



Tuskegee Airmen, Inc.
Alfonza W. Davis Chapter
Ever Onward, Ever Upward!



A.C. Lofton

Nebraska's Tuskegee Airmen



LTC (Ret) Harrison "Harry" Tull Omaha, NE

From Woodbury, New Jersey, Harrison Tull was drafted into a segregated Army Air Corps in July, 1943, to begin a 27-year career. When he entered the military, most opportunities for black officers were limited. While attending basic training at Keesler Air Force Base, Biloxi, Mississippi, Tull was accepted to the Aviation Cadet Program at Tuskegee, Alabama. Assigned to the Aerial Bombardment School at Midland, Texas, he received his rated observer wings

on November 4, 1944, and was commissioned as a second lieutenant. Tull's first operational assignment was with the prestigious 477th Bombardment Group (medium) to fly in the B-25. He still recalls with pride being selected for this elite unit.

In 1945, as World War II was winding down, Tull was released from this unit and eventually was stationed at Selma Army Air Field, Louisiana, for navigation training. In November of that year, Tull was released from active duty for being among a group of black officers who went into a restricted all-white Officer's Club.

Remaining in the military reserves for the next seven years, Tull would again serve his nation as he was recalled to active duty for the Korean War. He was assigned as a navigation instructor at Ellington Air Force Base, Texas, even though he had never completed formal navigation training. In 1953, he was transferred to Randolph Air Force Base, Texas, for B-29 crew training with further assignment to the 90th Strategic Reconnaissance Wing (SRW), Forbes Air Force Base, Kansas.

Since desegregation was still a new idea in the armed forces at this time, assigning a black officer to an air crew required a vote of acceptance by the rest of the members. Tull was accepted unanimously, and in August of that year his crew was assigned to Yokota Air Base, Japan, with the 98th Bombardment Wing, flying Korean post-war support missions. As the conflict cooled down and the Cold War heated up, the need for information about the Soviet Union became critical to the defense of our nation.

In 1954, Tull finally attended navigation training and received his first promotion in 11 years, to the rank of first lieutenant. After graduation, he went on to attend the Advanced Observer Electronic Countermeasures Course and entered the emerging career field of electronic warfare. Returning to Forbes in February 1956, he served as an electronic warfare officer in the 55 SRW where he spent the next 14 years making an unprecedented impact in the field of electronic warfare. He would serve as an equipment operator, instructor and evaluator.

In 1965, the 55th began receiving the RC-135C, ushering in a new era in electronic reconnaissance with a greatly improved ability to collect and exploit signals. At Offutt, Tull was assigned to the 55th Electronic Intelligence Operations Squadron. He commanded this squadron until his retirement on April 1, 1970.

Lieutenant Colonel Tull played a critical role in the Air Force by paving the way for black airmen in the Air Force. His dedication and devotion to duty as a pioneer reconnaissance EWO led to technological breakthroughs in the field of electronic reconnaissance and the electronic warfare officer career field. Today "Crows" stand on the shoulders of Harry Tull who never succumbed to adversity, who never bemoaned his fate, and who always triumphed through superior performance.