy Air Force Base, Florida, in support of the Cuban Missile Crisis. The squadron deployed to Myrtle Beach in December 1962, and throughout 1963-1965 participated in the wing's normal exercises and deployments.

The 352nd was sent to Phan Rang Air Base, South Vietnam, in 1966 to assist in supporting air operations in Southeast Asia. In August of that year, the 352nd Tactical Fighter Squadron was reassigned to the 366th Tactical Fighter Wing. The squadron continued flying the F-100 from Phan Rang and subsequently was reassigned again, this time to the 35th Tactical Fighter Wing.

The 352nd was deactivated at Phan Rang on July 31, 1971, as part of the United States drawdown in Vietnam.



F-100 Super Sabre of the 352nd Day Fighter Squadron at Phan Rang Air Base, South Vietnam in 1971

352nd Tactical Fighter Squadron

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F-100 Super Sabre of the 352nd Day Fighter Squadron at Phan Rang Air Base, South Vietnam in 1971

Valor in Combat

Award of the Air Force Cross

The highest award that the United States Air Force can bestow upon an individual for heroic action during combat is the Air Force Cross.

A pilot from the 354th Tactical Fighter Wing, Myrtle Beach Air Force Base, earned that award for his heroic actions in rescuing a downed Navy pilot during Desert Storm Air Combat Operations over Iraq. Captain Paul Johnson of Dresden, Tennessee, and his Wingman, Captain Randy Goff of Jackson, Ohio, flying A-10s, were tasked for a search and rescue operation involving a downed Navy pilot. The mission lasted more than eight hours and involved three aerial refuelings.

As the flight leader, Captain Johnson organized the rescue. He penetrated with his flight deep into enemy territory in search of the downed pilot. Captain Johnson destroyed three possible Iraqi Scud missile sites while conducting the search. Upon location of the downed pilot, he directed the rescue helicopter to the site while providing air cover. In the course of the rescue, an Iraqi truck that appeared to be approaching the downed pilot was also destroyed.

For his heroic actions, Captain Johnson (above right) was awarded the Air Force Cross. His wingman, Captain Goff (above left) was awarded the Distinguished Flying Cross.

Right: General John Michael Loh, Commander of the Tactical Air Command, presents the Air Force Cross to Captain Paul Johnson at a base ceremony in 1991.



Prisoners of War and Missing in Action

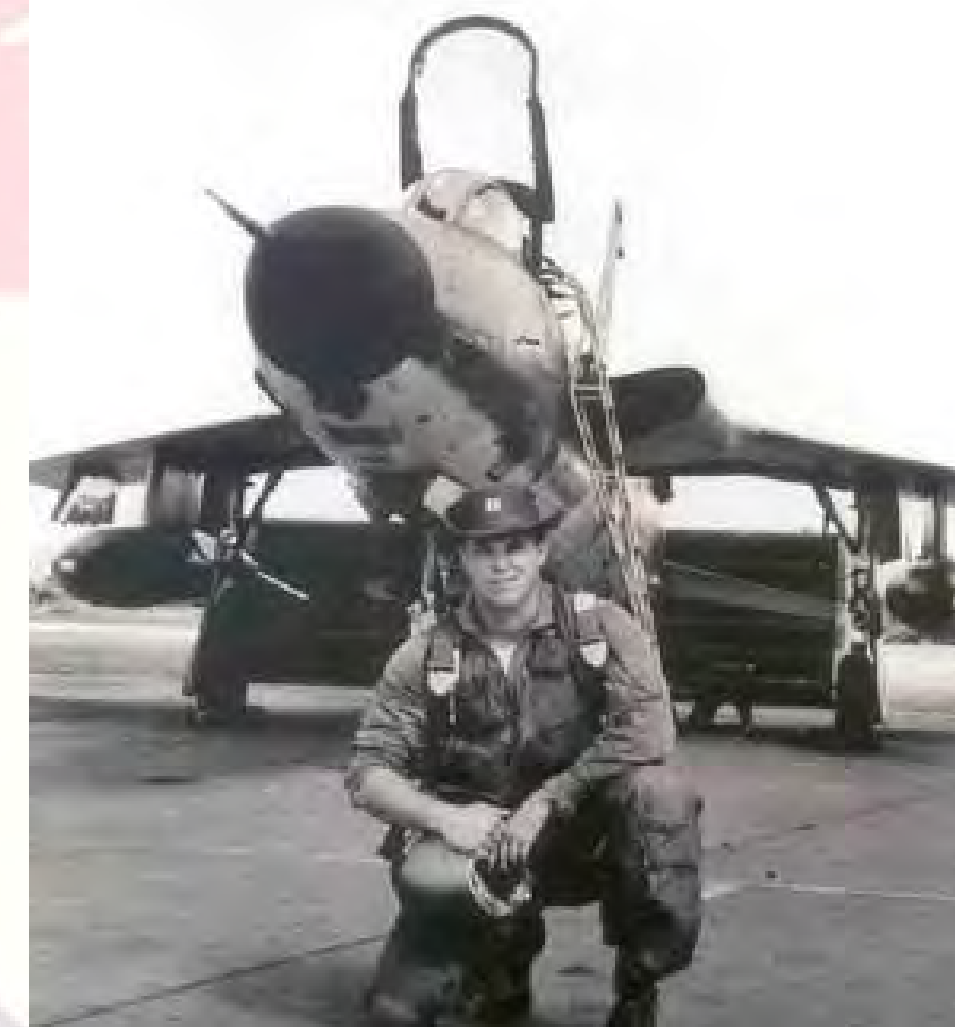
On May 17, 1974, Major Anthony Shine was honored in ceremonies at the Base Chapel. The event was the dedication of a Freedom Tree to honor not only Major Shine, but also those who were prisoners of war and those who are still missing in action. The Freedom Tree was planted on the Chapel Grounds and provided a living tribute to these men.

Major Shine deployed with the 354th Tactical Fighter Wing to Korat Royal Thai Air Force Base, Thailand, in October 1972 and became missing in action when he did not return from a combat mission December 10 that year.

Major Shine was a member of the 355th Tactical Fighter Squadron, the unit that wound up the Wing's deployment commitment to Southeast Asia after its return from Korat.

A bronze plaque was laid in concrete at the base of the Freedom Tree, honoring Major Shine, other MIAs and former POWs. The plaque was relocated to Valor Park in 2008 and a new Freedom Tree was planted to honor all MIAs and POWs.

They are not forgotten.



Major Anthony C. Shine



Replacement Training Unit (RTU) 1968-1969

On April 22, 1968, the 354th Tactical Fighter Wing was replaced at Myrtle Beach Air Force Base by the 113th Tactical Fighter Wing, a former District of Columbia Air National Guard (ANG) unit which had been recalled to active duty January 26, 1968. A few months later, the 354th Tactical Fighter Wing was deployed without personnel or equipment to Korea.

The 113th Tactical Fighter Wing, including the 119th Tactical Fighter Squadron from Andrews Air Force Base, Maryland, and the 121st Tactical Fighter Squadron from Atlantic City Airport, New Jersey, was given the mission of establishing a replacement training unit (RTU) for F-100 pilots at Myrtle Beach Air Force Base. The RTU began operation in September 1968 with the arrival of the first 15 pilot students.

Prior to its recall, the 113th Tactical Fighter Wing was considered one of the top Air National Guard units in the nation, one of three Air National Guard wings which had been designated by the Secretary of Defense to achieve peak "combat readiness."

The District of Columbia Air National Guard unit was established on Memorial Day, 1946, and was federally recognized in October of that year. At that time it was equipped with the P-47 Thunderbolt. In December 1959, the 113th became one of the first Air National Guard wings in the country to be equipped with the North American F-100 Super Sabre.



The first replacement training unit class to be graduated at Myrtle Beach Air Force Base poses outside the 119th Fighter Squadron headquarters. The class, which graduated March 22, 1969, consisted of Majors H. H. Skeen, T. R. Morris, J.R. Mourning and M. W. Talcott; Captains W. F. Rogers, R. M. Foley, I. Melendez, J. C. Gaston, R. R. Fuller, W. D. Atkins, W. E. Gabel and J. D. Constantine; and First Lieutenant M. J. Kelly.

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Replacement Training Unit (RTU) 1968-1969

In February 1951, the District of Columbia Air National Guard was mobilized for the Korean Conflict and served for 21 months. Again in October 1961, the 113th was called up for the Berlin Crisis. During this period the unit participated in several United States Strike Command exercises, including "Bristle Cone" and "Swift Strike II."

The 113th Tactical Fighter Wing gained international recognition in August 1964 when it became the first Air National Guard tactical fighter unit to fly non-stop to Europe. The unit deployed its F-100s from Andrews Air Force Base, Maryland, to Hahn Air Base, Germany, on Operation "Ready Go," employing three air-to-air refuelings supported by Air National Guard tankers. This operation was cited by the Department of Defense as demonstrating the Air National Guard's combat readiness and capability to deploy immediately in support of the regular forces.

The former Air National Guard personnel assigned to Myrtle Beach Air Force Base were programmed for release from active duty during April, May and June 1969. Early in May 1969, the 113th Tactical Fighter Wing, comprised of the 12th Tactical Fighter Squadron from Andrews Air Force Base, Maryland, and the 119th Tactical Fighter Squadron from Atlantic City, New Jersey, returned to their original bases for deactivation to National Guard status.



Replacement Training Unit (RTU) 1968-1969

In February 1951, the District of Columbia Air National Guard was mobilized for the Korean Conflict and served for 21 months. Again in October 1961, the 113th was called up for the Berlin Crisis. During this period the unit participated in several United States Strike Command exercises, including "Bristle Cone" and "Swift Strike II."

The 113th Tactical Fighter Wing gained international recognition in August 1964 when it became the first Air National Guard tactical fighter unit to fly non-stop to Europe. The unit deployed its F-100s from Andrews Air Force Base, Maryland, to Hahn Air Base, Germany, on Operation "Ready Go," employing three air-to-air refuelings supported by Air National Guard tankers. This operation was cited by the Department of Defense as demonstrating the Air National Guard's combat readiness and capability to deploy immediately in support of the regular forces.

The former Air National Guard personnel assigned to Myrtle Beach Air Force Base were programmed for release from active duty during April, May and June 1969. Early in May 1969, the 113th Tactical Fighter Wing, comprised of the 12th Tactical Fighter Squadron from Andrews Air Force Base, Maryland, and the 119th Tactical Fighter Squadron from Atlantic City, New Jersey, returned to their original bases for deactivation to National Guard status.







356TH

FIGHTER SQUADRON

Lt Col Colin Arnold Clarke

Lt Col Colin Arnold “Arnie” Clarke was born on August 31, 1935, in Seattle, Washington.

Lt Col Clarke accumulated several hundred flying hours in United States Air Force aircraft, most notably the F-100 Super Sabre and the A-7D Corsair II. He joined the 354th Fighter Wing at Myrtle Beach Air Force Base in May 1971 and deployed with the Wing to Southeast Asia operating from Korat Royal Thai Air Force Base in support of the war in Vietnam. While there he flew as an A-7D Sandy pilot whose mission was to support the rescue and recovery of downed pilots. On one such mission over North Vietnam on 18 November 1972, he directed the successful rescue and recovery of two downed pilots.

The President of the United States awarded the Air Force Cross to Maj Colin A. Clarke for extraordinary heroism in military operations against an opposing armed force as On-Scene Commander for search and rescue operations over North Vietnam on 18 November 1972. On that date, Maj Clarke directed an extremely complex mission that resulted in the successful recovery of two downed airmen despite adverse weather, mountainous terrain, and intense hostile ground fire. Disregarding these hazards, his own safety, and battle damage to his aircraft, he personally guided the rescue helicopter to the survivor’s location, suppressed hostile defenses, and continued to direct rescue efforts even though he sustained additional damage to his aircraft. Through his extraordinary heroism, superb airmanship, and aggressiveness in the face of the enemy, Maj Clarke reflected the highest credit upon himself and the United States Air Force.

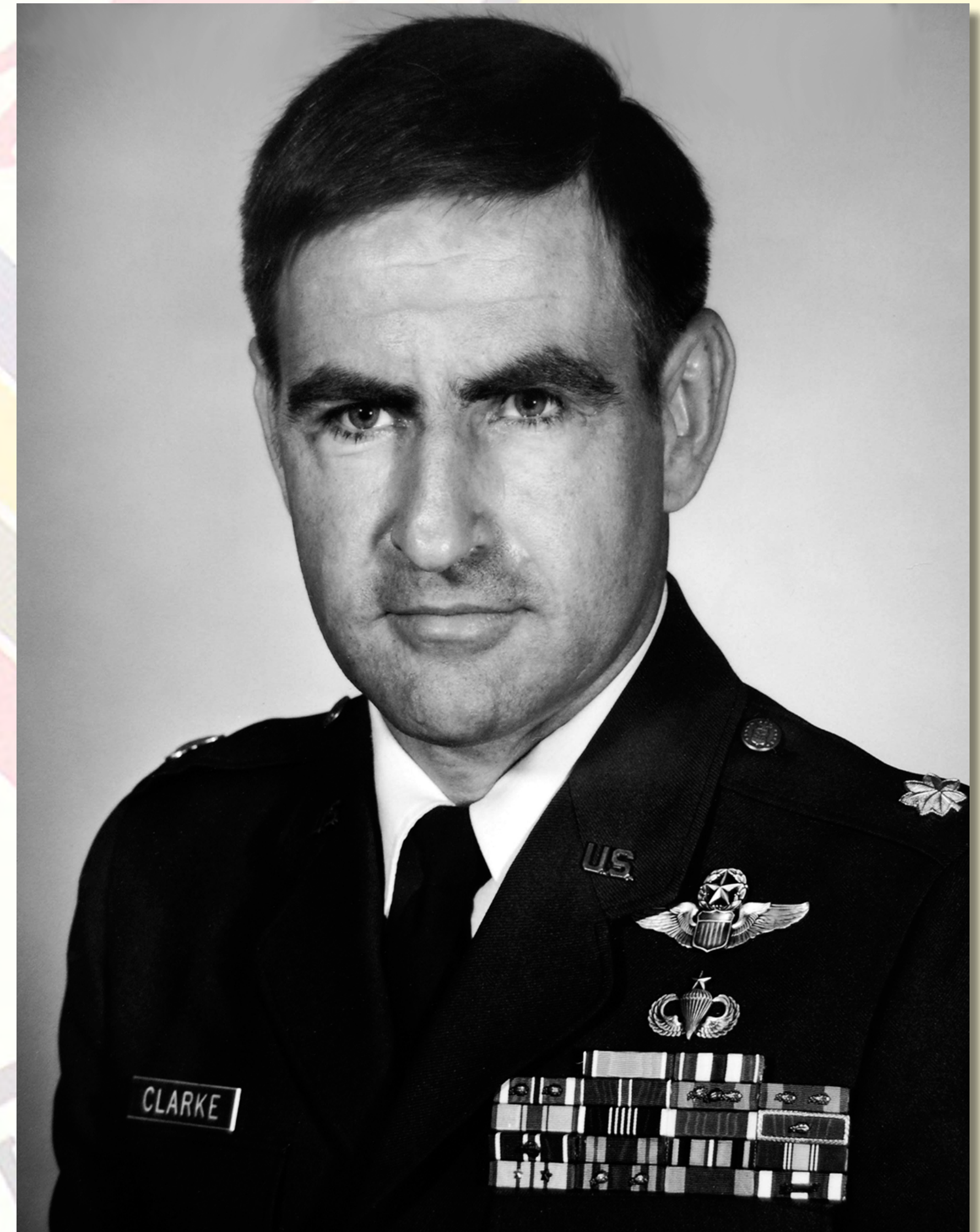


Photo of Lt Col Clarke, courtesy of Veteran Tributes



Military Aircraft Nose Art

The military aircraft nose art is an American tradition dating back to WWII. Living in uncertainty and tension, wartime servicemen found value in naming their aircraft. During WWII, the practice evolved into creating an image to accompany the name.

Nose art has been credited with increasing the morale of our servicemen. Service personnel found comfort in attaching the name and image of a well-known personage or protective symbol to the aircraft that carried them into danger. Many chose ferocious or protective names to ward off bad luck or to strike terror in the heart of the enemy.

Inspiration for nose art came from a wide range of sources including the most popular being an image of a woman, music, movies, alma maters, sports, comic strip characters, good luck symbols, the grim reaper, the unit's mission and locale and history of the particular aircraft.

Nose art is regarded as a form of folk art because it was an individual icon that was nonofficial and sometimes non approved—sponsored and undertaken by the combat crews.

Nose art is essentially a wartime phenomenon. When WWII ended, so did nose art temporarily. Five years later, the character of nose art changed somewhat. Unlike WWII, the Korean War nose art did not focus on defeating evil. The country was focused on defeating communism in a distant foreign land. Nose art representing the mission, home, good luck and women continued.

Nose art re-emerged during the Vietnam War. While the war spanned the period from 1965 to 1973, nose art had a shorter life span from 1967 to 1970. Stricter regulations were now in place. The units had fewer planes, ruling out the possibility of one pilot to a single plane. An exception was the 355th division where pilots were assigned aircraft and excellent nose art, maintenance and morale were evident. There were some changes, however, as a result of changing attitudes in American society. The personal commitment to the country's cause was often absent and reflected in the art. New themes appeared such as peace, and more often the art avoided the subject of the war altogether with cartoon characters, music, television and movies as subject matter. Female nudes were replaced with rock music which reflected the changing attitude about women in society. The average age of pilots during the Vietnam War was 32 years and most were interested in naming their planes after their wives, children, or girlfriends.

After Vietnam, there was a long break in the creation of nose art because restrictions were enforced during peacetime. In the early 1980s through 1991, nose art became popular again, beginning with a few selected units, and expanding to all types of aircraft in the Air Force. *(Printed with permission from the University of Arizona, Military Aircraft Nose Art: An American Tradition, parentseyes.arizona.edu/militarynoseart.)*

Nose art became very popular with the A-10 pilots from Myrtle Beach Air Force Base during the First Gulf War, largely due to the initiative of Lt Col Mike McGee, USAF (Ret). As the story goes, while deployed to King Fahd International Airport in the months leading up to Operation Desert Storm, then 1st Lt McGee took it upon himself one very hot day to paint the name of the squadron commander beneath the canopy rail of one of the jets there. He did so hoping the commander would like it and ask McGee to do the same on all the jets and perhaps allow him to paint some nose art as well. McGee's work was taking shape after about a half-hour, but then, out of water and exhausted from the heat, he left the lettering half-finished and called it a day. Back in the squadron building, McGee pounded down some water and took a nap on the cot set up next to the phones. Suddenly, he woke to the sound of the 354th Wing maintenance personnel on the radio asking who had painted a half-finished name on the canopy rail of jet number 158. When the squadron maintenance officer finally caught up with McGee, he confessed. Shortly after, the rest of the unit's pilots began filtering into the squadron to prepare for the night's training sorties. McGee tried to escape before the boss showed up, but was nabbed by his Ops Officer, Lt Col "Woozy" Barton, who told him not to pass go and to report directly to Falcon 1. McGee reported to squadron commander Lt Col McDow, who explained he did not much need his name painted on the plane. He asked McGee if he could paint some nose art instead—a big warthog face with a smoking Gatling gun sticking out of its mouth. So, McGee commenced painting, taking the liberty of honoring the boss a bit by stenciling "Falcon 1" above the gun-chomping warthog.



Nose art is often all that remains as a reminder of the past because the paintings are sometimes preserved when the rest of the plane is scrapped.







HOSPITAL
Bldg. #T-156
Front View
Size - 20'x150'
Area - 3,000 SF
Cooling - None
Heating - None
Completed - 1942 (WW II)
Est. Value - \$1,800.00

HOSPITAL



ADMIN. OFFICE
Bldg. #T-178
Front View
Size - 20'x112'
Area - 2,240 SF
Cooling - None
Heating - None
Completed - 1942 (WW II)
Est. Value - \$1,366.00

ADMIN OFFICE



DORM., AIRMAN
Bldg. #T-164
Front View
Size - 20' x 100'
Area - 2,000 SF
Cooling - None
Heating - None
Completed - 1942 (WW II)
Est. No. 1164



AUTO MAINT. SHOP
Bldg. #T-414
Front View
Size - 48'x112'
Area - 5,376 SF
Cooling - None
Heating - None
Com. Detel - 1942 (WW II)
Est. Value - \$3,225.60



P, GROUND POWER EQUIP.
d. #T-418
at View
e - 19'x74'
a - 1,406 SF
ling - None
ting - None
leted - 1942 (WWII)
Value - \$6,950.00

TECH. TNG. GEN.
Bldg. #T-425
Front View
Size - 60'x80'

Area - 4,800 SF
Ceiling - None
Heating - None
Completed - 1942 (WW II)
Est. Value - \$9,000.00



TECH TNG GEN.





ing camp for the Myrtle Beach airport, for the hospital area was large enough to accommodate approximately 400 persons, and there was ample space for field training.

Most of the major league teams were contacted. Officials of the Cleveland Indians and the Boston Braves made personal inspections of the facilities. After a few months of negotiations, a contract was signed with the Boston Braves to make the airport the training base for the entire farm system. Harry Jenkins, Farm Director of the Braves' minor league operations, was highly enthusiastic over the success of the venture and is planning many improvements for 1950. This operation has been of tremendous value to the Town of Myrtle Beach in the way of publicity apart from its substantial revenue to the airport.

Many baseball officials who have visited this site claim that it is the best and most practical training camp that they have examined. A training field was laid out in one large square which is 900 ft each side. A tower 20 ft high, was constructed in the middle of the square. Four ball fields point out from the tower in as many directions. An aerial photo makes the installation look like a large four-leaf clover. Baseball managers and coaches can sit in the tower and watch four complete ball games in progress simultaneously.

The airport is on U. S. highway 17, a direct route between New York and Miami, approximately halfway between these two points. This initiated another project, a recent development on the airport namely the opening of a tourists' trailer court.

In 1938, the State Park Commission constructed one of the modern trailer courts of South Carolina on the present airport site. At that time, the court was on State Park property. It is lo-



Part of the trailer court with one of the buildings shaded by pines and dogwood trees. The court includes a picnic shelter house with all conveniences

cated presently across the highway from the State Park. The airport cleaned up the premises, made a few improvements on the trailer park and now has one of the finest trailer courts in the state. It boasts of a picnic shelter house with two large fireplaces, four oyster bars, writing tables and other conveniences. In addition, there is a shower and laundry room which has ample hot and cold water all year around.

A Place to Linger

This court has met with a great deal of success. Many people who stop for a night remain for a week or so. It is situated in a grove of dogwood and pine trees which furnish shade and beauty to the entire area. This is another development which improves the appearance of the airport while providing a substantial income.

The Airport Commission has been aggressive in going after small industries to utilize the many buildings at the airport. It was successful in getting the Electrical Reactance Corp. to locate a plant here. The company makes radio condensers and hires approximately 240 women. The Town of

Myrtle Beach reaps the benefit of the payroll, in addition to the rent received by the airport.

The headquarters structure, used as an administration building during the war, was converted into a modern motor court, one of the most picturesque in Myrtle Beach. Not only has it improved the appearance of the main entrance of the airport, but it brings a substantial revenue.

Among other productive side uses, the airport also is the winter home of two large carnivals.

While the foregoing would seem to indicate that the airport is being operated in the nature of a real-estate development, that is far from being the case. All of the effort exerted to bring money in from the enterprises mentioned has been exerted for the sole purpose of promoting and fostering civil aviation. All revenue derived is spent for airport purposes.

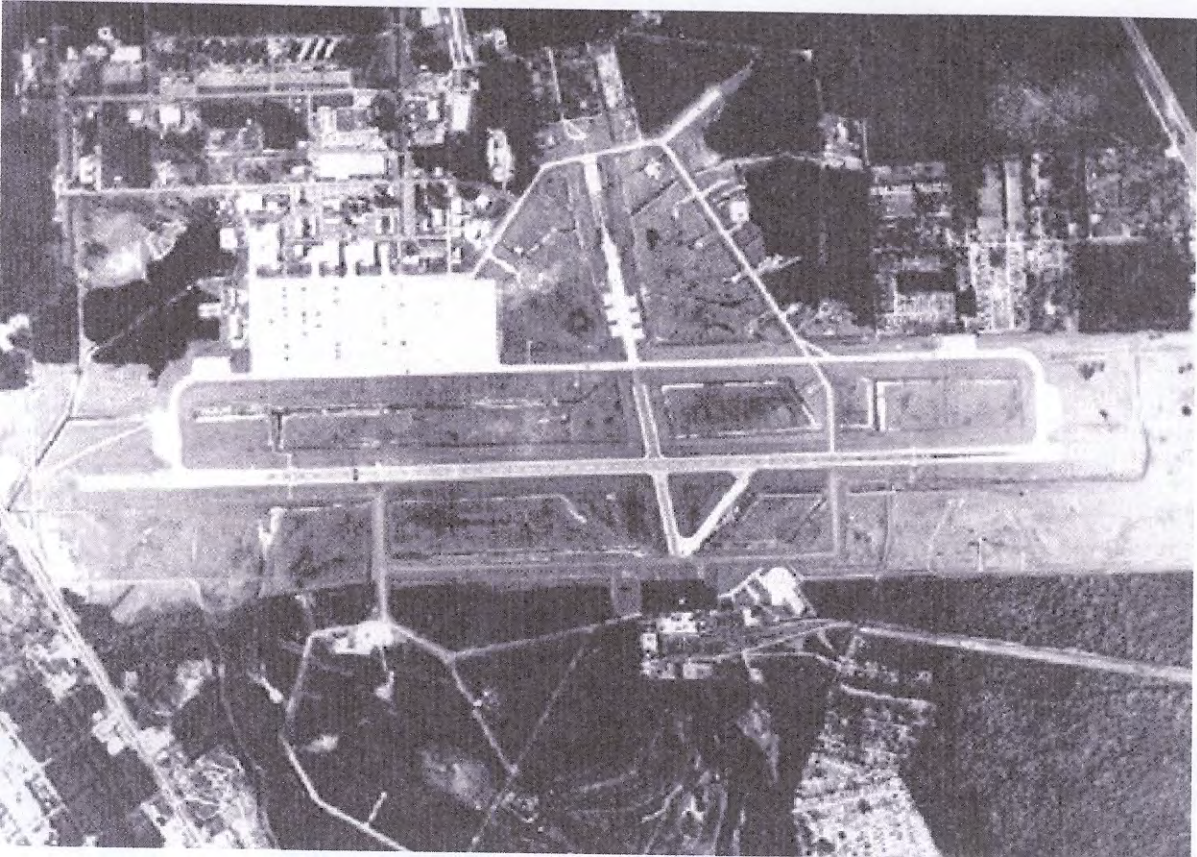
With this aim in mind, the management purchased a Cessna 170 and several smaller craft to conduct base operations. Because of the length of off-season periods the manager and members of the commission knew that no base operator could operate successfully through them for several years to come. They decided to put in this operation to afford a more uniform airline service to the tourists during the summer and for permanent residents in the winter time. The operation was believed to be the more advisable because there is no scheduled commercial airlines service into Myrtle Beach. Now following the Commission's efforts to bring in commercial operations, scheduled airline service will be started May 1.

Permanent lights on both runways are being installed, and plans already are drawn for an administration building. All this progress was made in one year, mainly because the town set up a commission of wideawake business men who devoted considerable time and effort to put Myrtle Beach Municipal Airport on a paying basis.



A scene on one of the three turkey farms, showing a few of the 50,000 birds that they raise annually and which do not seem to be disturbed by planes at the airport. Troops were quartered on this land during the war







U.S. AIR FORCE F100F-15-NA
A-F. SERIAL NO. 56-3026A

PROJ DEL NO TAC7F-307

PILOT COL.
CREW CHIEF T/S

U.S. AIR FORCE

AUTOPLOT
ELECTRONIC EQUIP.
SURFACE CONTROLS
ELECTRONIC EQUIP.
RADAR EQUIP.
GUN FIGHT EQUIP.
RADIO EQUIP.
BOSS SYSTEM EQUIP.

SURFACE CONTROLS
APC-1A SELECTION UNIT
HYD BRAKE VALVE

ALTITUDE & AIRSPEED
SURFACE CONTROL
DEAN & THROTTLE CONT.

F100 COCKPIT













BASIC INSTRUCTIONS FOR LOADING

THIS UNIT, CONTAINING SIX STRIPS OF AMMUNITION, IS DESIGNED FOR USE IN THE FORWARD BAY OF THE AIRCRAFT. IT IS LOADED FROM THE FORWARD BAY OF THE AIRCRAFT. IT IS LOADED FROM THE FORWARD BAY OF THE AIRCRAFT. IT IS LOADED FROM THE FORWARD BAY OF THE AIRCRAFT.

LOADING DIAGRAM - SIX STRIPS OF AMMUNITION

FORWARD BAY

LOADING DIAGRAM - FOUR STRIPS OF AMMUNITION

FORWARD BAY

LOADING DIAGRAM - SEVEN STRIPS OF AMMUNITION

FORWARD BAY

SPECIAL INSTRUCTIONS

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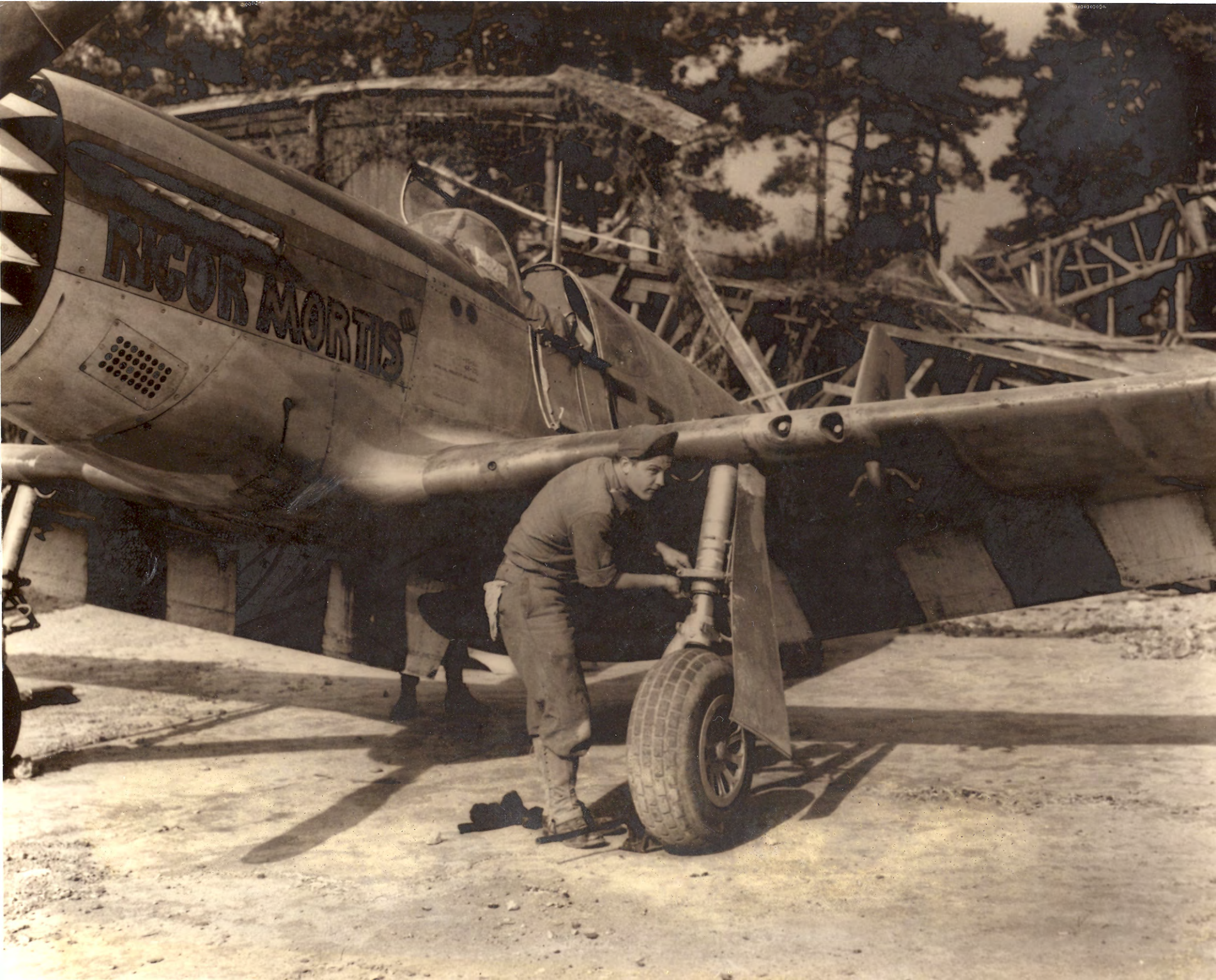
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FW-899

U.S. AIR FORCE





















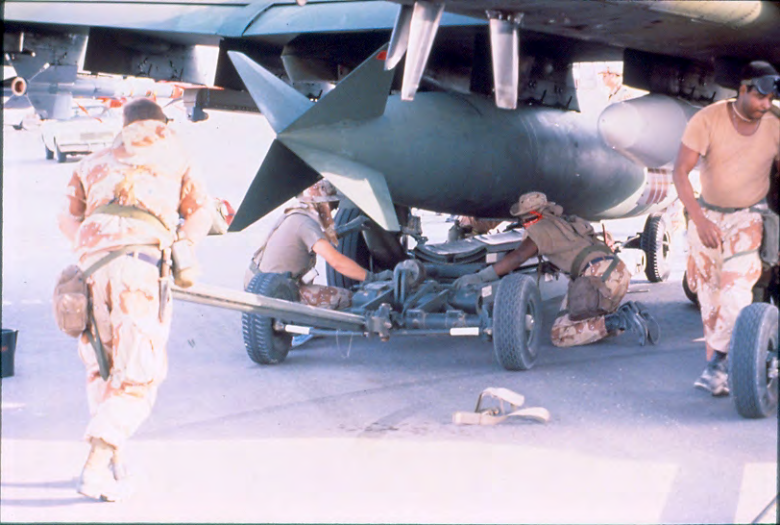


























354th Fighter Wing Inactivation

31 March 1993



Myrtle Beach Air Force Base, South Carolina

★ EUROPEAN THEATER
OF OPERATION ★

★ LEBANON ★ BERLIN ★

★ CUBAN MISSILE CRISIS ★

★ DOMINICAN
REPUBLIC
CRISIS ★

★ SOUTHEAST ASIA ★

★ REPUBLIC OF VIETNAM ★

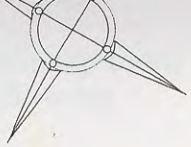
★ DESERT SHIELD ★

★ DESERT STORM ★

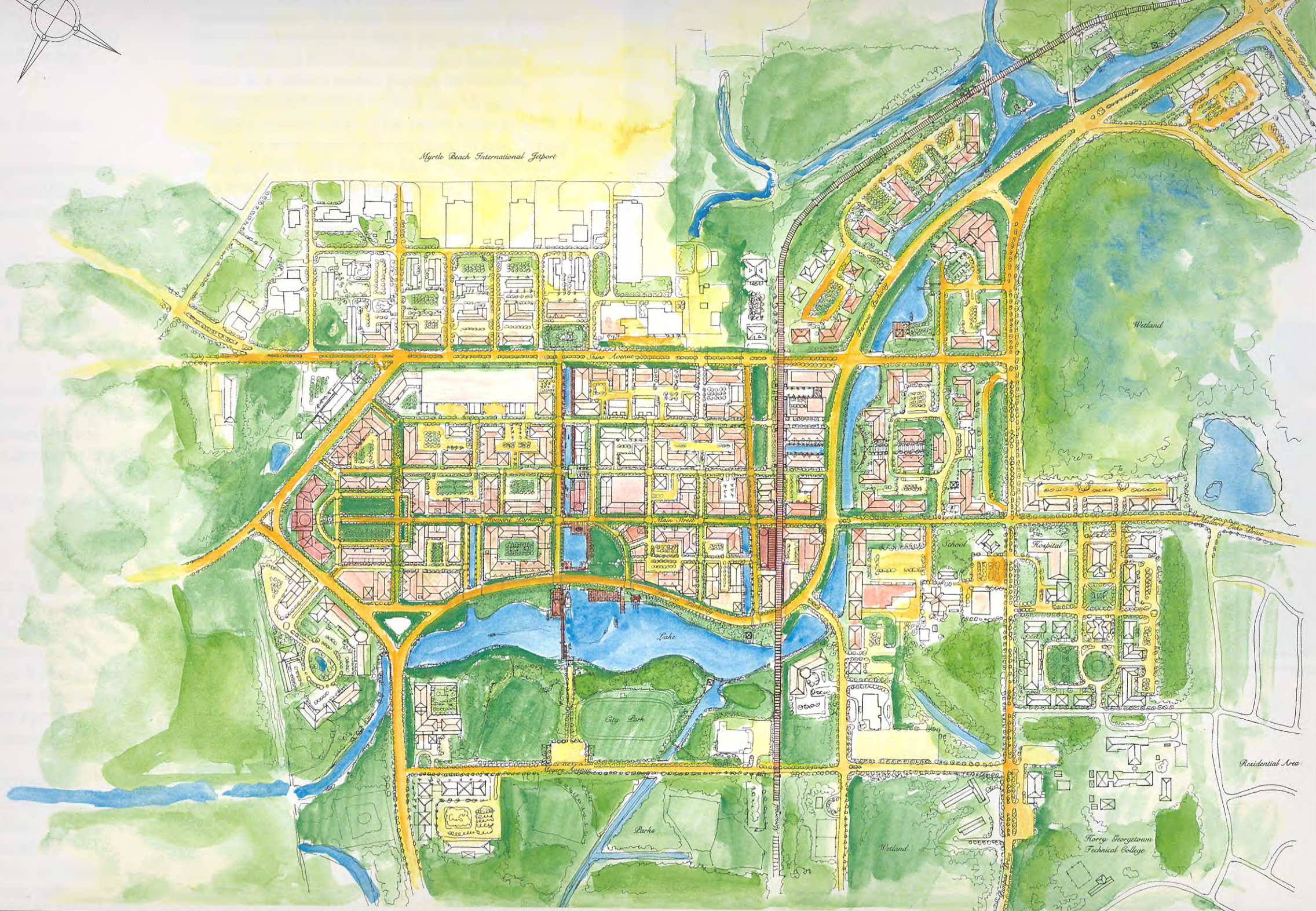








Myrtle Beach International Jetport



Wetland

Lake

City Park

Parks

Wetland

Harry Stewart Technical College

Residential Area



353

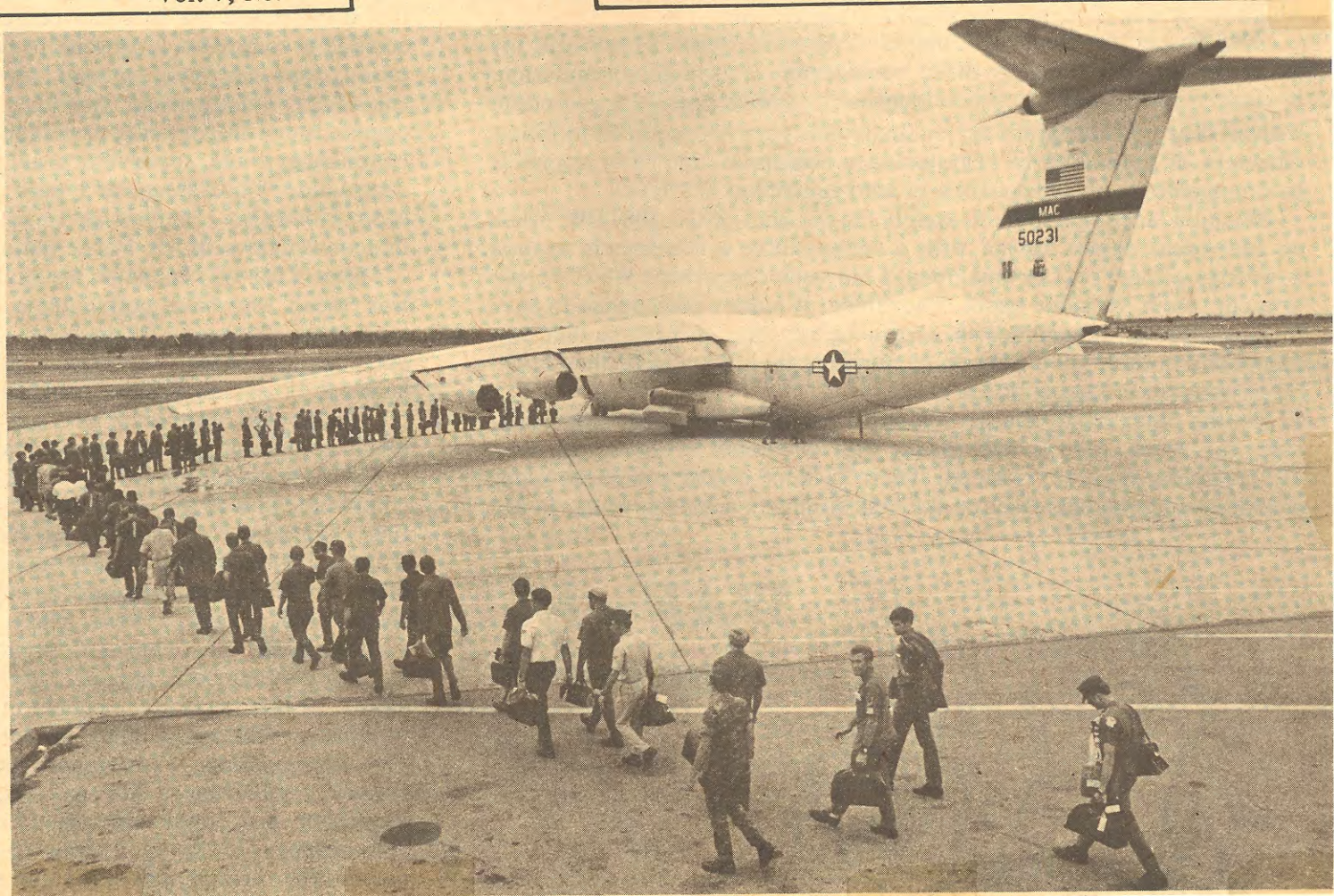


COMBAT TRAINING SQUADRON





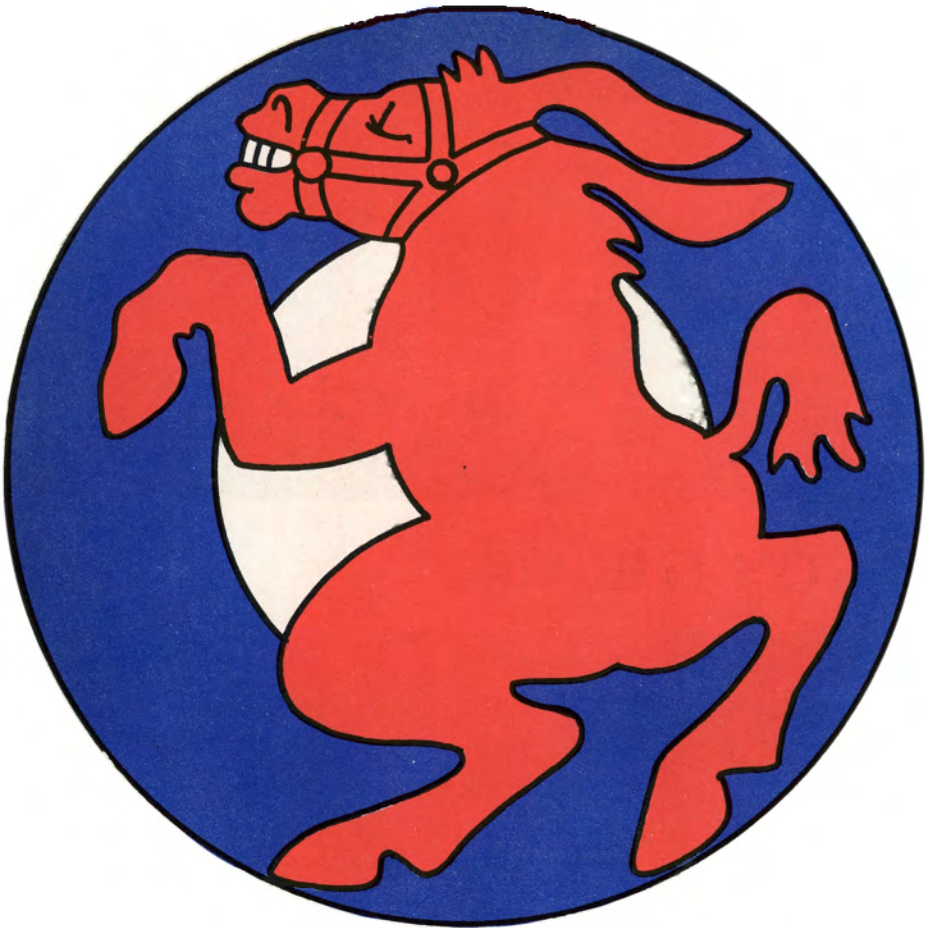




















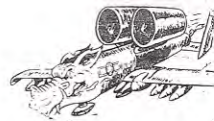








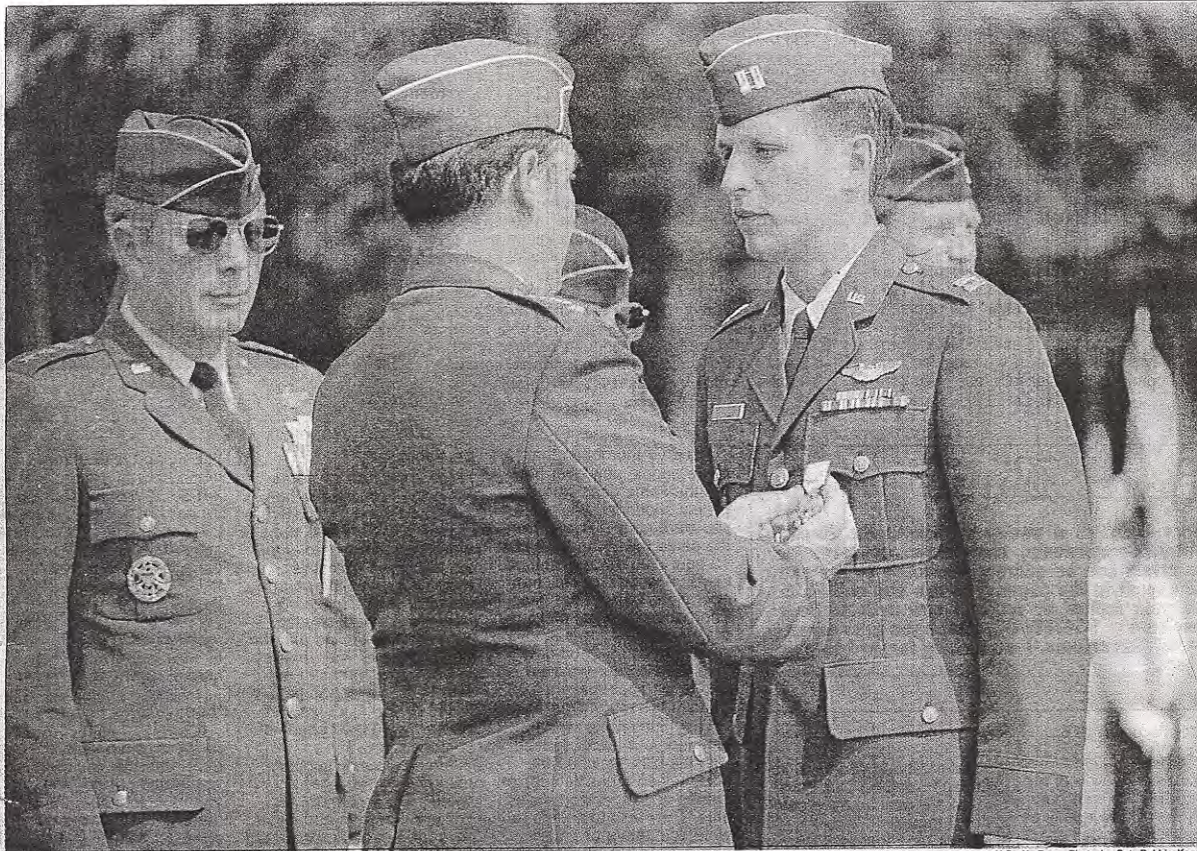
STRAND SENTRY



Vol. 22 No. 21

Myrtle Beach, S.C.

Friday, May 31, 1991



U.S. Air Force Photo by Sgt. Debbie Ken...

Air Force Cross presentation

Gen. John Michael Loh, commander of Tactical Air Command, presents the Air Force Cross, the Air Force's highest award, to Capt. Paul Johnson at a base ceremony, Thursday. Captain Johnson is one of only two individuals to receive this award for heroic actions in Desert Storm. On January 21, Captain Johnson was the flight lead of two A-10s tasked for search and rescue operations involving a downed Navy F-14 crew. He led his flight through three aerial refuelings, one attack on a possible Scud missile site and three hours of intensive searching deeper inside enemy territory than any A-10 had ever been before. He risked his life by repeatedly flying at 500 feet in

order to pinpoint the survivor. When an enemy truck appeared to be heading toward his survivor, Captain Johnson directed his flight to destroy it thus securing the rescue. In addition to the Air Force Cross, General Loh also presented the Distinguished Flying Cross to Capt. James Goff who was the wingman on the rescue mission and an Air Force Commendation medal for heroic actions to SSgt. Robert Hudson. Sergeant Hudson helped move aircraft and equipment away from a live Maverick missile that had inadvertently launched itself into an aircraft revetment.

Capt. James Randy Goff



POW★MIA



YOU ARE NOT FORGOTTEN





The first replacement training unit class to be graduated at Myrtle Beach AFB poses outside 119th Fighter Squadron headquarters. The class, which graduated March 22, 1969, consisted of Majors H.H. Skeen, T. R. Morris, J. R. Mourning and M. W. Talcott; Captains W. F. Rogers, R. M. Foley, I. Melendez, J. C. Gaston, R. R. Fuller, W. D. Atkins, Jr., W. E. Gabel and J. D. Constantino; and 1st Lt. M. J. Kelly.



113TH WING





MB RWA -7-25 31V 06

2-18-'55



MYRTLE BEACH ARMY AIRFIELD
HEADQUARTERS





TACTICAL AIR COMMAND





26

19

MYRTLE BEACH AIR FORCE BASE

(Continued from other side)

Deactivated in 1947, the field became a municipal airport again but was donated by the city to the U.S. Air Force as an active air base in 1954. The 354th Fighter Day Wing/Tactical Fighter Wing, based here 1956-1993, deployed squadrons in Europe, Southeast Asia, and the Middle East, with major service in Lebanon, Germany, Cuba, the Dominican Republic, Vietnam, and the Persian Gulf. The base closed in 1993.

ERECTED BY THE MYRTLE BEACH AIR BASE REDEVELOPMENT AUTHORITY
AND THE CITY OF MYRTLE BEACH, 2008



26

19

MYRTLE BEACH ARMY AIR FIELD

Myrtle Beach Army Air Field operated here 1940-47 and grew out of city plans to expand the municipal airport from two grass landing strips to a more permanent facility. In 1940-41 the U.S. Army Air Corps trained civilian pilots for the Civil Air Service; the War Department acquired the airport in late 1941. Observation squadrons, an aviation squadron, and a fighter squadron trained here during World War II.

(Continued on other side)

ERECTED BY THE MYRTLE BEACH AIR BASE REDEVELOPMENT
AUTHORITY AND THE CITY OF MYRTLE BEACH, 2008

Airdrome



Airdrome refers to an airport or military air base equipped with a control tower and hangars where airplanes take off and land.

Mayors of Myrtle Beach

1938 - 1939	W.L. Harrelson
1939 - 1941	Ben M. Graham
1941 - 1943	W.L. Harrelson
1943 - 1947	O.C. Callaway
1947 - 1949	H.W. Tallevast
1949 - 1954	J.N. Ramsey
1954 - 1955	Ernest W. Williams
1955 - 1964	W.E. Cameron
1965 - 1973	Mark Garner
1974 - 1978	Robert Hirsch
1978 - 1985	Erick B. Ficken
1986 - 1998	Robert M. Grissom

Myrtle Beach Air Force Base had the fortunate circumstance of being located within a city famed for the allure of its tourist attractions and pristine beach. Even more fortuitous for the Base were the outstanding civilian and military relationships that existed between the Base and the City of Myrtle Beach.

These relationships were epitomized by the close personal and official contacts that developed and grew between the city mayors and base officials. Each of the city mayors and military commanders took pride in these professional relationships and worked diligently to maintain them.

This sign is dedicated to those mayors who served during the time the Base was in existence, the first of whom was Mayor Harrelson, who played a key role in garnering land and federal support for the Army Air Base of World War II, and the last being Mayor Grissom, who oversaw the closure of the Base and the initial efforts at redevelopment.

Mayors of Surfside Beach

1964-1966	Mayor T. J. Harrison
1967-1968	Mayor Evans M. Bunch, Jr.
1969-1972	Mayor William H. Smith
1973	Mayor Ralph C. Freeland
1974-1976	Mayor Robert Cecil Ratcliffe
1977-1986	Mayor H. Blue Huckabee
1986-2000	Mayor Dick M. Johnson

The Mayors of Surfside Beach are honored here. The Town of Surfside Beach hosted many of the military families assigned to Myrtle Beach Air Force Base. The town was known for its hospitality and strong support of the Air Force Base and its people. This spirit of hospitality and friendliness was reflected in the close civil and military relationships that existed between the base military commanders and the town mayors.

The mayors who were in office during the Post-World War II period through closure of the Myrtle Beach Air Force Base are listed to left.

Chaplain (Major General) Charles C. Baldwin

Chaplain Baldwin served as the Senior Installation Chaplain at Myrtle Beach Air Force Base during the period June 1989 to 1992. During this period he also accompanied the 354th Tactical Fighter Wing on its deployment to King Fahad International Airport, Saudi Arabia, in support of Desert Storm/Desert Shield.

He is a graduate of the United States Air Force Academy and the Air War College. After he completed undergraduate pilot training, he was assigned as an EC-121 pilot to the 552nd Airborne Early Warning and Control Wing. From there he was sent to helicopter pilot training at Fort Rucker, Alabama, and then to South Vietnam as an HH-53 rescue helicopter pilot.

In 1974, he returned to civilian life, earned a master of divinity degree from the Southern Baptist Theological Seminary in Louisville, Kentucky, and subsequently served as a Baptist minister. In 1979, he returned to the Air Force as a Protestant chaplain.

Important assignments as Chaplain included Senior Protestant Chaplain, United States Air Force Academy; Staff Officer in the Office of Command Chaplain, Headquarters United States Air Forces in Europe; Staff Officer, Office of the Chief of Chaplains, Headquarters, United States Air Force; Commandant, United States Air Force Chaplain Service Institute, Maxwell Air Force Base, Alabama; and Command Chaplain, Air Education and Training Command, Randolph Air Force Base, Texas.

In June 2004, he was selected as the United States Air Force Chief of Chaplains. As such, he leads an Air Force Chaplain Service of 2,200 Chaplains and Chaplain Assistants. He also is a member of the Armed Forces Chaplains Board in which he and other military service chaplains advise the Secretary of Defense and Joint Chiefs of Staff on religious, ethical and quality of life concerns.



Colonel Larry K. Barton

Born December 7, 1934, in Kansas City, Missouri, Colonel Barton received a bachelor's degree from the University of Missouri and a master's degree from Auburn University. He completed Harvard University's program for management development.

Commissioned in 1956, Colonel Barton began a career in the Air Force lasting 30 years. Colonel Barton was a command pilot with more than 3,500 flying hours and 200 combat missions. He served as a fighter pilot (flying the A-10, A-7D, F-4, F-100 and F-84), educator, Director of Operations, Vice Commander of the United States Air Force Weapons Center at Nellis Air Force Base, and from 1980 to 1983 the Commander of the 354th Tactical Fighter Wing at Myrtle Beach Air Force Base.

Colonel Barton received the Legion of Merit award as the Air Force Forces Commander, Rapid Deployment Force, during Exercise Bright Star 82 in Egypt, The Sudan and Somalia. He earned the Air Force Commendation Medal for his contributions in the Royal Air Force Strike Command Bombing Competition in which the 23rd Tactical Fighter Wing had a "Clean Sweep," winning all available awards. Colonel Barton's aerial prowess was recognized three times with the award of the Distinguished Flying Cross and by 13 Air Medals. He received the Bronze Star Medal and Meritorious Service Medal with first oak leaf cluster in recognition of his leadership accomplishments. He also received the Combat Readiness Medal, Air Force Longevity Service Ribbon with six oak leaf clusters, National Defense Service Medal, Vietnam Service Medal with Five Service Starts, Air Force Outstanding Unit Award with Valor with one oak leaf cluster, Republic of Vietnam Gallantry Cross with Palm, and Republic of Vietnam Campaign Medal.



Joe W. Blizzard

Joe W. Blizzard was born October 19, 1915, in Dillon, South Carolina. He was South Carolina's youngest amateur golf champion at just 16. He attended Clemson College and Furman College in South Carolina.

During World War II, he served with the British Commandos. He retired as a Lieutenant Colonel from the United States Army after 27 years.

Along the Grand Strand in the mid-and-late 1960s, he won many prestigious golf championships.

From 1973-1988, he was head golf pro at Whispering Pines Golf Course, Myrtle Beach Air Force Base. He designed nine holes to add to the former nine-hole golf course.

Blizzard was known for his congenial manner, gentlemanly demeanor and dedication to the rules and traditions of golf. He delighted in passing these on to younger generations.



Colonel Alva “George” Branch

Colonel Branch was born and raised in south Texas where he learned to fly in a Piper Cub. In 1951, he joined the United States Air Force and was commissioned and rated as pilot in 1952. He completed advanced training in the F-86 and was sent to Korea, where he flew 69 combat missions. Upon his return to the United States, his unit was reassigned to Europe, where he flew the F-84F and the F-100.

In January 1958, he joined the 354th Tactical Fighter Wing and was assigned to the 355th Tactical Fighter Squadron. In July 1958, his squadron deployed on a top secret mission code named “Double Trouble” to Adana, Turkey, in support of the Lebanon Crisis. The flight required multiple day/night aerial refuelings and encountered adverse weather conditions. Captain Branch led the only four aircraft in the squadron to complete the mission setting a world time-distance record for an operational flight under nonsimulated conditions. Captain Branch later became the Operations Officer for the 355th Tactical Fighter Squadron and deployed with the squadron in support of the Berlin and Cuban Missile Crisis, as well as other major deployments during the Cold War era.

After assignments to Headquarters, 12th Air Force, and Headquarters Tactical Air Command, Captain Branch was assigned to the 416th Tactical Fighter Squadron at Bien Hoa Air Base, Republic of Vietnam, where he flew 228 combat missions in the F-100. A few years later, by now a Colonel, Branch returned to this theater and as Director of Operations for the 49th Tactical Fighter Wing, flew 35 combat missions in the F-4 into North and South Vietnam.

Colonel Branch retired in 1978 and returned to Myrtle Beach. During his career he made one Atlantic crossing in the F-86 and 11 in the F-100, as well as two Pacific crossings in the F-4. His decorations include the Legion of Merit, the Distinguished Flying Cross with two oak leaf clusters, the Bronze Star, and the Air Medal with twelve oak leaf clusters.



Colonel Curtis L. Brown

NASA Astronaut

Colonel Brown is a native of Elizabethtown, North Carolina. He graduated from the United States Air Force Academy in 1978.

After completing pilot training at Laughlin Air Force Base in Del Rio, Texas, he was assigned to Myrtle Beach Air Force Base as an A-10 pilot. He left Myrtle Beach in March 1982 to become an instructor pilot in the A-10 training program at Davis Monthan Air Force Base, Arizona, and while there attended the United States Air Force Fighter Weapons School at Nellis Air Force Base, Nevada. Later, he graduated from the United States Air Force Test Pilot School at Edwards Air Force Base, California, and was assigned to Eglin Air Force Base, Florida, to carry out test missions in the A-10 and F-16.

In August 1987, he was selected as an astronaut candidate by NASA (National Aeronautics and Space Administration). He graduated from the NASA Astronaut Training and Evaluation Program in August 1988 and became qualified as a pilot of the space shuttle. He is a veteran of six NASA space flights, serving as pilot on the first three missions and as shuttle commander on the next three missions. Altogether, he logged over 1,383 hours in space during these missions, with his flights totaling more than 58 days in orbit.

He has been awarded the Defense Superior Service Medal, the Defense Meritorious Service Medal twice, the Meritorious Service Medal and the NASA Space Flight Medal six times.

Colonel Brown retired from NASA and the Air Force in May 2000.



General Bruce Carlson

General Bruce Carlson is a native of Hibbing, Minnesota, and is a graduate of the University of Minnesota. While at the University, he completed the Air Force ROTC (Reserve Officer's Training Corps) program as a distinguished graduate.

After completing undergraduate pilot training and combat crew training in the F-4 and OV-10 aircraft, he completed a combat tour in the Vietnam War. Following that tour, he served as an OV-10 instructor pilot until assigned to Myrtle Beach Air Force Base. During the period of December 1977 to May 1980, while at Myrtle Beach Air Force Base, he was assigned to the 355th Tactical Fighter Squadron as an A-10 pilot and fighter weapons instructor.

Other important assignments included Aide to the Commander, Tactical Air Command; Senior Military Assistant to the Deputy Secretary of Defense, Washington, D.C.; Commander, 49th Tactical Fighter Wing, Holloman Air Force Base, New Mexico; and Commander, 8th Air Force, Barksdale Air Force Base, Louisiana.

In August 2005, he was appointed as the Commander of the Air Force Materiel Command, Wright-Patterson Air Force Base, Ohio.

His major awards and decorations include the Defense Distinguished Service Medal with oak leaf cluster, the Distinguished Service Medal with oak leaf cluster, the Legion of Merit, the Meritorious Service Medal with two oak leaf clusters, and the Air Force Commendation Medal with two oak leaf clusters.



General Michael P.C. Carns

General Carns served at the Myrtle Beach Air Force Base as Commander of the 354th Tactical Fighter Wing from March 1979 to October 1980. During this period, he developed and implemented a unique combat readiness training program centered on deploying and operating aircraft from an austere forward operating location under simulated combat conditions. To develop this program, he exploited the concrete hard stands and taxiways which had been left over from World War II and were located in a heavily wooded area of the base. This area of the base became known as the FOLTA (Forward Operating Location Training Area.) Several flying units from other bases frequently used this area to further their combat readiness training.

Some of the other important assignments held by General Carns include commander of the 57th Fighter Weapons Wing, Nellis Air Force Base, Nevada; Commander, 13th Air Force, Clark Air Base, Philippines; Director of the Joint Staff, Washington, D.C. ;and Vice Chief of Staff, Headquarters, United States Air Force.

General Carns is a graduate of the United States Air Force Academy and Harvard University. He was born in Junction City, Kansas.

The general is a command pilot with more than 6,400 flying hours. His military awards and decorations include the Defense Distinguished Service Medal with oak leaf cluster, Distinguished Service Medal, Silver Star, Defense Superior Service Medal, Legion of Merit with three oak leaf clusters, Distinguished Flying Cross, Air Medal with 10 oak leaf clusters, Air Force Commendation Medal and the Government of the Philippines Outstanding Achievement Medal.



Colonel Charles E. Cook, Jr.

Colonel Cook was born in Pennington, New Jersey, in 1921. He attended Randolph Macon Academy in Virginia and graduated Bucknell University in 1942.

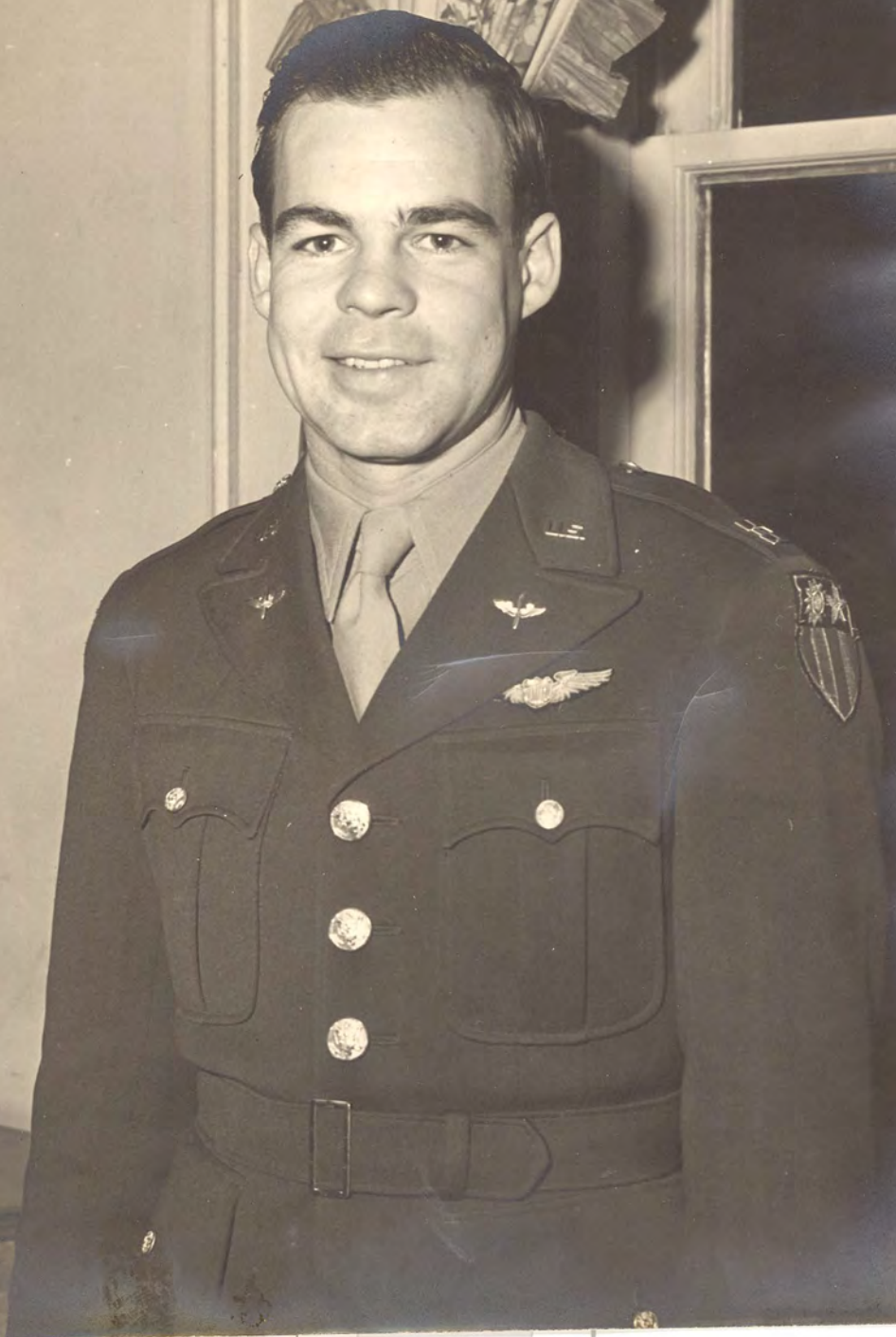
He enlisted in the Army Air Corps in 1942 and was commissioned a Second Lieutenant in 1943. Upon completion of flight training, he was assigned to the 23rd Fighter Group in China. During his tour, he was promoted to Captain, became Operations Officer for the 74th Fighter Squadron flying P-40 Warhawks against the Japanese and was credited with 2.5 Japanese air to air kills and several ground kills of Japanese aircraft.

Colonel Cook's career continued after the war with assignments at Las Vegas Army Air Field as a gunnery instructor; Shaw Field; The Citadel as a Tactical Officer and instructor; Korea; Myrtle Beach Air Force Base as Base Commander; and in Germany on the NATO War Planning Staff.

He was a graduate of Command and Staff College and received numerous decorations from the Army Air Corps, the United States Air Force, the Chinese government and the Korean government. He flew several aircraft in his career, including the T-6, P-40, P-47, P-51, P-61, P-80 and the T-39. He retired from the Pentagon in 1965 to Myrtle Beach, where he was a successful businessman and civic leader for more than 30 years.

Colonel Cook served on Myrtle Beach City Council from 1973 - 1975.





Colonel Edsel J. “Coupe” DeVille

Colonel DeVille, was born and raised in Eunice, Louisiana, in the heart of Cajun country. He received his bachelor’s degree in industrial technology from Louisiana State University and his masters in business management from Georgia College.

Colonel DeVille retired from the United States Air Force after serving our country for 28 years as a fighter pilot and Commander. He has logged more than 5,000 hours in 12 different aircraft. Among his numerous military decorations, he was awarded the Legion of Merit with two oak leaf clusters.

He was also designated a TOP GUN in the A-10 Aircraft, and volunteered for two combat tours in Vietnam, flying more than 400 combat missions. He was awarded three Distinguished Flying Crosses, one of which was for “Heroism in Combat.”

Colonel DeVille was first assigned to Myrtle Beach Air Force Base in April 1978 as Commander of the 355th Tactical Fighter Squadron flying the A-10. He returned to Myrtle Beach Air Force Base in 1987 for his last United States Air Force assignment as Base Commander. He retired from the United States Air Force in November 1989.



Colonel Robert G. Emmens

In April 1942, Robert G. Emmens was one of Jimmy Doolittle's Tokyo Raiders as lieutenant and copilot in Crew No. 8. After dropping bombs on Tokyo, Emmens' B-25 made it to a field outside of Vladivostok, Soviet Union, and was held captive by the Russians for 13 months until his escape through Persia. Colonel Emmens later wrote a book about his experience as a captive, *Guests of the Kremlin*.

Colonel Emmens was assigned to command the newly activated 4434th Air Base Squadron which was tasked to supervise construction on the rehabilitation of the Myrtle Beach Air Force Base in 1955. On July 25, 1956, the 342nd Fighter-Day Wing with three squadrons (33rd, 572nd and 573rd) was activated, along with the 342nd Air Base Group. Colonel Emmens was the Wing Commander.

On September 10, 1956, the 342nd Fighter Day Wing received a new commander, Colonel Francis S. Gabreski. Colonel Emmens assumed the role of Deputy Base Commander at that time. Colonel Emmens retired from the United States Air Force in 1964.



Lieutenant William Glover Farrow

Lieutenant William Farrow, a Darlington, South Carolina, native, was a member of the famed Doolittle Tokyo Raiders. This daring raid against the capital of Japan was the first major attack on the Japanese homeland in World War II. After completing the attack against aircraft factories and munitions sites within the city, Lieutenant Farrow and his crew headed for China, where they ran out of fuel over Japanese-occupied territory.

Farrow, his gunner and another pilot were captured, tried by the Japanese and sentenced to death. They were shot by a firing squad in October 1942, and their bodies were cremated by the Japanese. After the war, Lieutenant Farrow's ashes were located, returned to the United States and buried in Arlington National Cemetery.



Colonel Francis S. Gabreski

Francis S. "Gabby" Gabreski was born and raised in Oil City, Pennsylvania, joined the Army Air Corps in 1940, and graduated from pilot training as a Second Lieutenant in March 1941. He was serving in Hawaii during the "Day of Infamy," December 7, 1941.

In October 1942, Captain Gabreski (fluent in Polish) was assigned to the European Theater Operation as a liaison to the British Royal Air Force's Polish 315th Fighter Squadron flying combat missions in their Supermarine Spitfire Mark IXs.

In February 1943, he joined the 56th Fighter Group "Wolfpack" commanded by Colonel Hub Zemke flying Republic P-47 Thunderbolts. During his tour with the Wolfpack, Lieutenant Colonel Gabreski destroyed 28 enemy aircraft in aerial combat (surpassing Captain Eddie Rickenbacher's record of 26 enemy aircraft destroyed during World War II) and numerous others on the ground.

In July 1944, he crashed in enemy territory and was a prisoner of war until the war's end. Colonel Gabreski also served in a combat role during the Korean War, commanding the 51st Fighter Wing F-86 Sabres and destroying 6.5 enemy aircraft.

On September 10, 1956, Colonel Gabreski became Commander of the 342nd Fighter Day Wing at the Myrtle Beach Air Force Base. In January 2002, America's Greatest Living Ace passed away.



Major General James Franklin Hackler, Jr.

Born in Marion, Virginia, General James Hackler grew up in Wilmington, North Carolina. He attended the University of North Carolina at Chapel Hill and graduated from the United States Military Academy in 1943. He was then assigned to the European Theater of Operations where he served as pilot, squadron commander and group operations officer in England, France and Germany.

In September 1956, Colonel Hackler was assigned to Myrtle Beach Air Force Base where he served as Director of Operations for the 354th Tactical Fighter Wing. In this position, he was instrumental in the development of a worldwide deployment capability as part of Tactical Air Command's Composite Air Strike Force. The CASF was a mobile rapid-deployment strike force of fighter-bomber aircraft with both conventional and nuclear capability.

Subsequent assignments included the National War College and service in the Directorate of Operational Requirements and the Office of the Secretary of Defense.

A command pilot with more than 5,300 flying hours, General Hackler was checked out in more than 45 types of aircraft. His numerous decorations include the Silver Star, Legion of Merit, the Distinguished Flying Cross with oak leaf cluster, Air Medal with 20 oak leaf clusters, and the French Croix de Guerre with Silver Gilt Star.



Brigadier General Joel T. Hall

General Hall served at Myrtle Beach Air Force Base as Commander of the 354th Tactical Fighter Wing during the period April 1984 to January 1986.

He is a native of Oklahoma City, Oklahoma, and earned a bachelor's degree from the University of Oklahoma's School of Aerospace Engineering in 1961. General Hall earned his commission in the United States Air Force through the ROTC (Reserve Officer's Training Corps) program at the university.

He completed a combat tour in Vietnam where he flew combat missions in the F-100 aircraft. He is a graduate of the Fighter Weapons School at Nellis Air Force Base in Las Vegas, Nevada, and also served as the Commander of the Red Flag Training Program operated from that base. General Hall is a graduate of the National War College.

Other important assignments included Deputy Commander of the NATO (North Atlantic Treaty Organization) 5th Allied Tactical Air Force in Vicenza, Italy, in 1988, and Director of Aerospace Safety for the United States Air Force in the 1990s.

The General is a command pilot with more than 4,000 flying hours. His military awards and decorations include the Silver Star, Legion of Merit with oak leaf cluster, Distinguished Flying Cross with oak leaf cluster, Meritorious Service Medal with oak leaf cluster, Air Medal with 15 oak leaf clusters, Air Force Commendation Medal and Combat Readiness Medal.



Hoyt L. Hendrick

Hoyt Hendrick was employed at the Myrtle Beach Air Force Base in 1955 as civil engineer for the United States Army Corps of Engineers, which was preparing the Myrtle Beach municipal airfield to become a major Air Force Base. In 1958, he transferred to the United States Air Force and became the Myrtle Beach Air Force Base deputy civil engineer, a position which he held for the next 25 years.

In this capacity, he helped to prepare the base and oversee the construction of facilities required to bed down the F-100 aircraft in 1958, the A-7D aircraft in 1970 and the A-10 aircraft in 1977.

A registered Professional Civil Engineer with the State of South Carolina, he earned a bachelor of civil engineering degree from Clemson College and a master's of science degree from the University of Tennessee.

Mr. Hendrick was a United States Army veteran of World War II where he received The Purple Heart and Bronze Star.

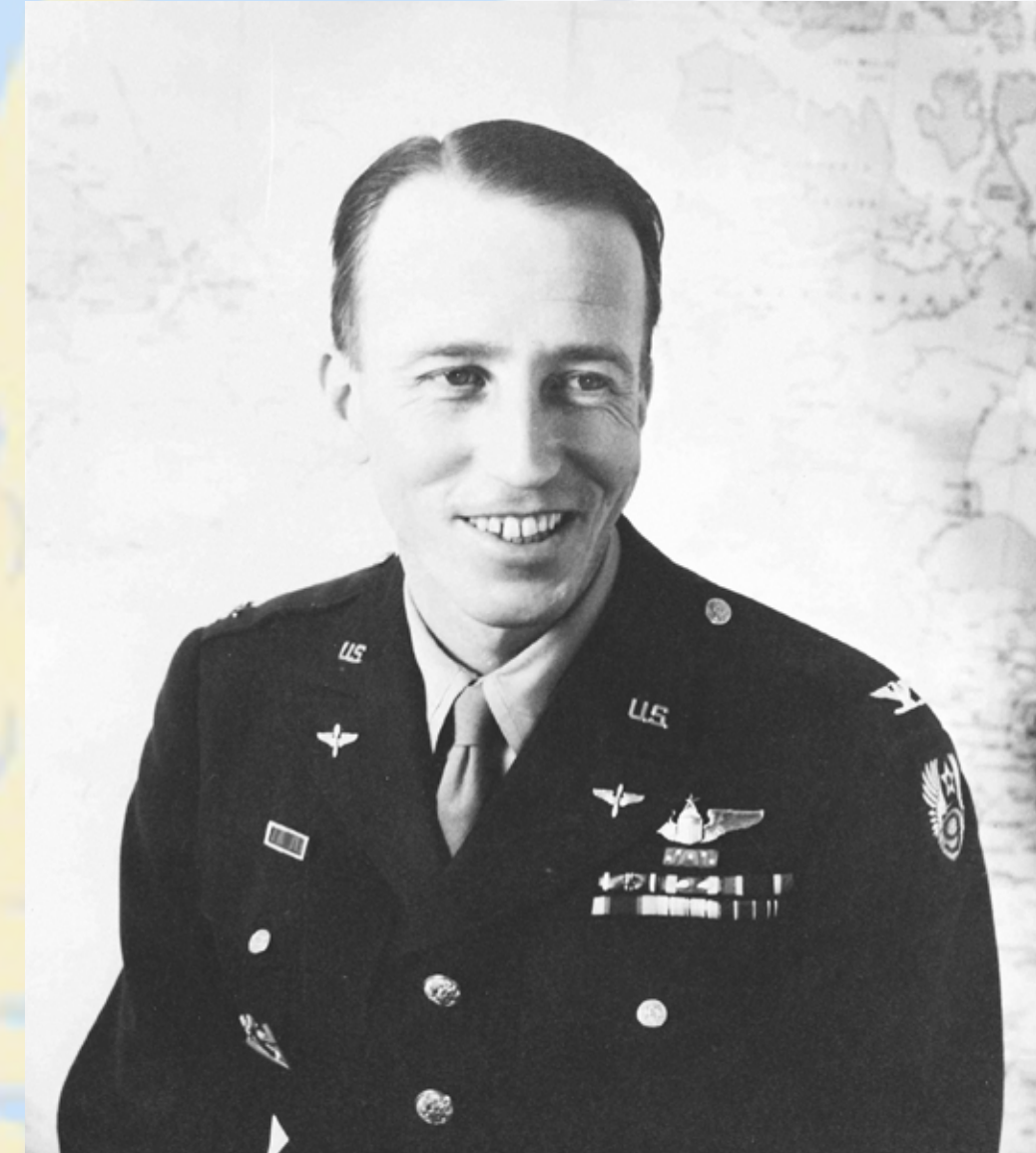


Brigadier General James Howell Howard

General Howard was the only fighter pilot awarded the Congressional Medal of Honor for heroic combat flying in the European Theater of Operations during World War II.

While flying his P-51 on a bomber escort mission near Berlin in 1944, he found himself alone in the defense of the bomber formation. For more than 30 minutes, he fought some 30 German fighters that were attacking the Flying Fortresses. During this engagement, which witnesses called the greatest display of combat flying ever seen, he shot down at least four enemy aircraft. No B-17s were lost, and his own aircraft received only one hit.

He became the first fighter ace in both the European and Pacific Theaters. He retired from the Air Force Reserve as a Brigadier General in 1966.



Photos of General Howard, courtesy of Gene Lamar



Brigadier General Robert G. Jenkins

General Jenkins served at Myrtle Beach Air Force Base as Vice Commander and then Commander of the 354th Tactical Fighter Wing from August 1987 to March 1990.

He accumulated more than 3,100 flying hours in tactical fighter aircraft, including the A-10. He earned his commission through the ROTC (Reserve Officer's Training Corps) program while studying for his bachelor of science degree at Virginia Polytechnic Institute. He also earned a master's degree from West Virginia University.

Other important duty assignments he held included Commander, Air Forces Iceland; Director of Operations, Headquarters, United States Air Force; Vice Commander, United States Air Forces Korea; and Director of Logistics, Headquarters, Pacific Air Forces, Hickam Air Force Base, Hawaii.

His major awards and decorations include Legion of Merit with oak leaf cluster, Distinguished Flying Cross with oak leaf cluster, Defense Meritorious Service Medal, Meritorious Service Medal with oak leaf cluster, Air Medal with 11 oak leaf clusters, Air Force Commendation Medal with three oak leaf clusters, Vietnam Service Medal with three service stars, Republic of Vietnam Gallantry Cross with Palm, and Republic of Vietnam Campaign Medal.



Captain Paul Johnson

Captain Paul Johnson of Dresden, Tennessee, was a pilot with the 354th Tactical Fighter Wing, Myrtle Beach Air Force Base, during the Desert Storm Combat Operations over Iraq.

On January 21, 1991, Captain Johnson flying an A-10 was tasked with a search and rescue. He received orders to look for an F-14 crew that had been shot down the night before. During the next six hours, he would lead his flight through three aerial refuelings, one attack on a possible SCUD missile site, and three hours of intensive searching deeper inside enemy territory than any A-10 had ever been. He risked his life as he had to fly at a mere 500 feet in order to pinpoint the survivor's location. When an enemy truck appeared to be heading toward his survivor, Captain Johnson directed his flight to destroy it, thus securing the rescue.

It was his superior airmanship and his masterly techniques of orchestration that made this rescue happen, the first in the history of the A-10 weapons system.

Through his extraordinary heroism, superb airmanship, and aggressiveness in the face of the enemy, Captain Johnson reflected the highest credit upon himself and the United States Air Force. For his heroic actions, Captain Johnson was awarded the Air Force Cross in 1991 at a base ceremony.

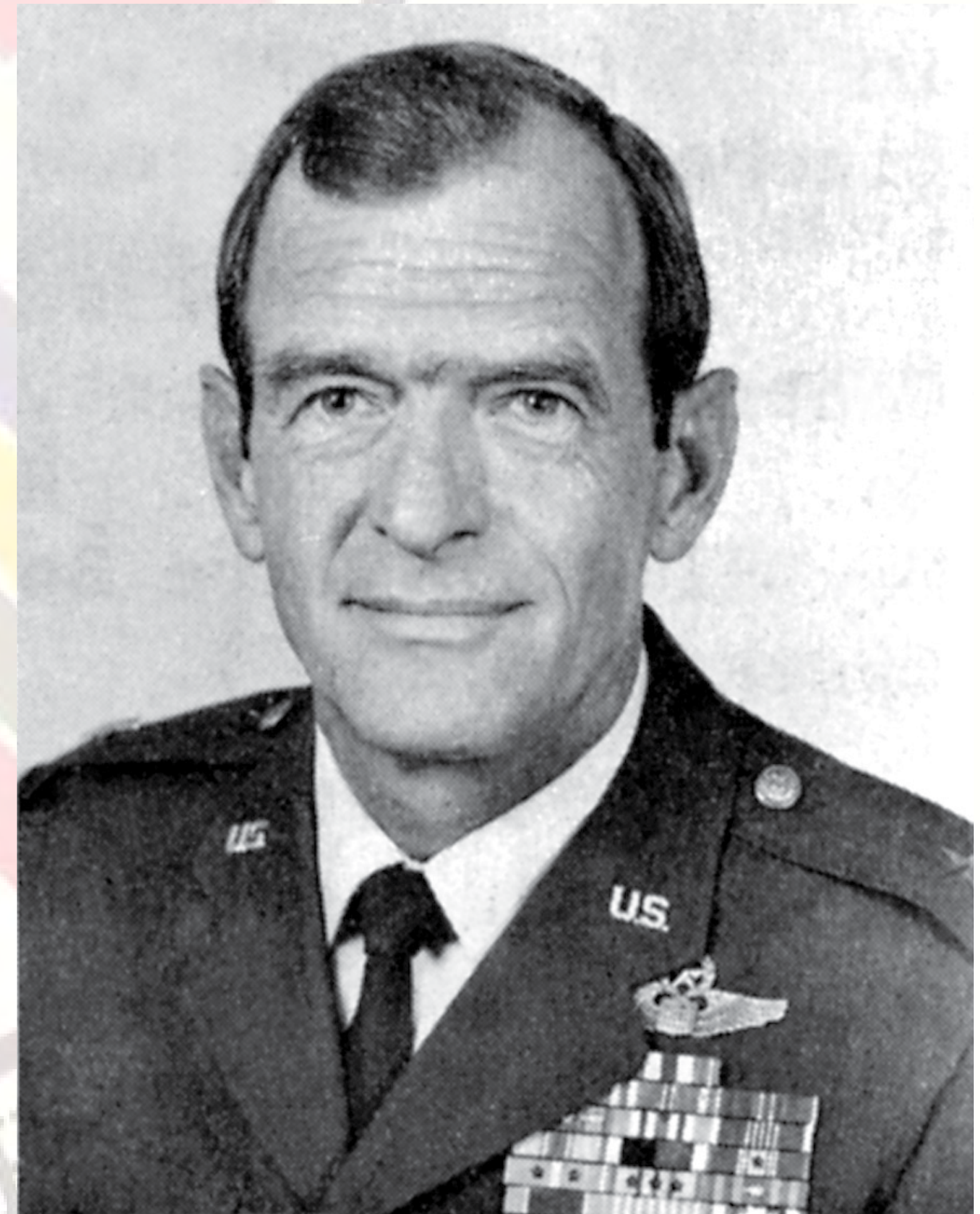


Brigadier General Thomas Merrit Knoles III

Brigadier General Thomas M. Knoles, a command pilot in the United States Air Force, was born in 1927 in Flagstaff, Arizona, and graduated from Flagstaff High School in 1945. He attended the University of Arizona prior to enlisting in the Army Air Forces in March 1946. He received his commission as a second lieutenant and his pilot wings through the aviation cadet program in June 1948. He graduated from the Air Tactical School in 1950 and the Air War College in 1967.

In June 1971, Brigadier General Knoles was assigned as Commander of the 354th Tactical Fighter Wing with headquarters at the Myrtle Beach Air Force Base. A year later, he led the wing when it was deployed to Thailand to participate in the final stages of the United States involvement in Southeast Asia and support for Operation Linebacker in December 1972.

Brigadier General Knoles retired from the Air Force in 1976 with 30 years of commendable service. His military decorations and awards include the Silver Star, Legion of Merit with two oak clusters, Distinguished Flying Cross, Bronze Star Medal, Air Medal with 15 oak leaf clusters, Joint Service Commendation Medal, Air Force Commendation Medal and the Army Commendation.



Major General Joseph J. Kruzel

General Kruzel served at the Myrtle Beach Air Force Base as Vice Commander and then Commander of the 354th Tactical Fighter Wing during the period July 1961 to April 1963. He graduated from the University of Scranton in Scranton, Pennsylvania, in 1939 and entered the Army Air Corps in May 1940.

After completing pilot training, he was commissioned as a Second Lieutenant and assigned to the Far East. When World War II began, he flew P-40 fighter combat missions from bases in the Philippines, Northern Australia and Java against the Japanese Air Force.

He logged more than 175 combat hours flying against Japanese fighter aircraft and shot down at least one Japanese Zero.

In November 1943, he went to England where he flew the P-47 and P-51 fighter aircraft. During this combat tour in the European Theater, he shot down four German fighter aircraft which, coupled with the kill of the Japanese fighter, made him a World War II Fighter Ace.

Other important assignments carried out by General Kruzel included Deputy Chief of Staff for Operations at Headquarters, Pacific Air Forces, and Director of Operations, Headquarters United States Air Force.

His military decorations include the Silver Star with two oak leaf clusters, Legion of Merit, the Distinguished Flying Cross with oak leaf cluster, Air Medal with three oak leaf clusters and the Bronze Star Medal.





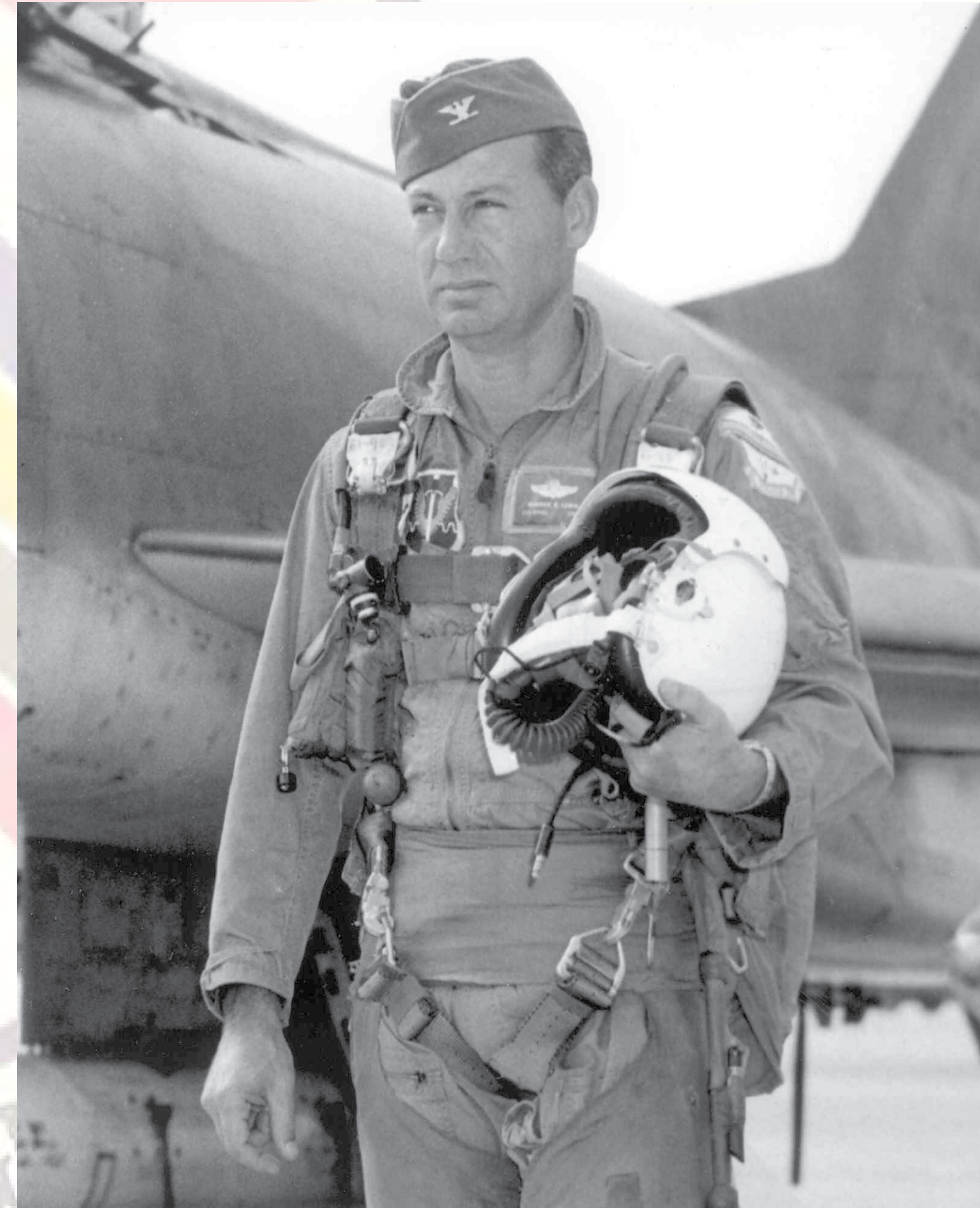
Colonel Warren R. Lewis

Colonel Lewis was born on Christmas Eve, 1919, in Superior, Iowa. When the war broke out in Europe, he joined the Royal Canadian Air Force and then later transferred to the United States Army Air Corps.

He was assigned to fly P-38 aircraft operating from New Guinea in the Far East. He became an ace on April 3, 1944, when he shot down a Zeke, which was one of Japan's front line fighter aircraft. Altogether, he had seven confirmed aircraft shot down, five probable and three damaged.

He also saw combat in the European Theater where he flew the P-38 and the P-51. He remained in the Air Force after World War II and served at Myrtle Beach Air Force Base as Commander of the 354th Tactical Fighter Wing in the mid-1960s.

Colonel Lewis received the Legion of Merit with one oak leaf cluster, Distinguished Flying Cross with two oak leaf clusters and the Air Medal with 26 oak leaf clusters. Colonel Lewis retired from the Air Force in 1971.



Chief Master Sergeant of the Air Force Rodney J. McKinley

Chief Master Sergeant McKinley served at Myrtle Beach Air Force Base during the period June 1982 to June 1987. Among his important duties while in the 354th Tactical Fighter Wing were Phase Dock Inspector, Maintenance Instructor, Quality Assurance Inspector and Non-Commissioned Officer in Charge of Functional Check Flights.

After a tour of duty with the 3rd Tactical Fighter Wing, Clark Air Base in the Philippines, he returned to Myrtle Beach Air Force Base as First Sergeant of the 354th Communications and Services Squadrons.

He left Myrtle Beach Air Force Base in June 1992 to serve as First Sergeant with Squadrons at Ghedi Air Base, Italy; Tinker Air Force Base, Oklahoma; and Ramstein Air Base, Germany. In August 2001, he was selected to be the Command Chief Master Sergeant of the 86th Airlift Wing, Ramstein Air Base, Germany, and had subsequent assignments as Command Chief Master Sergeant with the 11th Air Force Elmendorf Air Force Base, Alaska, and Pacific Air Forces, Hickam Air Force Base, Hawaii.

Chief McKinley is a native of Mount Orab, Ohio. Among his educational achievements are an undergraduate degree from St. Leo College, Florida, a master's degree in human relations from the University of Oklahoma, and completion of the Air Force Senior Noncommissioned Officer Academy, Maxwell Air Force Base, Alabama.

In June 2006, he was selected to be the Chief Master Sergeant of the Air Force, Headquarters, United States Air Force, Washington, D.C. This position is the highest level of enlisted leadership in the United States Air Force. In this position, he provides direction for the enlisted corps, represents their interests to the American public and serves as Personal Adviser to the Chief of Staff and Secretary of the Air Force.



Major General Gilbert L. Meyers

General Gilbert Meyers entered military service in 1936. He completed his pilot training in 1938 and was assigned to the Eighth Pursuit Group at Langley Field, Virginia. His distinguished career contained many firsts.

During the early part of World War II he accepted the first P-47 Thunderbolt fighter for use by the Army Air Corps. Serving with the 386th Fighter Group in England, his was the first Air Corps unit to land in France after Normandy. After the German surrender, General Meyers served with the Fifth Air Force in the Far East and landed at Tachikawa Air Base, Japan, only days after the unofficial Japanese surrender. In 1946, he assumed command of the First Fighter Group when it was the first jet fighter unit in the Air Corps.

In 1950, General Meyers went to Korea for two years as Fifth Air Force director of operations during the Korean conflict. His other post-war assignments included acting as deputy chief of staff operations, Headquarters, Tactical Air Command; vice commander of the Ninth Air Force; deputy director for requirements, Headquarters, United States Air Force; and commander of the 27th Tactical Fighter Wing. He was commander of the 354th Tactical Fighter Wing from 1960 to 1963.

Among his awards and decorations are the Distinguished Service Medal, Distinguished Flying Cross, Air Medal with seven Oak leaf clusters, Bronze Star and the Croix de Guerre.



Chief Master Sergeant Gary J. Moser

Chief Master Sergeant Gary Moser was raised in Raeford, North Carolina, and joined the United States Air Force in 1968. His early assignments included tours of duty in Thailand, Germany and North Carolina.

Chief Master Sergeant Moser served two tours of duty with the 354th Tactical Fighter Wing. During his first tour (1979-1984) he was an integral part of the Wing's Aircraft Maintenance Organization where he served as the Non-Commissioned Officer in Charge of the Aero Repair/Crash Recovery Section. Following an assignment to Tactical Air Command Headquarters at Langley Air Force Base, Virginia, Chief Master Sergeant Moser returned to Myrtle Beach Air Force Base in 1986. He again served in key positions within the Maintenance Organization, including becoming Chief of the 355th Tactical Fighter Squadron's Aircraft Maintenance Unit. Due to his outstanding leadership skills, he was selected to become the Wing's Senior Enlisted Advisor in 1989. As the Wing's Senior Non-Commissioned Officer, Chief Master Sergeant Moser was the primary spokesman and mentor for more than 3,000 enlisted personnel assigned to the Myrtle Beach Air Force Base. He served as the Myrtle Beach Air Force Base Senior Enlisted Advisor until 1992, during the time when the Wing supported Operations Desert Shield and Desert Storm.

Chief Master Sergeant Moser was reassigned to the 23rd Wing, Pope Air Force Base, North Carolina, in 1992 where he was instrumental in establishing the United States Air Force's first Air Land Composite Wing. While stationed with the 23rd Wing, he was once again selected to serve as a Senior Enlisted Advisor. Chief Master Sergeant Moser retired from the Air Force in October 1994. During his outstanding 26-year career he earned an associate degree in aircraft maintenance technology from the Community College of the Air Force and received numerous decorations, awards and citations.



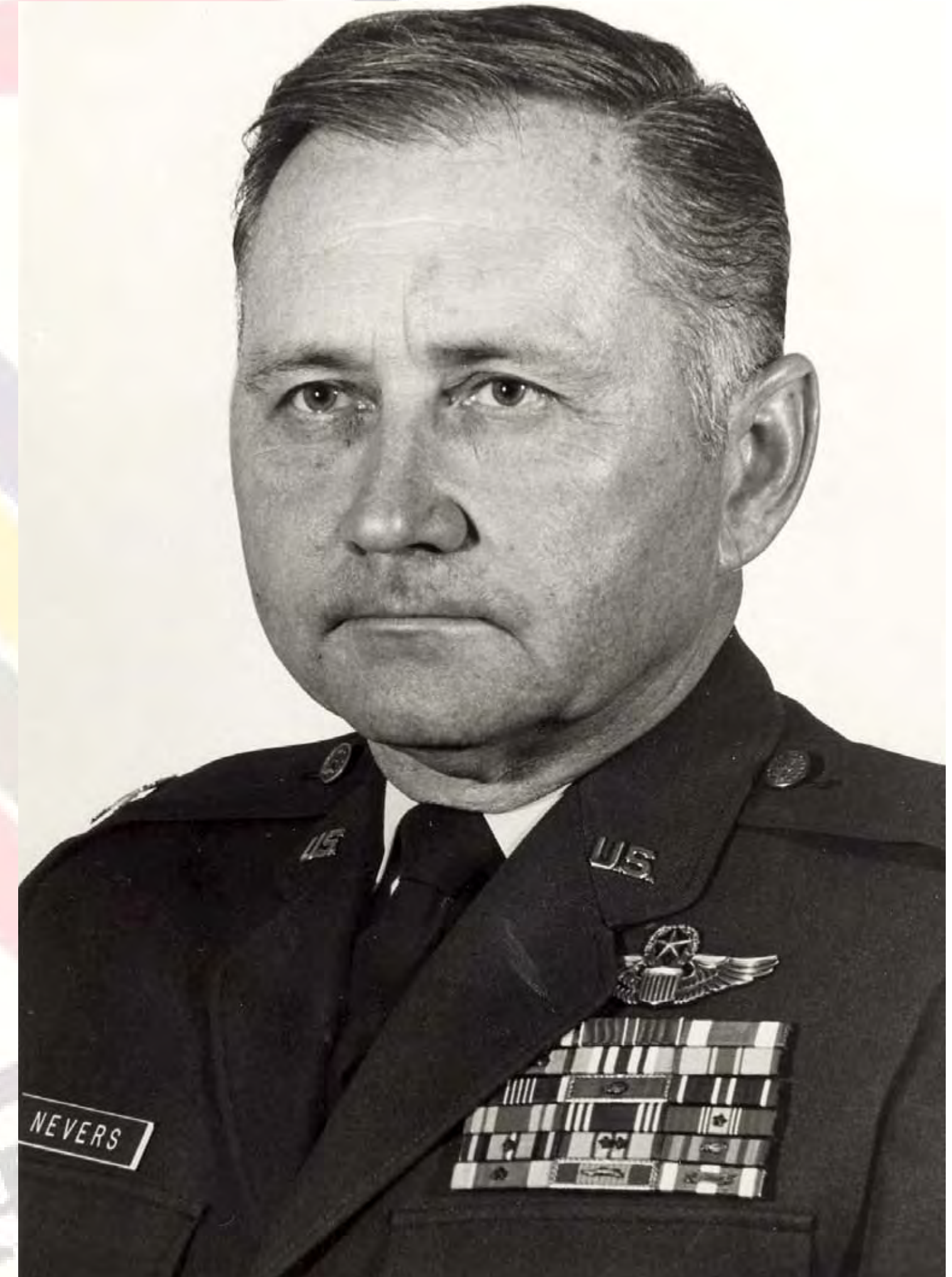
Colonel Joseph R. Nevers

Colonel Joseph R. Nevers had an illustrious military career spanning 35 years. He was renowned as a fighter pilot having accumulated more than 7,700 flying hours in such aircraft as the F-86, F-100 and the F-104. In fact, his 4,885 flying hours in the F-104 were exceeded by only one other pilot in the United States Air Force.

He flew F-104 combat missions in the Vietnam War and returned to that combat theater later on as a Deputy Base Commander of a Special Operations Wing operating from a base in Thailand.

Other key assignments included Director of F-104 operations at Luke Air Force Base, Arizona; Deputy Base Commander at Homestead Air Force Base, Florida; and Commander of the 354th Combat Support Group at Myrtle Beach Air Force Base. In effect, he was the 354th Tactical Fighter Wing's Base Commander in this latter position. He served for more than seven years becoming the Base's longest serving commander.

Chief among his service awards are the Legion of Merit, Bronze Star, two Distinguished Flying Crosses and five Air Medals.



Colonel Robert P. “Pancho” Pasqualicchio

Captain Robert P. Pasqualicchio was part of the initial cadre that opened Myrtle Beach Air Force Base in 1956 and was the first commander of the newly formed 356th Fighter Squadron of the 354th Fighter Group. He enlisted in the United States Army Air Corps in 1942. He was a combat fighter pilot with three combat tours and more than 350 combat missions.

Upon his return from Korea in 1951 he was summoned to the White House and was personally commended by President Harry S. Truman for his role in the rescue of five United States airmen that were shot down behind enemy lines.

His extensive career in fighter aviation was highlighted by his performance as “top gun” as a member of the winning fighter group of the United States Air Force Fighter Group gunnery competition in 1956. He is the recipient of numerous combat awards for his actions.

Colonel Pasqualicchio retired from the Air Force in 1973 and made Myrtle Beach his home. He then became Director of Airports for Horry County until 1986.



Captain Stephen Richard Phillis

Captain Stephen Phillis, a native of Rock Island, Illinois, was an A-10 pilot at the Myrtle Beach Air Force Base during the time when the United States military was preparing for Operation Desert Storm in response to the Iraqi occupation of Kuwait.

He and his unit were deployed to Saudi Arabia in 1990 in support of that operation. While on a combat mission in northwestern Kuwait, his wingman was shot down by enemy anti-aircraft fire. Captain Phillis immediately organized a search and rescue mission for his wingman. While doing so, he was hit by enemy fire and was killed in the ensuing crash of his A-10.

Captain Phillis is buried in Memorial Park Cemetery in his hometown of Rock Island.



Major General Harold L. Price

Major General Harold L. Price had a colorful career which included service in three wars. He was born and raised in Potter, New York. After graduating from Pennsylvania State College in 1941, he entered active military service as an aviation cadet. He received his wings and was commissioned a second lieutenant in the United States Army Air Corps. He received a master's degree from The George Washington University and attended the Air Command and Staff College and the National War College. During World War II, he flew 67 combat missions in fighters in England, North Africa and Sardinia.

In 1949, General Price was assigned to the Far East Air Forces where he was the Operations Officer for the Eighth Fighter Wing and Commander of the 80th Fighter Squadron. During the Korean War, he flew 75 combat missions and was credited with four YAK-9s destroyed, one MIG-15 probably destroyed and one MIG-15 damaged. After numerous command and staff assignments, he was assigned to Headquarters, United States Air Force in Europe and in the Office of the Deputy Chief of Staff, Operations. In 1958, he was deputy for plans for the Commander-in-Chief, specified command, Middle East for Lebanon Operations, at the time the 355th Tactical Fighter Wing deployed from Myrtle Beach to Adana, Turkey, in support of the Lebanon Crisis.

In 1964, he went to the Republic of Vietnam, served as Director of Operations, 2nd Air Division, and completed 87 combat missions. Upon his return to the United States, he was assigned Commander, 354th Tactical Fighter Wing at Myrtle Beach Air Force Base. Subsequently, he was assigned to the Office of the Assistant Secretary of Defense and Headquarters, United States Air Force.

His military decorations and awards include the Legion of Merit with two oak leaf clusters, Distinguished Flying Cross with two oak leaf clusters, Soldier's Medal, Bronze Star Medal, Air Medal with 11 oak leaf clusters, Air Force Commendation Medal with two oak leaf clusters, Army Commendation Medal, Air Force Distinguished Unit Citation Emblem with oak leaf cluster, Republic of Korea Presidential Unit Citation Ribbon, and the Republic of Vietnam Air Force Distinguished Service Cross. He is a command pilot with more than 4,000 hours flying time in 19 different aircraft.



Lieutenant General Joseph J. Redden

Joseph J. Redden was born February 16, 1943, in Council Bluffs, Iowa. General Redden was first assigned to Myrtle Beach Air Force Base in March 1974 where he served as Operations Officer of the 356th Tactical Fighter Squadron.

He left in August 1976 to attend the Air Command and Staff College at Maxwell Air Force Base, Alabama. He returned to Myrtle Beach Air Force Base in January 1986 as Commander of the 354th Tactical Fighter Wing. He is a graduate of the United States Air Force Academy and the Army War College. He has flown nearly 5,000 hours in tactical aircraft, including the A-10 and F-4.

Other important assignments include Inspector General of the Tactical Air Command; Commandant of Cadets, United States Air Force Academy; Director of Plans, Pacific Air Forces; and Commander, Air University, Maxwell Air Force Base, Alabama.

His major awards and decorations include the Defense Distinguished Service Medal, Distinguished Service Medal, Legion of Merit with bronze oak leaf cluster, Distinguished Flying Cross with bronze oak leaf cluster, Meritorious Service Medal with bronze oak leaf cluster, Air Medal with five silver oak leaf clusters and three bronze oak leaf clusters, Air Force Commendation Medal, Presidential Unit Citation with two bronze oak leaf clusters, Air Force Outstanding Unit Award with "V" device and bronze oak leaf cluster, Combat Readiness Medal, National Defense Service Medal with bronze service star, Armed Forces Expeditionary Medal with bronze service star, Vietnam Service Medal with silver service star and two bronze stars, Republic of Vietnam Gallantry Cross with Palm, and Republic of Vietnam Campaign Medal.



General Robert H. Reed

General Reed was born in Elkhorn City, Kentucky. He earned a bachelor of arts degree in international relations from Syracuse University, New York, in 1959 and a master of public administration degree from The George Washington University in 1965. He completed Air Command and Staff College in 1965 and Air War College in 1972.

Among his many assignments, General Reed was Commander of the 354th Tactical Fighter Wing at the Myrtle Beach Air Force Base from 1976 to 1979. He was responsible for converting the Wing from A-7D aircraft to a new close air support fighter, the A-10.

Under his command, the 354th became the United States Air Force's first combat operationally ready wing of the A-10 aircraft. The wing set many firsts in bringing this new close air support fighter aircraft into the operation inventory of combat aircraft. Among these were demonstrating high aircraft sortie rates, perfecting rapid re-arming and turnaround techniques, maintaining a high aircraft in-commission rate, refining close air support tactics, and perfecting the capability to operate from very austere locations.

The general is a command pilot with 6,100 flying hours. His military decorations and awards include the Distinguished Service Medal, Legion of Merit with oak leaf cluster, Distinguished Flying Cross, Meritorious Service Medal, Air Medal with 10 oak leaf clusters, and Air Force Commendation Medal.



Lieutenant General John W. Rosa, Jr.

General Rosa served at the Myrtle Beach Air Force Base as an A-7 and A-10 pilot in the 353rd Tactical Fighter Squadron during the period of July 1975 to August 1980. He holds an undergraduate degree from The Citadel, Charleston, South Carolina, and a master's degree from the Golden Gate University in California. He also completed the Harvard University Program for Senior Executives.

Other important flying assignments included a two-year tour with the Royal Air Force flying the Jaguar aircraft. He later served as Commander of three United States Air Force Tactical Fighter Wings.

General Rosa was Commandant of the Air Command and Staff College and then was assigned to the Directorate of Operations on the Joint Staff, Washington, D.C. From there he was assigned to be the Superintendent of the United States Air Force Academy, a position he held from July 2003 until his retirement from the United States Air Force in November 2005 to accept the position of President of The Citadel in Charleston, South Carolina.

His major awards and decorations include the Distinguished Service Medal, Defense Superior Service Medal, Legion of Merit with oak leaf cluster, Meritorious Service Medal with four oak leaf clusters, Air Force Commendation Medal, and Combat Readiness Medal with two oak leaf clusters.

Other achievements include Outstanding Graduate of the Fighter Weapons Course.



Lieutenant General Evan W. Rosencrans

General Rosencrans served at the Myrtle Beach Air Force Base as Wing Commander of the 354th Tactical Fighter Wing from May 1970 to July 1971. During this period, the Wing converted from the F-100 aircraft to the A-7D Corsair II, becoming the first combat ready tactical fighter wing in this type of aircraft.

Other important assignments held by General Rosencrans include Director of the Air Force Inspection and Safety Center; Deputy Chief of Staff for Plans at Headquarters, United States Air Forces in Europe; Commander, Third Air Force Royal Air Force, Mildenhall, Suffolk, England; Vice Commander of the Air Training Command at Randolph Air Force Base, Texas; Deputy Commander in Chief United Nations Command; Deputy Commander United States Forces, Korea; and Commander of the United States Air Forces in Korea.

General Rosencrans graduated in 1948 from the United States Military Academy with a bachelor of science degree. In 1968 he earned a master's degree from George Washington University.

General Rosencrans is a command pilot with approximately 4,800 flying hours. His military decorations and awards include the Distinguished Service Medal, Legion of Merit with two oak leaf clusters, Distinguished Flying Cross with three oak leaf clusters, Air Medal with 16 oak leaf clusters, Joint Service Commendation Medal, Presidential Unit Citation emblem with five oak leaf clusters, Air Force Outstanding Unit Award ribbon with four oak leaf clusters and "V" device, American Campaign Medal, World War II Victory Medal, Army of Occupation Medal (Japan), National Defense Service Medal with one bronze star, Korean Service Medal with four bronze service stars, Vietnam Service Medal with four bronze service stars, Air Force Longevity Service Award Ribbon with eight oak leaf clusters, Small Arms Expert Marksmanship ribbon, United Nations Service Medal, Republic of Korea Presidential Unit Citation, Republic of Vietnam Medal of Honor 1st Class and Republic of Vietnam Air Service Medal.



Lieutenant Colonel William H. Rutherford

Lieutenant Colonel Rutherford, a native of Montgomery, Alabama, was a Command fighter pilot in the United States Air Force and the District of Columbia National Guard for more than 30 years.

He was stationed at Myrtle Beach Air Force Base four times (1957, 1968, 1970 and 1976) during his career. Lieutenant Colonel Rutherford flew a number of aircraft including the F-86H, F-100D and A-7D. He was the Chief of Airfield Management at Myrtle Beach Air Force Base when he retired in November 1981.

Lieutenant Colonel Rutherford had a tour in Vietnam in 1969 and 1970, where he flew 100 combat missions.

His military awards and decorations include the Air Medal with four oak leaf clusters, Air Force Commendation Medal, Purple Heart, Vietnam Cross of Gallantry, Armed Forces Expeditionary Medal and the Meritorious Service Medal.



Wing Command Post and Headquarters

The 354th Tactical Fighter Wing Headquarters, building 104, was located here.

The building contained the office of the Wing Commander and associated staff members in support of the Wing Commander's mission.

The Wing Headquarters was the highest echelon of command on the base and was responsible for the overall operation of the tactical fighter units and all base supporting functions.

This building also housed a large central computer and data automation center that supported all base functions.



Major General Ervin C. Sharpe, Jr.

Major General Sharpe was Vice Commander, then Commander, of the 354th Tactical Fighter Wing at Myrtle Beach Air Force Base during the period of January 1988 to June 1991.

During a portion of this time, he deployed with the Wing and A-10 aircraft to the King Fahad International Airport, Saudi Arabia in support of coalition operations to remove Iraqi forces from Kuwait. These operations were known as Operation Desert Shield and Desert Storm and constituted a major allied combat war effort.

Under General Sharpe's leadership, the A-10 wing achieved outstanding results in carrying out A-10 combat missions against Iraqi armored forces in Kuwait and Southern Iraq.

General Sharpe's other assignments included Commander, Center for Aerospace Doctrine, Research and Education, Maxwell Air Force Base, Alabama; Vice Commander 7th Air Force, Osan Air Base, Korea; Director of Operations, Headquarters Air Combat Command, Langley Air Force Base, Virginia.

General Sharpe earned a bachelor's degree in marketing from Florida State University, Tallahassee, Florida, and a master's degree in aviation management from Embry-Riddle Aeronautical University. He is a graduate of the Air War College at Maxwell Air Force Base, Alabama. The general entered the Air Force in 1967 as a distinguished graduate of Officer Training School, Lackland Air Force Base, Texas. He is a command pilot with more than 3,300 flying hours and flew 242 combat missions over Southeast and Southwest Asia.

Among his military awards and decorations are the Defense Superior Service Medal, Legion of Merit with oak leaf cluster, Distinguished Flying Cross, Meritorious Service Medal with oak leaf cluster, Air Medal with 15 oak leaf clusters, and Air Force Commendation Medal with oak leaf cluster.



Wing Deputy Commander for Operations

The Wing Deputy Commander for Operations (DCO) office and staff were housed in building 332.

The building also contained the Wing Command Post, which was the hub of flight operations conducted by the tactical fighter squadrons and provided constant monitoring of all flight activities.

The Deputy Commander for Operations was responsible for overall supervision of the flying training program for the fighter squadrons and for ensuring that pilots were trained to the required level of combat readiness.

This office also was responsible for insuring that the tactical fighter squadrons maintained the requisite deployment status and were trained to carry out combat operations at their assigned wartime base.



Lieutenant Colonel Anthony “Tony” Shine

Lieutenant Colonel (then Captain) Anthony “Tony” Shine, a native of Pleasantville, NY, was a member of the 355th Tactical Fighter Squadron when the A-7D he was piloting disappeared beneath a cloud covering over the border of North Vietnam and Laos. He had deployed with the 355th to Korat Royal Thai Air Force Base, Thailand for his second tour of duty in Vietnam in October 1972.

On December 2, Lt. Col. Shine was the lead pilot on a combat mission. After arriving at the target area, he advised his wingman that he was going to descend a cloud covering to perform visual reconnaissance. Shortly thereafter, the wingman lost radio contact with him. When Lt. Col. Shine’s estimated fuel time had elapsed an extensive search and rescue operation was initiated with negative results. He was declared Missing In Action.

Lt. Col. Shine remained unaccounted for until 1995, when his remains were repatriated for honorable burial at Arlington National Cemetery. The United States Air Force top gun award was established in honor of Lt. Col. Shine and all Prisoners of War and Missing in Action from the Vietnam Conflict. Each year, the Lt. Col. Anthony C. Shine Award is presented to the United States Air Force pilot who has demonstrated superior professionalism and proficiency in flying a tactical fighter aircraft, and who has a high caliber of moral character and demonstrated community service.



Colonel Thomas C. “Buddy” Styers

Colonel Styers served in the United States Air Force for 26 years retiring in September 1992.

In August 1995, Colonel Styers became the Executive Director of the Myrtle Beach Air Force Base Redevelopment Authority, established by the South Carolina General Assembly in July 1994 to oversee the redevelopment and reuse of the closed federal military installation.

Colonel Styers was responsible for the day-to-day leadership and management of the Authority and directed the economic development of the former Myrtle Beach Air Force Base. He managed the construction of public infrastructure and renovation of facilities until the closure of the Redevelopment Authority in 2008.

Prior to that, Colonel Styers became the Human Resources Director for a hotel corporation and the Human Resources/Safety Director for a manufacturing corporation in Horry County.



Colonel Charles M. Thrash

Colonel Charles M. “Charlie” Thrash was stationed at Myrtle Beach Air Force Base on three different occasions. During these three tours he filled nearly every flying-related leadership position in the 354th Tactical Fighter Wing and amassed more than 2,000 flying hours in the A-10A, more than any other A-10 pilot assigned to the base. He served as a Squadron pilot, Instructor pilot, Mission Commander, Standardization-Evaluation pilot, Flight Commander, Assistant Operations Officer of the 356th Tactical Fighter Squadron, Operations Officer of the 355th Tactical Fighter Squadron, and Commander of the 353rd Fighter Squadron. During these three assignments, Colonel Thrash was instrumental in developing joint Army and Air Force training and employment tactics and spear-heading Combat Search and Rescue (CSAR) multi-force training initiatives.

Colonel Thrash served as the 354th Tactical Fighter Wing Vice Wing Commander during his last tour at Myrtle Beach Air Force Base (1991-1992). During this post-Desert Storm period he was responsible for developing and managing the initial base closure processes. Following his final tour at Myrtle Beach, he was assigned to the 23rd Wing, Pope Air Force Base, North Carolina, as the Operations Group Commander. He was responsible for developing and integrating the operational concepts for the Air Force’s first Air Land Composite Wing.

Colonel Thrash earned numerous awards during his 26-year career, including the Distinguished Flying Cross, the Air Medal, and the Aerial Achievement Medal. He participated in 240 combat missions in three different theaters of operation and completed nearly 700 hours of combat flying. Colonel Thrash served tours of duty in Vietnam, Texas, Hawaii, Saudi Arabia, North Carolina and Washington D.C. He retired in 1995 as the Vice Wing Commander of the 23rd Wing.



Mrs. Wilma Hucks Tirrell

Among the unsung heroes were the civilians who worked at the Myrtle Beach Air Force Base. Mrs. Wilma Tirrell, also known as “Miss Wilma,” is a native of Horry County who grew up on a tobacco farm about five miles south of Aynor. This farm has been in her family since 1771, when King George III granted it to her great-great-great grandfather.

Mrs. Tirrell attended Horry County Schools, graduating from Aynor High School in 1949. In 1951, she received an associate degree in business from Coker College, Hartsville, South Carolina. She began a nine-year career in 1952 as an executive secretary for a state senator, the legislative delegation and the Horry County Board of Commissioners.

She began her 30-year career in civil service at the Myrtle Beach Air Force Base in 1961. During three decades, she worked under 26 Wing Commanders, saw three types of jets (F-100s, A-7s, and A-10s), and had 44 bosses.

Her first position at the Myrtle Beach Air Force Base was Secretary to the Personnel Services Officer. After two and half years, she transferred to the Director of Materiel’s office, where she was secretary for the director for five years. During the next five and half years, she was Executive Secretary for the Base Commander.

In April 1974, she was promoted to the Wing Commander’s office, where she held the position of Executive Secretary to the Wing and Vice Commanders for the next 17 years. During this time, she worked for 12 Wing Commanders and 19 Vice Commanders.

Throughout her career at the Myrtle Beach Air Force Base, she received numerous awards, as well as letters of commendation and appreciation.



Major General William Burbridge Yancey, Jr.

Major General Yancey was born in Berwyn, Maryland, in 1924 and graduated from high school in Fayetteville, North Carolina, in 1942. He attended Virginia Military Institute for three months prior to entering the United States Military Academy, West Point, New York. He received flying training while at the academy and, in 1946, graduated with a commission as a second lieutenant in the United States Army Air Corps and received his pilot wings. He attended fighter transition training at Williams Field, Arizona, in June 1946. He then was assigned as a pilot in the 20th Fighter Group and later the 77th Fighter Squadron at Shaw Field in South Carolina.

Major General Yancey was a command fighter pilot in the United States Air Force. As Wing Commander of the 113th Tactical Fighter Wing, he was stationed at Myrtle Beach Air Force Base from 1968-1969. The 113th was an Air National Guard Unit assigned to Myrtle Beach to cross train multi-engine pilots into fighters, as they were needed in Vietnam.

He was a command pilot. His military decorations and awards include the Legion of Merit with two oak leaf clusters, Distinguished Flying Cross with oak leaf cluster, Air Medal with 14 oak leaf clusters, Air Force Commendation Medal and the Distinguished Unit Citation Emblem with oak leaf cluster. Major General Yancey retired from the Air Force in 1978 after 32 years of commendable service.



Chief Master Sergeant James Cope

Chief Master Sergeant James Cope was 1st Sergeant in the 356th Fighter Squadron and the 354th Armament and Electronics Squadron.

Chief Master Sergeant (CMSgt) is the ninth, and highest, enlisted rank in the United States Air Force, just above Senior Master Sergeant, and is a non-commissioned officer. The official term of address is Chief Master Sergeant or Chief.

Attaining the rank of Chief Master Sergeant is the pinnacle of an Air Force enlisted member's career. Some Chief Master Sergeants manage the efforts of all enlisted personnel within their unit or major subsection thereof, while others run major staff functions at higher headquarters levels. All Chief Master Sergeants are expected to serve as mentors for company-grade and field-grade commissioned officers, as well as noncommissioned officers and junior enlisted members, and to serve as advisors to unit commanders and senior officers.

By Federal law, only one percent of the Air Force enlisted force may hold this rank.

Chief Master Sergeant Cope retired as Chief Master Sergeant around 1973.



Senior Enlisted Advisors

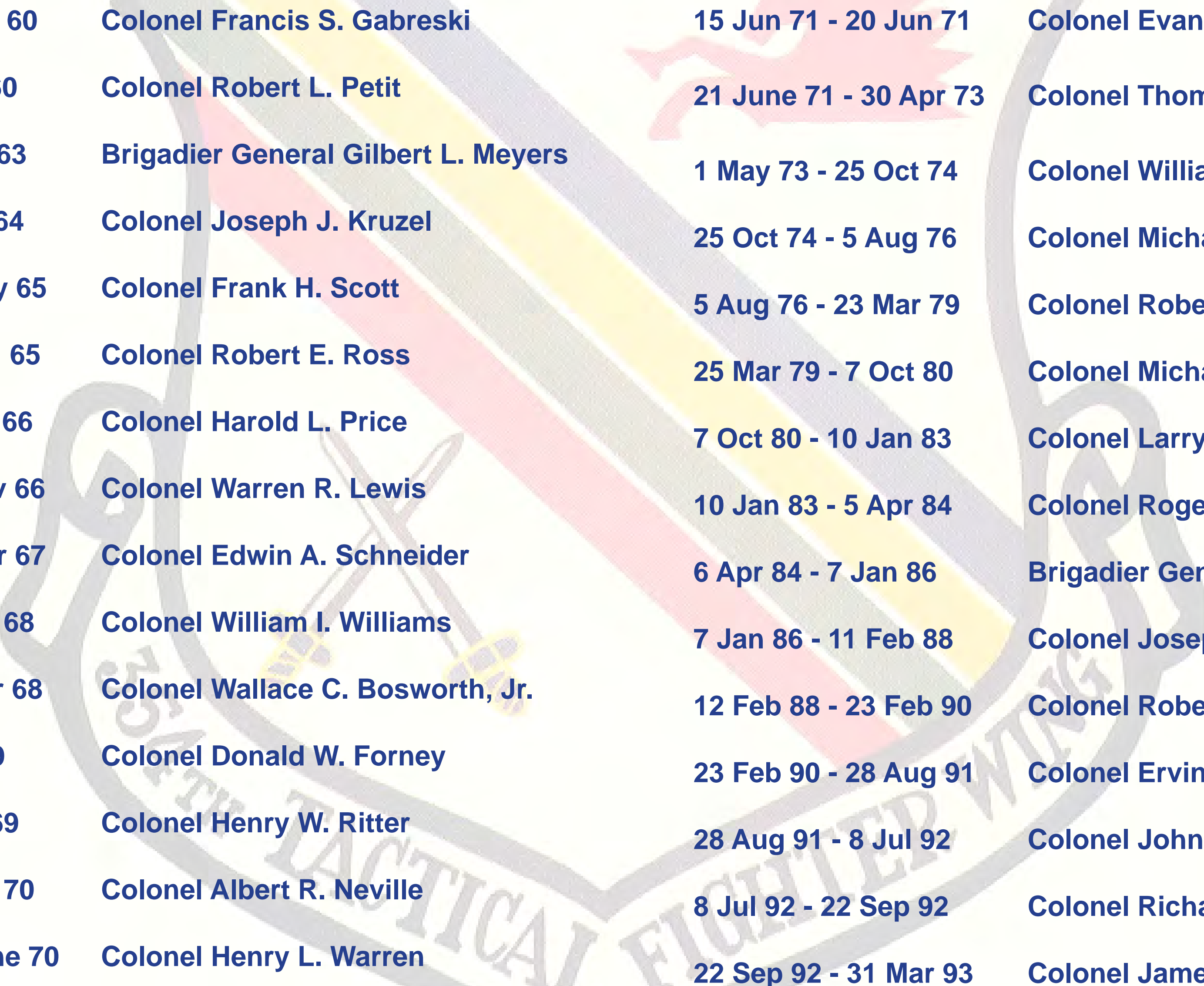
- 1975 Chief Master Sergeant Ed A. Patterson
- 1979 Chief Master Sergeant Kenneth R. Meeks
- 1982 Chief Master Sergeant William J. Tucker
- 1983 Chief Master Sergeant Robert Kalcevic
- 1985 Chief Master Sergeant Michael W. Long
- 1987 Chief Master Sergeant Wayne J. Chandler
- 1989 Chief Master Sergeant Gary J. Moser
- 1992 Chief Master Sergeant Ronald L. Satterwhite

The Senior Listed Advisor position was created and established in 1974 to aid commanders in addressing issues having an impact on the airmen and non-commissioned officers within the various echelons of command throughout the United States Air Force.

In the case of Myrtle Beach Air Force Base, the senior enlisted advisor was selected by the wing commander from the ranks of the most senior non-commissioned officers. It was a prestigious position and the non-commissioned officer in that position was, in effect, a representative of the entire enlisted force at that base. The senior enlisted advisor was attuned to the morale and welfare of the force and advised the wing commander on policies and programs that aided in improving morale and living conditions of airmen and that promoted good order and discipline. In that regard the senior enlisted advisor was a key member of the wing commander's staff.

This sign honors the senior enlisted advisors who served at the Myrtle Beach Air Force Base from the inception of the program until base closure.

354th Wing Commanders



10 Sep 56 - 12 Jul 60	Colonel Francis S. Gabreski	15 Jun 71 - 20 Jun 71	Colonel Evan W. Rosencrans
13 Jul 60 - 2 Oct 60	Colonel Robert L. Petit	21 June 71 - 30 Apr 73	Colonel Thomas M. Knoles III
3 Oct 60 - 31 Mar 63	Brigadier General Gilbert L. Meyers	1 May 73 - 25 Oct 74	Colonel William D. Curry
1 Apr 63 - 11 Jan 64	Colonel Joseph J. Kruzal	25 Oct 74 - 5 Aug 76	Colonel Michael G. Filliman
12 Jan 64 - 11 May 65	Colonel Frank H. Scott	5 Aug 76 - 23 Mar 79	Colonel Robert E. Reed
15 May 65 - 26 Jul 65	Colonel Robert E. Ross	25 Mar 79 - 7 Oct 80	Colonel Michael P. Carns
27 Jul 65 - 27 Oct 66	Colonel Harold L. Price	7 Oct 80 - 10 Jan 83	Colonel Larry K. Barton
28 Oct 66 - 24 Nov 66	Colonel Warren R. Lewis	10 Jan 83 - 5 Apr 84	Colonel Roger A. Sorenson
25 Nov 66 - 30 Apr 67	Colonel Edwin A. Schneider	6 Apr 84 - 7 Jan 86	Brigadier General Joel T. Hall
1 May 67 - 18 Mar 68	Colonel William I. Williams	7 Jan 86 - 11 Feb 88	Colonel Joseph J. Redden
19 Mar 68 - 21 Apr 68	Colonel Wallace C. Bosworth, Jr.	12 Feb 88 - 23 Feb 90	Colonel Robert G. Jenkins
5 Jul 68 - 4 Jun 69	Colonel Donald W. Forney	23 Feb 90 - 28 Aug 91	Colonel Ervin C. Sharpe, Jr.
5 Jun 69 - 11 Jul 69	Colonel Henry W. Ritter	28 Aug 91 - 8 Jul 92	Colonel John R. Dallager
12 Jul 69 - 24 Jan 70	Colonel Albert R. Neville	8 Jul 92 - 22 Sep 92	Colonel Richard H. McDow
25 Jan 70 - 14 June 70	Colonel Henry L. Warren	22 Sep 92 - 31 Mar 93	Colonel James A. Moen







Chief Master Sergeant Jimmy E. Davis

Chief Master Sergeant Jimmy E. Davis is a native of Georgetown County, South Carolina. He graduated from Winyah High School in Georgetown, South Carolina, and enlisted in the United States Air Force shortly thereafter.

After completing basic training he entered the Jet Aircraft Mechanics School at Amarillo Air Force Base, Texas and graduated in December 1954. He continued in the aircraft maintenance career field throughout the rest of his tenure in the United States Air Force.

His first operational assignment took him to Europe where he served at Chaumont and Laon Air Bases in France, and at Bitburg Air Base, Germany. He was heavily involved in aircraft maintenance in support of the Vietnam War. In 1964 he was deployed to Korat Air Base, Thailand with the first F-105D aircraft in that theater. Again, in 1972 he deployed to Korat Air Base with A-7D aircraft of the 354th Tactical Fighter Wing then based at Myrtle Beach Air Force Base. He also had two additional tours in Udorn Air Base, Thailand all of which were in direct support of the Vietnam War.

He was assigned to the 354th Tactical Fighter Wing at Myrtle Beach Air Force Base in September 1970, serving first as NCO-In-Charge of Aircraft Quality Control, and later as Aircraft Maintenance Superintendent in the organizational and flight line maintenance squadrons.

As a proven outstanding leader and manager, he was selected to be the Aircraft Maintenance Superintendent of the 354th Tactical Fighter Wing and performed at that capacity, achieving superior results in the highly complex and demanding field of combat aircraft maintenance.







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Command Chief Master Sergeant William D. Forbus

CCMSgt Bill Forbus, USAF (Retired) was stationed at Myrtle Beach Air Force Base from 1990-1992. Chief Forbus served as the Personnel Superintendent, 354th Combat Support Group, and later became Executive Officer to the Commander of the 354th Combat Support Group.

Chief Forbus retired from the Air Force in 1994 after 27 years of distinguished service. During his military career he worked in administration, information management, and intelligence. He served in the office of the Defense Attache, American Embassy, Bonn, Germany and later in the Defense Attache Office in Canberra, Australia. Chief Forbus was selected as Wing Senior Enlisted Advisor (Command Chief) 51st Fighter Wing, Osan Air Base, Korea. He also served at Shaw Air Force Base, SC as Superintendent of Administration.

Chief Forbus is a graduate of Airman Leadership School, the NCO Academy, and the United States Air Force Senior NCO Academy. He also has an Associate Degree in Administration and a Bachelor of Science Degree (summa cum laude) in Resources Management.

After leaving the Air Force, Chief Forbus accepted a position as Aerospace Science Instructor in the AFJROTC program at Socastee High School in Myrtle Beach, SC. Under his leadership, the AFJROTC has won the Air Force Distinguished Unit Award seven years running.







BIOGRAPHY

UNITED STATES AIR FORCE

COMMAND CHIEF MASTER SERGEANT WILLIAM D. 'BILL' FORBUS

CCMSgt(Ret) Bill Forbus is the Aerospace Science Instructor, SC-821, AFJROTC, Socastee High School, Myrtle Beach, SC. The mission of Air Force JROTC is to build better citizens for America. Since taking this position in 2002, the Unit has won the Air Force Distinguished Unit Award seven years in a row.

Chief Forbus entered the Air Force after graduation from Amory High School, Amory, Mississippi in August 1967. He has an extensive background in administration, information management, and intelligence with key management positions. A few of his career highlights include various duties in administration/information management, Noncommissioned Officer in Charge (NCOIC), Administration at the Squadron, Directorate, Division and Separate Operating Agency Command levels. He served as Intelligence Assistant to the Defense Attache at the American Embassy in Bonn, Germany and Canberra, Australia; was the Director of Administration at the Standard Systems Center in Montgomery, Alabama; Personnel Superintendent and later Executive Officer 354th Combat Support Group at Myrtle Beach AFB, SC; Senior Enlisted Advisor (Command Chief) to the Commander 51st Fighter Wing, Osan AB, Korea, and finally as Superintendent Administration at Shaw AFB, SC. He was promoted to Chief Master Sergeant 1 September 1989.

Chief Forbus retired 31 August 1994. He joined AVX Corporation, Myrtle Beach in May 1995 as a Production Supervisor and later served as the Human Resources Hiring Manager for his last two years.

He is married to the former Barbara Newell of Riverside, California. They have two sons, Brian and Brad (both married) and one grandson Cole D. Forbus.

EDUCATION

- 1972 2nd Air Force (SAC), NCO Leadership School (Honor Graduate)
- 1975 Strategic Air Command NCO Academy
- 1979 Associate of Applied Science Administrative Assistant, Community College of the Air Force (CCAF)
- 1988 USAF Senior NCO Academy, Gunter AFS, AL
- 1988 Bachelor of Science in Resources Management (Summa Cum Laude), Troy State University, Montgomery, AL

DECORATIONS

Chief Forbus' decorations include the Defense Meritorious Medal, the Meritorious Service Medal with three oak leaf clusters, the Joint Service Commendation Medal, the Air Force

Commendation with two oak leaf clusters, the Air Force Achievement Medal, the National Defense Service Medal with one bronze star, the Korean Defense Service Medal, the Vietnam Service Medal with two bronze stars, the Republic of Vietnam Gallantry Cross with palm, and the Vietnam Campaign Medal. He also wears the Master Information Manager Badge and the AFJROTC Instructor Badge.

NOTABLE AWARDS

1976 HQ Air Force Data Automation Agency Airman of the Year
1979 Class 4-79 Joint Service Attache Staff Operations Course Distinguished Graduate
1986 Senior Enlisted Administrator of the Year, Standard Systems Center
1987 HQ Air Force Communications Command, CMSgt Thomas P. Barton Award for Excellence in Education
2009 USAF JROTC Outstanding Instructor of the Year
2009 Socastee High School "Unsung Hero" Award

ASSIGNMENTS

Aug 1967 Trainee, Basic Military Training Lackland AFB, Texas
Sep 1967 Technical Training, Keesler AFB, MS
Feb 1968 Administrative Specialist, 3615 PTW, Craig AFB, AL
Aug 1969 Administrative Assistant to the Commander, 483rd Ground Electronics Engineering Installation Agency (GEEIA), Korat Royal Thai AFB, Thailand
Sep 1970 Noncommissioned Officer in Charge (NCOIC), Unit Administration, 43rd Services Squadron, Holloman AFB, NM
Jun 1972 NCOIC Administration, Comptroller Division, 2nd Combat Support Group, Barksdale AFB, LA
Jun 1974 Office Manager, HQ Element, Air Force Data Automation Agency, Gunter AFS, AL
Nov 1979 U.S. Defense Attache Office, American Embassy, Bonn, Germany
May 1982 U.S. Defense Attache Office, American Embassy, Canberra, Australia
Jun 1986 Administrative Superintendent, DCS Systems Support, Standard Systems Center, Gunter AFS, AL
Jun 1987 Director Information Management (DA), Standard Systems Center and later DA, HQ Computer Systems Division, Gunter AFS, AL
Aug 1990 Superintendent Mission Support, 354th Mission Support Squadron, and upon wing deployment became Executive Officer to the Group Commander, 354th Combat Support Group, Myrtle Beach AFB, SC
May 1992 51st Fighter Wing Senior Enlisted Advisor (Command Chief), Osan AB, Korea
Jun 1993 Administrative Superintendent, 20th Mission Support Squadron, Shaw AFB, SC
31 August 1994 Retired
May 1995 – May 2002 AVX Corporation, Myrtle Beach, SC
Jun 2002 Current Position

Chief Master Sergeant of the Air Force Gerald R. Murray

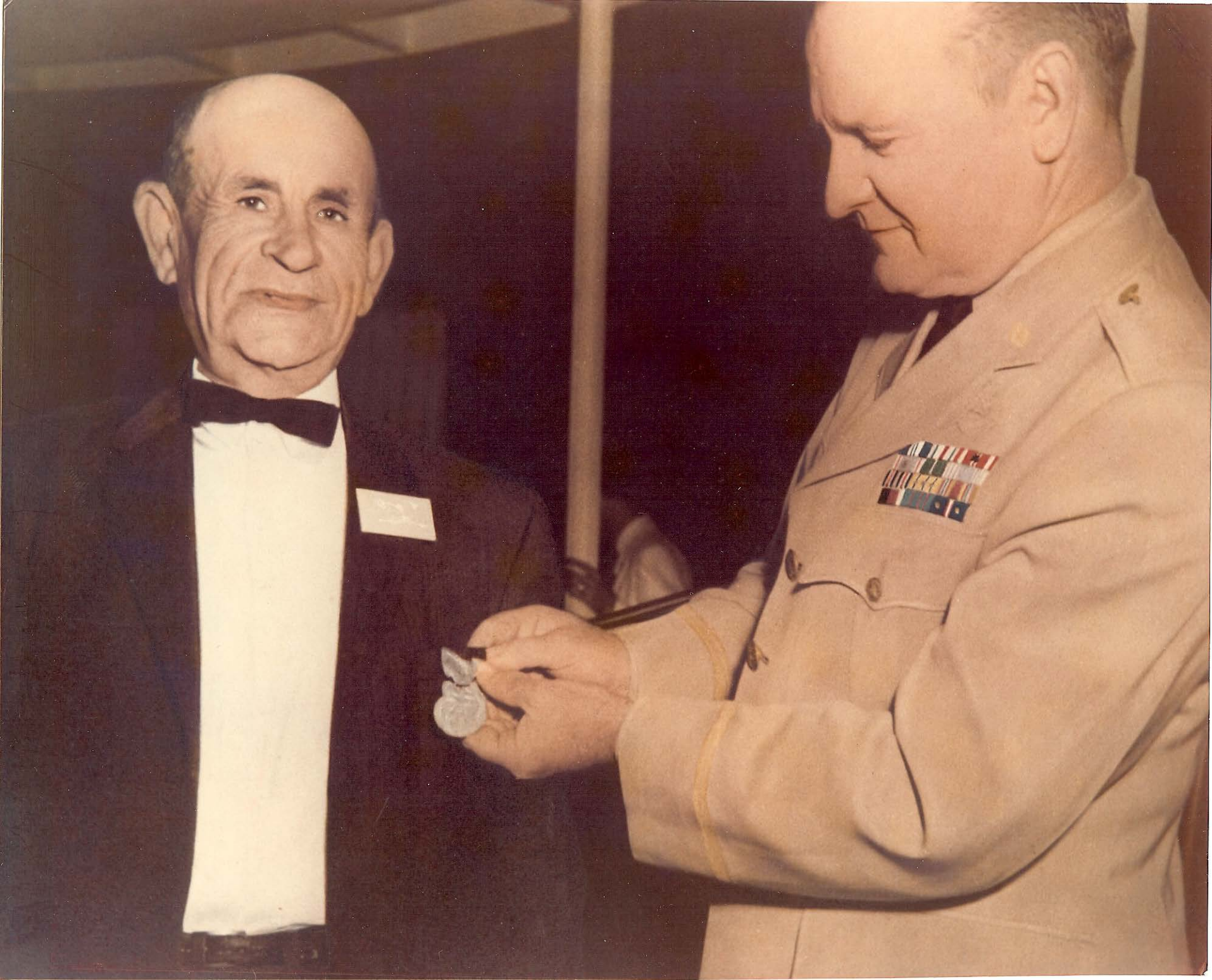
CMSAF Murray served at Myrtle Beach Air Force Base from 1986-1992. During this period, he served as the non-commissioned officer in charge of the 356th Aircraft Maintenance Unit (AMU) Support Section, the 56th Aircraft Generation Squadron Mobility Section, and as the Production Superintendent of the 353rd Aircraft Maintenance Unit responsible for flight line maintenance operations of the A-10 Thunderbolt aircraft. From 1990-1991, Murray deployed to Southwest Asia in support of Operations Desert Shield and Desert Storm where he was the Combat Rapid Area Turn Director at the most forward operating location during the war.

On July 1, 2002, Murray was appointed to the highest level of enlisted leadership in the USAF - the Chief Master Sergeant of the Air Force, Headquarters, USAF, Washington, D.C. In this position, he provided direction for the enlisted corps, and represented their interests to the American public and to those in all levels of government. He served as the Personal Adviser to the Chief of Staff and Secretary of the Air Force on all issues regarding the readiness, welfare, morale, and proper utilization and progress of the enlisted force. Chief Murray was the 14th chief master sergeant appointed to the highest noncommissioned officer position.

Chief Murray holds numerous awards and decorations including the Air Force Distinguished Service Medal, Bronze Star Medal, Defense Meritorious Service Medal, Meritorious Service Medal with three oak leaf clusters, Air Force Commendation Medal with oak leaf cluster



and Air Force Achievement Medal. In 1992, while at Myrtle Beach Air Force Base, he was presented the Air Force Gen Lew Allen Trophy in recognition of outstanding performance in aircraft sortie generation during 1991.



Mr. Fred Nash

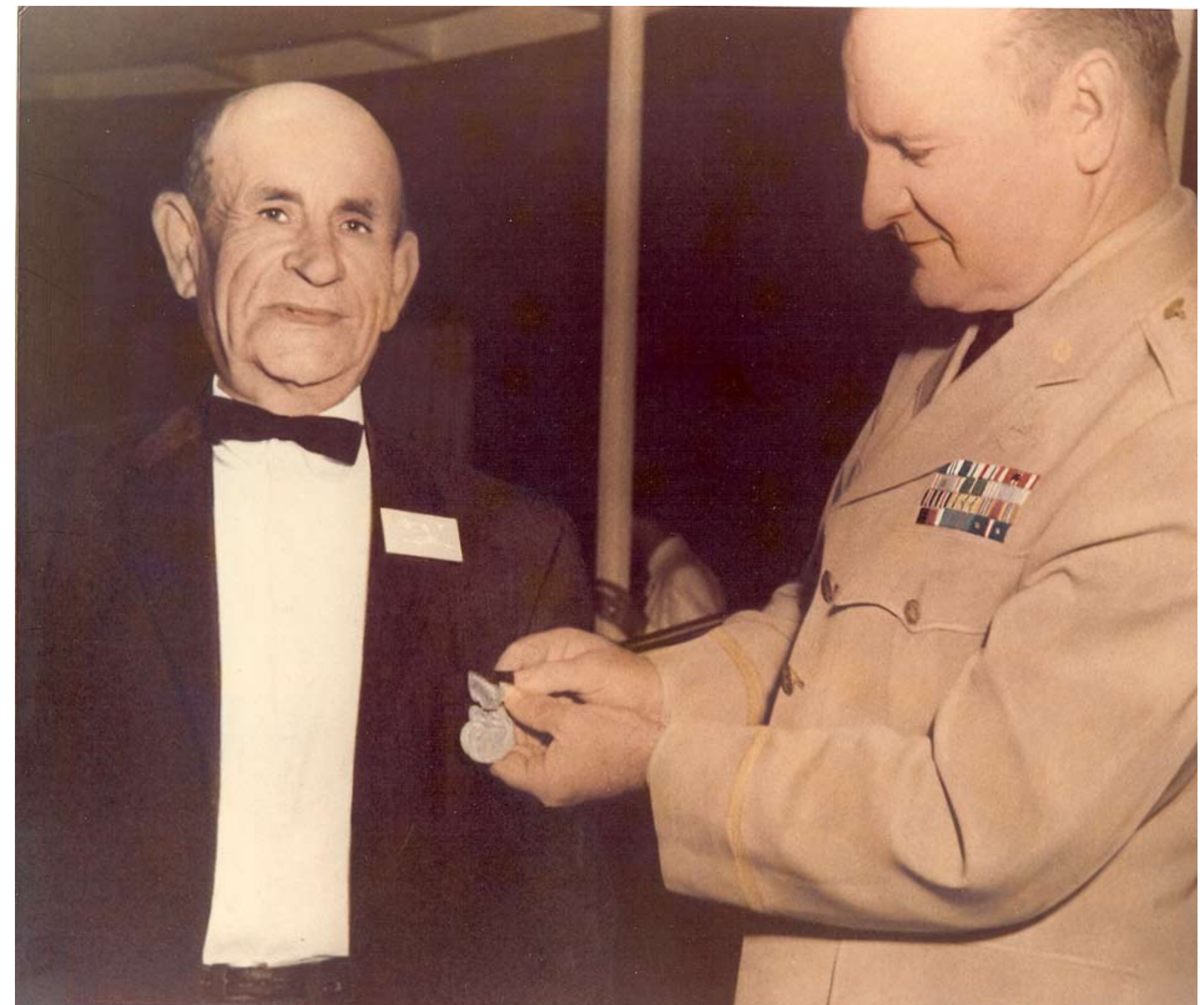
Mr. Fred Nash, at age 71, distinguished himself by heroism involving voluntary risk of life on August 18, 1958 at Myrtle Beach, South Carolina. On that date, Mr. Nash observed an Air Force T-33 aircraft crash land and burst into flames at the Myrtle Beach State Park pier near "Nash's Grill."

Despite the possibility of exploding fuel cells, and without the benefit of protective clothing or extinguishing agents, Mr. Nash rushed to the side of the burning aircraft to render assistance.

Although he sustained serious burns, Mr. Nash persevered in his efforts until he succeeded in leading an injured Air Force officer to a place of safety where he extinguished the flames on the victim's body.

The exemplary courage displayed by Mr. Nash on this occasion earned for him the sincere gratitude of the United States Air Force.

Mr. Nash received the United States Air Force Exceptional Service Award in Recognition of Distinguished Patriotic Service in April 1959.



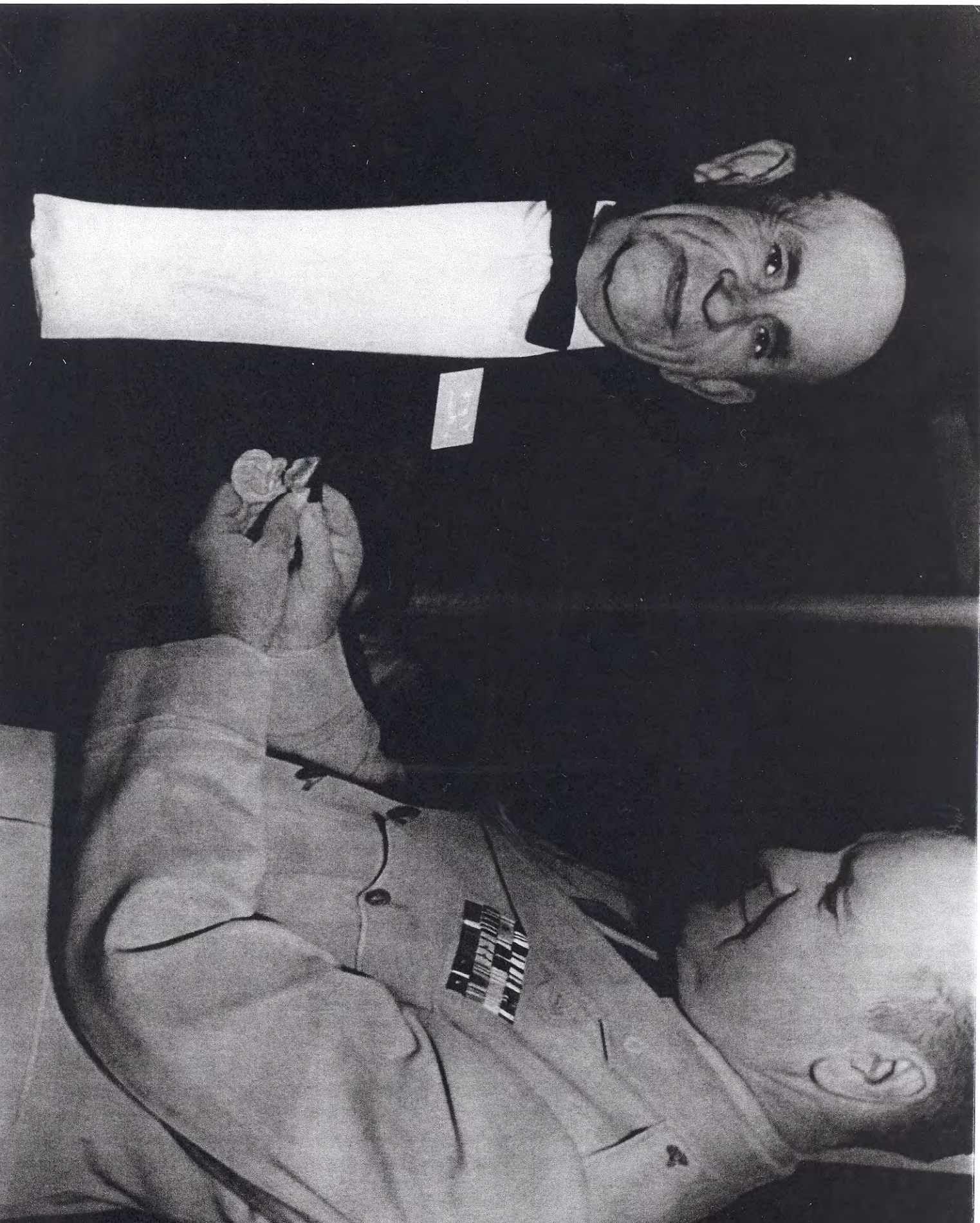
Mr. Fred Nash (left) receives Exceptional Service Award from Maj Gen David W. Hutchinson, Commander of the Ninth Air Force at Shaw Air Force Base, during a dinner meeting of the Base Community Council at the Myrtle Beach Air Force Base Officers Club

CITATION TO ACCOMPANY THE AWARD OF THE
EXCEPTIONAL SERVICE AWARD

TO

MR. FRED NASH

Mr. Fred Nash distinguished himself by heroism involving voluntary risk of life on 18 August 1958 at Myrtle Beach, South Carolina. On that date, Mr. Nash observed an Air Force T-33 aircraft crashland and burst into flames. Despite the possibility of exploding fuel cells, and without the benefit of protective clothing or extinguishing agents, Mr. Nash rushed to the side of the burning aircraft to render assistance. Although he sustained serious burns, Mr. Nash persevered in his efforts until he succeeded in leading an injured Air Force officer to a place of safety where he extinguished the flames on the victim's body. The exemplary courage displayed by Mr. Nash on this occasion has earned for him the sincere gratitude of the United States Air Force.



























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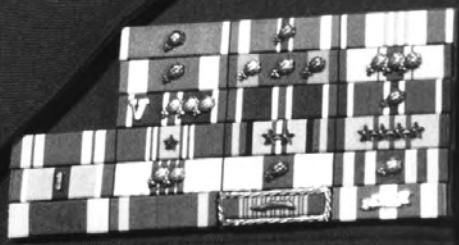
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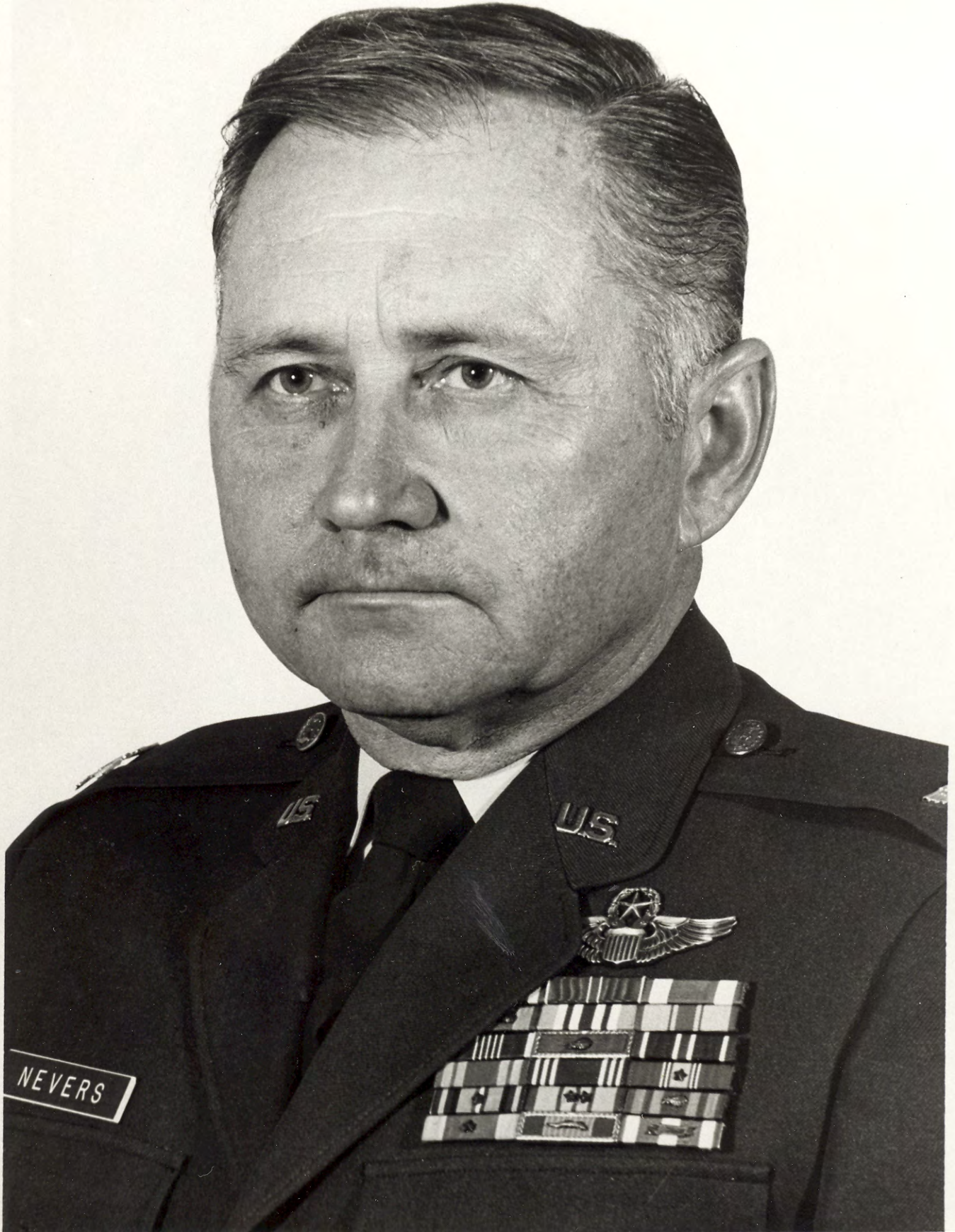














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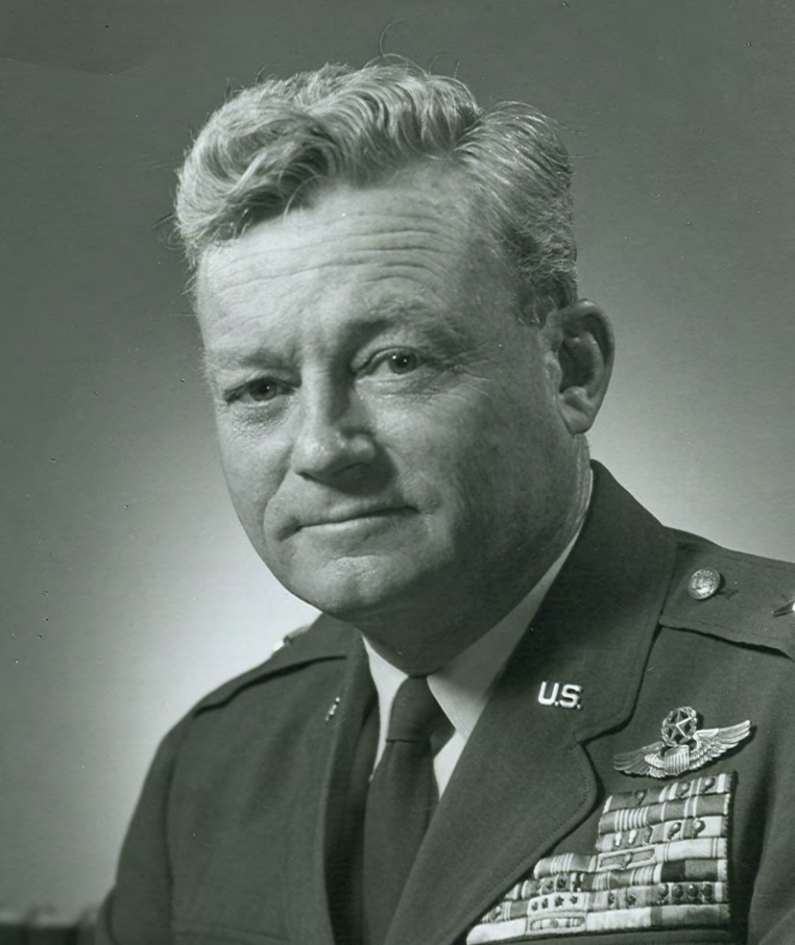
PLT CAPT S. PHILLIS
DCC SSGT O. OWENS
ACC SGT W. COOK

U.S. AIR FORCE A-10A
AF SERIAL NO 78-0699

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GRADE JP-8 244-F-0024 FUEL

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COMBAT SORTIES

FLIGHT





























TACTICAL AIR COMMAND