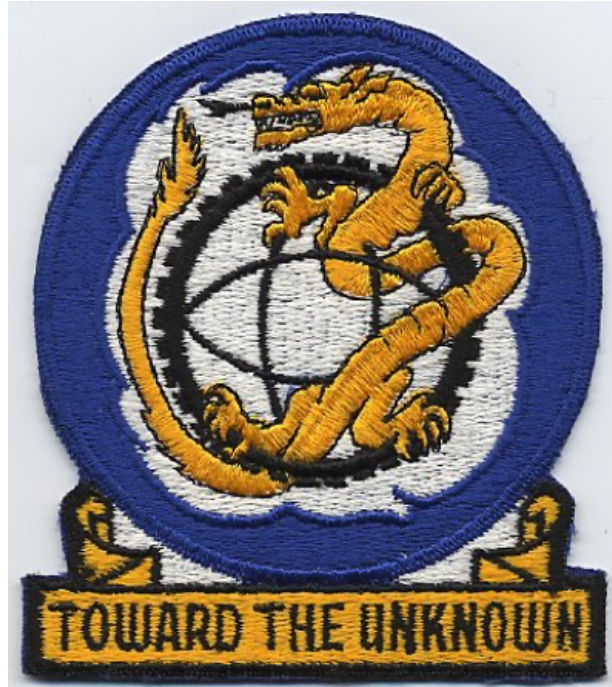


## 4028 STRATEGIC RECONNAISSANCE WEATHER SQUADRON, LIGHT



### MISSION

### LINEAGE

4028 Strategic Reconnaissance Squadron, Light

4028 Strategic Reconnaissance Weather Squadron, Light, 20 Jul 1957

### STATIONS

Turner AFB, GA on 1 May 1956

Laughlin AFB, TX, 1 Apr 1957-1 Jul 1963

Davis Monthan AFB, AZ, 1 Jul 1963-25 Jun 1966

### ASSIGNMENTS

### WEAPON SYSTEMS

U-2

### COMMANDERS

Col Jack D. Nole, #1957

### HONORS

Service Streamers

## Campaign Streamers

## Armed Forces Expeditionary Streamers

## Decorations

### EMBLEM

On an Air Force blue disc, a white cloud surmounted by an Air Force golden yellow dragon entwined about a black astrolabe; outlines and details black throughout. 12 May 1958 **SIGNIFICANCE:** The yellow dragon is symbolic of Project Dragon Lady under which the 4028<sup>th</sup> was originally formed. Yellow is the squadron color. The black stylized astrolabe an ancient instrument for observing positions of the stars is symbolic of the unit's global mission and the capability of performing that mission by means of celestial navigation. The White cloud and dark blue sky are emblematic of the squadron's mission of weather reconnaissance and of the extreme altitude at which it is conducted.

### MOTTO

Toward The Unknown

### OPERATIONS

4028th SRS: Activated on May 1, 1956, and received first U-2 at Laughlin AFB, Texas on June 11, 1957. Redesignated the 4028th Strategic Reconnaissance Weather Squadron on June 13, 1957. Moved with the 4080th SRW to Davis-Monthan AFB in July of 1963. Redesignated the 349th Strategic Reconnaissance Squadron on June 15, 1966. Designation transferred in 1976 to a KC-135 squadron.

28 June 1957 In two separate accidents, two newly delivered Lockheed U-2s of the SAC's 4028th Strategic Reconnaissance Squadron based at Laughlin Air Force Base, Del Rio, Texas, are lost on the same day. At 08:55 Lt. Ford Lowcock is killed when his aircraft, U-2A 56-6699, Article 366, crashes while on the approach to Laughlin. Less than two hours later, Lt. Leo Smith is also killed when his aircraft, U-2C 56-6702, Article 369, crashes in the New Mexico desert. At this time U-2s are not equipped with ejection seats to save weight, but at around this point this policy is reversed. Three months later on 26 September, the squadron's Commanding Officer, Col. Jack Nole climbs out of his disabled U-2A, 56-6694, Article 361, the first airframe of the initial USAF order, (wing flaps deployed in flight) near Del Rio, Texas, making the highest ever parachute escape to date, from 53,000 feet.

8 July 1958 A Lockheed U-2A, 56-6713, Article 380, of the SAC's 4028th Strategic Reconnaissance Squadron (SRS), based at Laughlin Air Force Base, Del Rio, Texas, is lost near Wayside, Texas, when it goes out of control at high altitude, killing RAF pilot, Sqn. Ldr. Christopher Walker, one of four RAF officers in U-2 training. This aircraft, the 40th U-2 built, was delivered to the USAF in July 1957, and assigned to the 4080th Strategic Reconnaissance Wing, Laughlin AFB, Texas, where it was configured as a "ferret" aircraft.

9 July 1958 A second Lockheed U-2A, 56-6698, Article 365, of the SAC's 4028th Strategic Reconnaissance Squadron (SRS) based at Laughlin Air Force Base, Del Rio, Texas, crashes SW of Tucumcari, New Mexico, killing its pilot, Capt. Al Chapin Jr., the second in two days. It went out of

control at high altitude. This aircraft, the 25th U-2, and fifth of the first USAF production batch, was delivered to the Air Force at Groom Lake in January 1957, moving to the 4080th SRW at Laughlin AFB in June: 1957.

24 September 1959 A Lockheed U-2C, 56-6693, Article 360, of the SAC's 4028th Strategic Reconnaissance Squadron (SRS), Detachment C, out of Atsugi Air Force Base, Japan, and clandestinely operated by the CIA, runs out of fuel and pilot Tom Crull makes an emergency landing at the civilian airfield at Fujisawa, damaging belly. The black-painted aircraft with no identity markings attracts curious locals, and officials and Military Police are quickly dispatched to cordon-off the area. This they do at gunpoint, which attracts even more attention and pictures of the highly secret U-2C soon appear in the Japanese press. Factory repaired and assigned to Det. B, this is the airframe that pilot Francis Gary Powers will be shot down in on 1 May 1960. The 20th U-2 built, it was delivered to the CIA on 5 November 1956. Used for test and development work from 1957 to May 1959. Converted to U-2C by 18 August 1959.

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USAF Unit Histories  
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Sources  
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.