

104th FIGHTER SQUADRON



LINEAGE

104th Squadron Organized 29 Jun 1921
Redesignated 104th Observation Squadron, 25 Jan 1923
Ordered to active service, 3 Feb 1941
Redesignated 104th Observation Squadron (Light), 13 Jan 1942
Redesignated 104th Observation Squadron, 4 Jul 1942
Inactivated, 18 Oct 1942
Activated, 1 Mar 1943
Redesignated 104th Reconnaissance Squadron (Fighter), 2 Apr 1943
Redesignated 489th Fighter Squadron, 11 Aug 1943
Disbanded, 1 May 1944
Reconstituted, 21 Jun 1945
Redesignated 104th Fighter Squadron and allotted to ANG, 24 May 1946
104th FS (SE) extended federal recognition 17 Aug 1946
Redesignated 104th Fighter Interceptor Squadron, Aug 1951
Redesignated 104th Fighter Bomber Squadron, 1 Dec 1952
Redesignated 104th Fighter Interceptor Squadron, Jun 1956
Redesignated 104th Tactical Fighter Squadron, 10 Nov 1958
Redesignated 104th Fighter Squadron, 15 Mar 1992

STATIONS

Logan Field, MD, 29 Jun 1921
Detrick Field, MD, 29 Sep 1941 (operated from Ft Dix, NJ, 30 Dec 1941-3 Jan 1942)

Atlantic City Mun Aprt, NJ, 3 Jan 1942
Birmingham Mun Aprt, AL, 18 Oct 1942
Ft Myers, FL, 1 Mar 1943
Thomasville AAFld, GA, 30 Mar 1943-1 May
Baltimore, MD

ASSIGNMENTS

Maryland NG (divisional aviation, 29th Division), 29 Jun 1921
11 Army Corps, 3 Feb 1941
59th Observation Group, 1 Sep 1941-18 Oct 1942
59th Observation (later Reconnaissance; Fighter) Group, 1Mar 1943-1May 1944

WEAPON SYSTEMS

Mission Aircraft

JN
PT-I,
BT-1,
O-11,
O-17, 1921
BC-1A
O-38B, 1931
O-38E
O-46A, 1936
O-47A,
O-47B
O-49
O-59
P-39, 1943
P-47D
F-51H, 1951
F-51D, 1952
T-33A, 1954
F-86E, 1956
F-86H, 1957
A-37B, 1970
A-10A, 1979

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-51H

44-64196	44-64303	44-64398	44-64428	44-64470	44-64559
44-64198	44-64316	44-64407	44-64436	44-64505	44-64573
44-64236	44-64372	44-64421	44-64453	44-64531	44-64578
44-64239	44-64380	44-64423	44-64457	44-64543	44-64585
44-64288	44-64394	44-64426	44-64463	44-64557	44-64647

44-64669 44-64674

A-10

790175	780637	780694	780682	780683	780634
790087	780704	780627	780718	780693	780702

ASSIGNED AIRCRAFT TAIL/BASE CODES

A-10: MD

UNIT COLORS

A FLIGHT WHITE AND YELLOW STRIPE

B FLIGHT ORANGE AND WHITE STRIPE

C FLIGHT BLUE AND WHITE STRIPE

The 175th A-10s were delivered painted in European I camouflage. The aircraft carry MD tail codes, standing for Maryland. The aircraft carried a black outline ANG insignia over the right fuselage strake, and a black outline 175th insignia over the left strake. In late 1985 the markings were revised. The ANG insignia was removed, full color group insignia was applied to the left engine nacelle, and a full-color squadron insignia was placed on the right nacelle. In early 1987, a new MARYLAND band, including flight colors, was added to the tails, and flight colors were revised:

A Flight - yellow

B Flight - orange

C Flight - blue

D Flight - green

The units Europe I painted aircraft have been repainted to the gray scheme retaining their MD tail code, but no longer have tail fin stripes

COMMANDERS

Maj. George L. Jones 29 Jun 21-Feb 22

Maj. Paul V. Burwell Feb 22-15 Sep 24

Maj. William D. Tipton 15 Sep 24-10 Jun 30

Maj. Charles A. Masson 10 Jun 30-1 Jun 42

LTC Joseph Houghton

LTC Robert Ginnetti

LTC David Tanaka

LTC Gary Wingo

LTC Ronald Ball

LTC Charles Morgan III

LTC Walter Thilly

LTC Chris Stevens

LTC Malcolm Emerick

Maj Clarence Beall

Maj Leslie Fairweather

Maj Bruce Tuxill

Maj Edward Clark
Maj Donald Barshay
Maj Ramon Palmer
LTC Joseph Maisch
Maj Walter Somervile
Maj Malcolm Henry
LTC Jesse Mitchell
LTC John F.R. Scott
LTC Victor Kifkowski
Maj John F.R. Scott
Maj Edwin Warfield III
LTC Robert Gould
Maj Joshua Rowe
Maj Charles Masson
Maj William Tipton
Maj Paul Burwell
Maj John Hambleton
Maj George Jones
LTC Christopher Stevens, #1991
LTC Scott L. Kelly
Lt. Col. Paul Zurkowski
Lt. Col. Patrick McAlister

HONORS

Service Streamers

None

Campaign Streamers

Antisubmarine, American Theater

Armed Forces Expeditionary Streamers

Decorations

None

EMBLEM

A caricature of a Baltimore Oriole (black and orange) facing to dexter in a boxing stance, with wings represented as arms wearing boxing gloves, in front of a yellow lightning flash descending diagonally downward on and over a blue irregular curved background (Approved 21 Sep 1953)

The Baltimore Oriole colored in orange and black, significant of both Baltimore and Maryland as well as representing flight. The boxing stance and gloves represent the "fighter" aspect. The colors blue and yellow also represent the Air Force. Background: Designed by Ray Weyrauch. Approved for the 104th Fighter Squadron in 1947. Redesignated for the 104th Fighter-Bomber Squadron in 1952. Redesignated for the 104th Fighter Interceptor Squadron in 1955.

Redesignated for the 104th Tactical Fighter Squadron in 1958. Redesignated for the 104th Fighter Squadron in 1992.

The 104th Fighter Squadron adopted the Baltimore Oriole as the official mascot in April 1947, when Ray Weyrauch's design was selected from among hundreds submitted by Baltimore area artists. Equipped with boxing gloves and standing in fighting form, the Fighting Oriole won a \$200 cash award for a Maryland Institute of Art student.

Last of the Sports Models: The Sabre was affectionately referred to as the "last of the sport models." The design for this patch was "borrowed" from the New York Air National Guard which was also flying the F-86H at the time. New York's patch featured black trim over a yellow background. But in the center of both patches was the distinctive silhouette of the Sabre Jet, an aircraft that possessed the graceful lines of a classic jet fighter.

The Dragonfly Patch: In 1972 the unit held a contest to design a new morale patch incorporating the A-37 Dragonfly. It turns out the winner was Bill Mitchell a full-time artist and Traditional Guardsman. He had entered the contest with his name spelled backwards to avoid favoritism in the judging

MOTTO

NICKNAME

OPERATIONS

Provides highly trained and equipped combat mission ready forces prepared for worldwide mobility commitment. Employs 22 A-10C in a multitude of missions to include close air support, forward air control, combat search and rescue, and maritime interdiction with all-weather and night precision capability. Officers: 30 Enlisted: 27

During 1919 and 1920, the Flying Club of Baltimore was organized, and such interest in aviation was aroused in and around that city that the Air Corps was prevailed upon to send planes each Saturday to Baltimore for the use of Air Corps Reserve officers who were members of the Club. Much use was made of this service. It was during a celebration given in Baltimore that the present Logan Field received its name. A most unfortunate aircraft accident occurred. A Nieuport 28, flown by Lt. Pat Logan, crashing, resulting in his death.

Upon the passage of the National Defense Act, provisions were made to form Observation Squadrons in the National Guard, and during the latter part of 1920, Gen. Milton A Reckord, the Adjutant General of Maryland, appreciating the interest being shown in aviation, requested that a squadron be established in Maryland.

During March 1921, a group of five Air Corps Reserve officers met with a representative of the State of Maryland to formulate plans for the establishment of such a Squadron. Among them were: Maj. George L. Jones, Capts. John A. Hambleton, Paul V. Burwell, Temple N. Joyce and Lt. Charles A. Masson. At this meeting it was agreed that a Squadron could be formed, and Maj. George Jones was recommended to command the organization and the formation of the

Squadron. From the first meeting in March, 1921, until June 29, 1921, the 104th Observation Squadron as recruited up to strength and Federally recognized on that date.

While Maj. John Hambleton has been identified as the first squadron commander, this distinction has also been attributed to Maj. George Jones in earlier histories. Apparently, as the Division Air Operations Officer, Jones' task was a special assignment from the Army Division level to organize and equip a flying squadron. During that organization effort he was rightfully considered the commander of the unit. Upon the official mustering in, he designated Hambleton as the first official 104th Squadron Commander.

The Air Guard's first home base was Logan Field in Dundalk, Md., which formally opened in the spring of 1921. At the time it was considered the finest airport on the East Coast and was a center of concentrated and exciting aviation activity. It was the home of the Maryland Air Militia until 1941.

5 July 1920 Dundalk Flying Field, opened in Baltimore, Maryland in 1920, is almost immediately renamed Logan Field when, on this date, Army Lt. Patrick H. Logan is fatally injured after his Nieuport 28, F6506, nicknamed the "Red Devil", of the 104th Observation Squadron, crashes at the airport's inaugural air show following a stall/spin. In response to the tragedy, the airfield is renamed in his honor, with the announcement of the new name being made at the closing ceremonies of the airshow during which he died. (DATE DOESN'T MATCH UP WITH THE REST OF THE NARRATIVE, POSSIBLY IN 1921-1922)

Shortly thereafter, the 104th Photo Section and the 104th Medical Section were formed and Federally recognized.

Gen. Charles T. Menoher was Chief of the Air Corps at the time and Gen. William Mitchell was his assistant, and through their offices we were able to have assigned several Jennies for our sole and separate use. Four war-time Bessoneau hangars were obtained, and with the use of several old buildings on the field for headquarters, we were ready to go to war.

During the winter months, drills were held at an armory in the city, and with the first call of the robin heralding spring, we transferred our operations to the field.

On the Decoration Day following the organization of the Squadron, an aircraft show was held at Logan Field, and this was continued for ten consecutive years. In this manner the public had an opportunity to inspect the various types of aircraft and witness demonstrations in the gentle art of flying in all its phases.

During the early part of 1922, Major Jones resigned and shortly thereafter Capt. Hambleton did likewise. Capt. Burwell was promoted to Major and was placed in command of the organization.

Our first encampment in the field was during July 1922, at Langley Field. Col. Danforth was then commanding officer at that field and he, being a former National Guard officer, appreciated our many difficulties. It was through his efforts that our 15-day period was made more pleasant and effective from a training standpoint, as he permitted the officers to fly any and all ships on

the field as rapidly as they qualified. Rex Stoner was Engineering Officer of the A.C.T.S., and he turned over for our use SE-5's, TM's, Fokkers, DH's and, occasionally, we were permitted to get a bit of dual in a Martin Bomber. At the end of this camp, five practically new Jennies were turned over to us to fly home and add to our "covey" of three in the hangar at Logan Field. We looked forward with much pleasure to returning to Langley each year from 1922 to 1926, as we were able to obtain a diversified bit of flying training, using the A.C.T.S. ships.

Due to business that required him to be away, Maj. Burwell resigned during 1924, and Capt. Tipton was promoted to Major and placed in command. He took the Squadron to Langley Field for his first camp as commanding officer in 1925.

By the next camp time, in 1927, it was felt that we had progressed sufficiently to go into the field proper, i.e., out in the great open spaces, so Shepherd Field at Martinsburg, W.Va., was picked as the site. An advance detail preceded the Squadron about a week, and when we arrived, a trim looking mess shack and other buildings had been thrown together in a beautiful apple orchard bordering the field. It was a lucky site, as the Mess Officer, toward the end of camp, realizing we were ahead of our allowance, would give us fried apples for breakfast, apple sauce for lunch and apple pie for supper. Field camps were held at Martinsburg in 1927, 1928 and 1929, and during these three encampments we worked very closely with the 29th Division Staff, located at Cascade, Md.

During 1929, regulations were promulgated permitting a new staff officer, known as Division Aviation Officer, and Maj. Tipton was transferred to the 29th Division Staff as D.A.O., during June, 1929 and Capt. Charles A. Masson was promoted to Major and placed in command of the 29th Division Aviation in June 1929.

During Aug. 1930, the Squadron returned to Langley Field for its summer encampment to obtain practice in aerial gunnery and bombing, and the 15-day period was devoted entirely to this work.

During the fall of 1931, the 29th Division troops, desiring to have their air service somewhere near their own camp at Cascade, built a permanent setup on the Department of Commerce field at Frederick, Md., and by camp time the new quarters were available and remain our camp site to date, being used during 1931, 1932, 1933 and 1934.

During 1935, the 29th Division Aviation encamped at Middletown Air Depot, along with the 28th Division Aviation of Pennsylvania, to cooperate with the 3rd Corps, acting as a reserve for the 1st Army, whose main force was in and around Watertown, N.Y. This coming year we return again to the hills of Pennsylvania to carry on with the 29th Division, which will be assembled as an entire unit at Indiantown Gap, Pa.

This air unit was exceptionally fortunate in its early days to fly with Jennies, and quite a few cups were won in formation contests at air shows in competition with the Regular Army, Marines, Navy and other Guard units throughout the east. The organization from its inception has played hard when it was time to play, and has been just as much in earnest during working hours as any unit in the service.

The outstanding feature of the organization is the fact that from the date of its federal recognition to the present time there has not been a fatal accident; in fact, no real serious ones; and when one takes into consideration the ships flown in the beginning without parachutes and the transition to heavier service types during the last seven years, it is believed that such a record is worthy of more than passing comment.

The field is municipally controlled, and the State rents a portion for hangars, as well as the use of the field proper, from the city. There are three runways, all of which are over 2,000 feet. The entire field is available for landing. Weather Bureau and Department of Commerce services are available. The hangars are the old army type, steel frame with tar-covered corrugated iron sheet sides and roof and, while not modern or up-to-date, they adequately take care of our present needs. For administration purposes there are two portable type buildings of wood construction, which are adequate for our needs under the present set-up on a leased field.

The city has just received approval from the Federal Government (PWA) to complete its new airport, and the State will undoubtedly arrange for adequate modern hangars and administration buildings. In fact, drawings and plans are now being studied with this object in view.

Maryland discarded its Jennies after the 1926 summer camp at Langley, and by 1931 the squadron had flown a variety of training and observation aircraft. Among them, the Dayton-Wright TW-3 and its follow on, the Consolidated PT-1. The unit also flew the Consolidated O-17 and the Curtis O-11. The Douglas Aircraft Company was another strong supplier of observation aircraft up through World War II, and the Maryland Squadron flew the Douglas O-2H and O-38 during this period. None of these aircraft could exceed 160 mph. After 1930, the unit's aircraft steadily improved. It progressed from Douglas O-38Bs and Es to Douglas O-46As and Bs, North American BC-1As and O-49s.

Tragedy struck very close to the Squadron in 1927 when Capt. Masson was on the final leg of a goodwill tour through the Shenandoah Valley to promote aviation in a private aircraft. Capt. Masson and Mr. Phineas Stephens, Chairman of the Shenandoah Valley Airport Authority, were flying from Lexington, Va. to Richmond. Their plane was caught in a downdraft, a column of air being forced toward the ground, and it descended about 1,000 feet. Mr. Stephens fell from the plane and was killed.

In May 1931, the 104th participated in the first regular Army and National Guard joint air maneuvers. This exercise brought together the largest peacetime concentration of aircraft ever assembled. An air armada of 659 planes gathered at Dayton, Ohio. After practicing formation flying for several days, the planes flew to Chicago, Detroit, and several eastern seaboard cities including Baltimore and New York City. The object of these maneuvers, which lasted for 15 days, was to improve tactical air defense theories for protecting the coastline from enemy invasion as well as to bring various air units together for training, improve methods of command and maintenance, and test the adequacy of communication methods. Five Maryland flight crews led by Maj. Charley Masson composed part of the 99-ship National Guard Wing. Charles A. Lindbergh, then a member of the Missouri National Guard, also participated in the maneuvers.

The area's clergy objected very strongly to the huge formation of aircraft flying over the city.

They considered the formation very militaristic and provocative to other nations. Even in the early thirties, there were tense relationships with some foreign powers, especially the Japanese.

The unit's best-remembered relief work was in 1936, when Tangier Island in the Chesapeake, was cut off from the mainland by ice. The Governor declared a state of emergency and the Guard planes dropped supplies to the residents.

Before the war, the 104th Photo Section was absorbed into the Observation Squadron, and the 104th Medical Detachment became an attached medical unit. The unit's designation was changed from the 29th Division Aviation to 104th Observation Squadron, III Corps Troops, and GHQ Reserve. These sections of the squadron were equipped with modern equipment including a photographic trailer, communication trailer, and up-to-date transportation.

Squadron performed at summer camp near Martinsburg, W.Va. The Falcon, a combat observation plane, was exhibited, and Willard Warner thrilled the onlookers with his parachute jump. The unit practiced its aerial gunnery for the first time using synchronized guns. Its other duties included artillery spotting for the Army and target towing off the Virginia capes for coastal artillery and anti-aircraft unit training.

A typical mission of the late thirties was described in the Baltimore Sun on Nov. 25, 1939, in which the 104th flew over two battalions of the Fifth Regiment camouflaged in the woods of Ft. Meade and tried to detect their location. "Early in the morning an observation plane commanded by Capt. Harold Hinds and piloted by Lt. Wilson Rowe from the 104th Photographic Section of the National Guard flew over the battalions where Col. Harry C. Ruhl was in charge. They took a series of overlapping pictures designed to locate faults in camouflage and concealment. "The plane returned to Logan Field where darkroom operators went into action and developed the plates. Back to Ft. Meade they went and were dropped at Colonel Ruhl's feet in a special metal cylinder. "Less than an hour from the time the pictures were taken Colonel Ruhl and Captain Hinds were examining the prints and discussing whether quarry or hunter had won the contest. The soldiers were successful,' Captain Hinds conceded, "and have certainly improved since we tried this last summer during the Manassas maneuvers. Unit members have fond memories of this period: "When we first got to Atlantic City, it was fantastic," John DeVan, an enlisted man with the 104th at the time recalled. "As we were defending the city, the locals basically turned the town over to us; girls would buy us drinks and we went to the best places in town." Unfortunately for the Maryland Guardsmen, the Army and Navy established inductee training centers there a few months later, and Atlantic City was soon overrun with GIs.

The 104th Observation Squadron was called up on February 3, 1941, with Maj. Charley Masson in command. The unit was activated at Logan Field but by September had been reassigned to Detrick Field, a familiar location. While there, the unit deployed several times for maneuvers, including the massive Carolina Maneuvers of 1941, which pitted the entire U.S. 3rd Army against its 2nd Army in mock battle.

Just prior to the Pearl Harbor attack, the 104th was transferred from Maryland's 29th Division and reassigned to the 59th Observation Group, II Army Corps. Although still officially stationed at Detrick Field, the 104th operated from Ft. Dix, N.J. from Dec. 1941 until being permanently

transferred to Atlantic City in Jan. 1942. While based in Atlantic City, the unit assumed a coastal defense mission, flying its O-46s and O-47s in anti-submarine patrols. The missions flown from Atlantic City earned the squadron a World War II battle streamer for its participation in the Anti-Submarine Campaign.

In mid-1942 Charley Masson was transferred overseas and Maj. Joshua Rowe succeeded him as unit commander. Soon after, on October 18, 1942 the unit was inactivated.

The 104th was transferred, still inactive, to Birmingham, Ala. and reassigned to III Air Support Command. It was again reassigned to 3rd Air Force where it was reactivated at Ft. Myers, Fla. in March 1943. At the end of the month the unit was re-designated the 104th Reconnaissance Squadron (Fighter) and transferred to Thomasville Army Airfield, Ga., where it conducted flight training. It was re-designated as the 489th Fighter Squadron in Aug. 1943. In May 1944, the unit was deactivated and its members transferred as replacements to units overseas.

Maryland Guardsmen of the era clearly recall being transferred to Langley Field, Va. in mid to late 1942, and the unit is known to have flown B-18 beginning about this time.

In the new Maryland Air National Guard, the 104th Fighter Squadron assumed the historic lineage of the old 104th Observation Squadron. Equipped with F-47Ds, the Marylanders flew from their new airbase at Harbor Field in Dundalk.

The movement for creating a new aviation unit of the Maryland National Guard began in the Maryland statehouse. Interest in establishing the new air unit was initiated by Maj. Gen. Milton Reckord. The new aviation group would be, in effect, a re-establishment of the Guard's old 104th Observation Squadron.

Due to General Reckord's efforts, Maryland's 104th Fighter Squadron became one of the first postwar National Guard aviation units in the United States to receive formal federal recognition following closely on the heels of the 120th Fighter Squadron of the Colorado National Guard. The 104th was federally recognized on August 17, 1946 and based at Harbor Field, in Dundalk, Md.

Lt. Col. Robert L. Gould was named Commander and Maj. H. Edward Wheeler was selected as the Operations Officer. Most of the officers of the 104th were also combat veterans. Such veterans were not in good supply as most of them did not want to remain in the military after the long and difficult war. Unlike today, pilots were recruited with no requirement for college or technical degrees. Some of the charter members of the newly reactivated 104th were Maj. Mac McCubbins; Capts. M.F. Tarr and Robert Ports; 1st Lts. Charles Schmidt, Michael O'Connor, Edwin Hendrickson, Edwin Warfield, and Stanley Souders; and 2nd Lts. George Stewart and Robert Foard. In addition, Maj. Robert Tyler was assigned from the Army Air Force to help in the training of unit pilots and specifically checked out all the A-26 pilots. These exceptional officers, along with an outstanding group of enlisted volunteers - most with substantial World War II combat experience - formed the core of what was to become the 104th Fighter Squadron and the 135th Air Resupply Group.

The 104th was authorized 42 officers and 308 enlisted men along with 34 aircraft, including P-47, A-26, T-6, C-47, and L-5. The rather extraordinary ratio of aircraft to pilots was almost certainly a result of the glut of aircraft available after the war.

The 104th was technically assigned to the 113th Wing at Andrews Air Force Base, Md., which in turn was subordinate to 11th Air Force. The 113th consisted of fighter units from Maryland, Virginia, Pennsylvania, and the District of Columbia. Although assigned to the Andrews Wing, in practice the 104th operated almost entirely on its own, with the 104th Squadron Commander acting as the de facto base commander and leader of the Maryland Air Guard.

The 104th Fighter Squadron, holding drills on two Friday nights and all day one Saturday or Sunday, began its drive to get up to full strength in personnel and aircraft. By Oct. 1946, the 104th had two T-6 with many more aircraft on the way. The squadron's primary aircraft would be the P-47D.

With the fighters in place, the pilots resumed the exciting tactical flying they had enjoyed during the war. Air-to-air tactical flying and gunnery, along with some air-to-ground weapons delivery were the order of the day. Typically about 70 percent of missions were for air-to-air gunnery, 20 percent were or bombing and strafing, and the remaining flying was for: on and instrument practice.

The air-to-air gunnery took place just off the Maryland coast near Ocean City. The flyers would each take off with 100 rounds of ammunition, and each pilot's bullets were painted a different color to aid in the identification of their hits on banners towed by one of the unit's A-26s or F-47s. Five pilots would be assigned to a gunnery mission. They would draw straws to see who would fly the fighters and who would have to fly the towing airplane. Dedicated A-26 pilots towed the banners and flew other administrative runs.

Three additional units attached to the 104th received Federal recognition in Feb. 1947: the 213th Air Service Unit (aircraft servicing and maintenance), the 104th Utility Flight (support aircraft), and the 104th Weather Flight.

By April 1947, the Squadron had received ten P-47, two C-47, two T-6, and one L-5. The T-6s were used for formation flying and instrument flying practice, the L-5s for orientation and instrument practice and the C-47s for administrative and cargo runs. The Governor of Maryland also occasionally used the C-47s for transportation, keeping the unit in his good graces. Later in the year, four A-26s arrived. Unit A-26s were also occasionally used to tow banners for Army anti-aircraft artillery practice, a mission that usually went to the junior crews.

In July of 1947, an exercise had the 121st Fighter Squadron of the D.C. Guard attack Baltimore with 12 F-47s. Maryland's F-47s successfully repulsed the D.C. intruders.

The 104th held its first postwar "open house" on April 13, 1947 to show off its progress and help with the recruitment of additional personnel. Unit members passed in review before Maj. Gen. Reckord. The Squadron's on board strength at this time was 150 officers and enlisted men falling well short of the 350-member authorization.

In July of 1948, the unit participated in a mass "gaggle" of fighters from many units formed to fly over the dedication of the new Idlewild Airport (now JFK International) in New York. Capt. Stanley Souders, led this huge formation.

In August 1948, the 104th held its first postwar summer camp at Dover Air Force Base, Del., and was joined by air guard units from Virginia, Pennsylvania, and D.C. This was the first time all four units had joined for training. Forty-two officers and 260 airmen from the 104th attended. Aerial gunnery exercises were emphasized during the camp, and Capt. Ted Warfield took the honors for high score.

During its summer camp at Dover in August 1949, 9th Air Force gave the unit its first ORI to see if the squadron could fly its tactical fighter mission if called to active duty. These tests were designed to gauge the overall effectiveness of the unit's operations, including aerial gunnery, dive bombing, fighter interception, and high altitude defensive formations. The unit's mission was to be ready to be called up in 24 hours notice of "M-day" which was a term then used to designate the start of a period of alert based on enemy activities. All mission statements used the ominous sounding term "M-day" to focus the unit on the threats arising from the post-war world situation.

By the spring of 1950, the 104th had flown 2,365,440 air miles It had 36 aircraft, 61 officers, and 290 enlisted. The unit had come a long way in the four years since it reactivated with 12 officers, 39 enlisted men, and only one aircraft.

In the summer of 1951, after 13,295 hours flying the F-47, the 104th's Thunderbolts were replaced with F-51H.

The 104th deployed for two weeks of summer camp at Dover Air Force Base in August 1951. Emphasis was placed on training in the operation and maintenance of the newly acquired F-51H Mustang fighters. In a combined mission with two squadrons from the 112th Fighter Wing from Pittsburgh, a hypothetical enemy attack over Reading, Pa., was intercepted and defeated. At the camp review, the 104th received trophies for attaining the top score at an Air National Guard gunnery meet held at Eglin Field, Fla. in May 1951, and for a six month safety record. Two members of the winning gunnery meet team were Capts. John Doenges and Vic Kilkowski.

In August 1952, the 104th spent summer camp at Spaatz Field outside of Reading, Pa. By the end of the first week, the 104th led the other squadrons of the 112th Fighter Wing holding first, second and third places in air-to-air gunnery competition. Lt. E. King Schultz was first, with Lt. Fred Stephenson and Capt. Jesse Mitchell finishing close on his tail. The competition was for the younger pilots who had never fired in a gunnery competition before. Firing non-competitively, Capt. Vic Kilkowski logged the highest gunnery score in the 104th Fighter Squadron's history.

In August 1954, a Federal Inspection Team was in Maryland and witnessed the engine failure of an F-51H at 26,000 feet flown by Capt. E. King Schultz. The Mustang's supercharger exploded cutting oil lines and leaving gaping holes in both sides of the aircraft. The damaged Mustang glided to a wheels-up landing in a farm pasture. Contrary to predictions that the plane would

never fly again, it was repaired and in the air 21 days later.

Another near tragedy was averted in August 1954 when two Mustangs were involved in a mid-air collision over the Eastern Shore of Maryland. One aircraft was destroyed when Capt. Paul Shelton bailed out at 8,000 feet. The other plane, piloted by Lt. Julius McCoy, was damaged but returned safely to Harbor Field. Neither pilot was injured. The pilots had been diverted from their aerobatic training mission to assist in the search for the pilot of a missing F-86 from the 142nd Fighter Squadron of the Delaware Air National Guard that was later found in a swampy area near Edgewood Arsenal.

The 104th Fighter Squadron was one of only a few units that were not mobilized for service before the conflict ended in 1953. This resulted from the criteria used to select which units to activate, including the unit's physical location and assigned aircraft. The 104th's location near the Atlantic coast made it a likely candidate to remain home on coastal patrol duty and its lack of jet aircraft sealed the case for non-activation. These were tense times for the Maryland unit, and although the 104th was never called up, in January 1951, Lt. Col. Gould was recalled for extended active duty with the Air Force. Maj. Ted Warfield was then named the Commanding Officer of the 104th Fighter Squadron.

The unit began a split operation in July 1954 when the 104th received its first jet trainer, a T-33, which had to be based at Andrews Air Force Base, Md. In September, the Airport Board granted the 104th permission to temporarily base its two jets at Friendship Airport (now Baltimore-Washington International) while it searched for a home elsewhere, but with severe restrictions.

The limitations of Harbor Field continued to wreak havoc on the mission of the 104th Fighter Squadron. The F-51H was running out of parts. To maintain a flyable force, the 104th had to convert back to the F-51D which had been assembled in far greater numbers and for which there were still parts available. The unit was fully converted by November 1954. The F-51D was only used for 12 months, being phased out completely by September 1955 because of obsolescence and a lack of parts. The era of reciprocating engine fighter planes ended forever for the 104th that month. A total of 14,386 hours were flown in Mustangs.

While the unit continued to fight for a new home it worked out an arrangement with its parent wing to co-locate with the D.C. Air National Guard at Andrews and accept delivery of six F-86Es in June 1955. With the arrival of the F-86Es, the Maryland Air National Guard truly entered the jet age. By mid-July, 42 of the unit's pilots had been checked out in the T-33 and 18 in the F-86E.

But the 104th still had not found a permanent base. Just when it appeared certain the unit would close, Maj. Gen. Reckord announced that George Bunker, the president of the Martin Co., had offered the Guard a permanent home in Middle River at the Martin Co. airport. The offer came in July of 1955 on the eve of what was thought to be the unit's last summer camp. In a letter to Gen. Reckord, Bunker said he was amazed at the necessity for this move. He blasted the city's lack of civic pride in failing to provide adequate public facilities for jet operations. This was the first time an Air Guard unit was provided facilities at a privately owned airfield. The Martin Aircraft Co. donated property to the north of the runway (the present location).

Now a transition plan to receive more jets and move operations to Martin was needed. A temporary arrangement was set up where the T-33 were flown out of Friendship and the F-86s were flown mostly out of Andrews. The F-51s continued to operate out of Harbor Field. This created an operational nightmare that continued for over two years until the squadron finalized its move to the Martin airfield in 1957.

During the 104th's June 1956 summer camp at Savannah's Travis Field, the unit participated in its first air defense scramble with B-47 from the Strategic Air Command and flew their first aerial gunnery missions in their F-86s. Governor Theodore McKeldin and Gen. Reckord flew to Savannah for their annual summer camp inspection. Gen. Reckord announced that \$3,000,000 had been received from the federal government for construction of a permanent home for the Maryland Air National Guard at the Glenn L. Martin Company Airport. The new facilities were to be ready for occupancy in 1957.

With plans for a new 104th home finalized, the Airport Board finally agreed to let the 104th base its F-86Es at Friendship Airport until Martin Airport was ready. The unit also expected to increase its jet strength to 20 in the near future. As the arrangement called for no weapons to be armed and no munitions loaded on the aircraft, the unit had to get all its gunnery at summer camp or on short deployments out of the area.

In July 1957, the 104th finally moved all aircraft and operations to Martin Airport.

Lt. Col. Ted Warfield was appointed Chief of the Air Staff of the State of Maryland on January 5, 1957. Warfield's new command position was created to assist the Adjutant General with all matters pertaining to the Maryland Air National Guard. In his place, Maj. John F.R. Scott was named to command the 104th Fighter Interceptor Squadron.

In December 1957, the 104th converted from their F-86Es to F-86H. The Sabre was clearly a favorite of unit pilots. They affectionately referred to the nimble jets as the "Last of the Sports Models."

With the conversion of the unit to F-86Hs. in October 1958, the 104th's designation was again changed, from the 104th Fighter Interceptor Squadron to the 104th Tactical Fighter Squadron. The name change was in concert with the transfer of the unit from the Air Defense Command to the Tactical Air Command and the acquisition of the tactical missions of that command. The Air Defense Command, still retained first call on the aircraft and could return them to the regular Air Force if needed.

One of the worst disasters in Maryland Air Guard history occurred on May 20, 1958. A T-33 piloted by Capt. Julius McCoy and a Capital Airlines Viscount were involved in a midair collision over Brunswick, Md. After the impact the T-33 continued on its original course for a short distance and then exploded. According to ground observers, the Viscount appeared to pull up to a near stall and then plummeted to the ground. The crash took 12 lives; seven passengers, the flight crew of four aboard the Viscount and an observer in the T-33. Capt. McCoy, although severely burned, miraculously parachuted to safety. The mission was scheduled as an orientation

ride for a potential pilot recruit from the Maryland Army Guard. PFC Don Chalmers of the Maryland Army Guard wanted to fly for the 104th and was observing the operations from the back seat of the T-33 when the collision occurred. This accident had far-reaching national repercussions. It occurred during a heated debate about the best way to supervise the mushrooming aviation industry in the United States. The fall-out of the investigation helped win the day for the proponents of creating a new Federal Aviation Administration with broad powers to oversee aviation. Another result was the passing of tort protection legislation for commercial airmen involved in accidents.

In 1954, the Air Force Reserve was experiencing problems with its flying programs and decided to move some of its allocated positions to Guard units. That October, the 8104th Replacement Squadron was formed to accommodate the additional personnel and Maj. Victor Kilkowski was selected to command the new unit. The unit was comprised of 25 pilots and 75 maintenance troops. Members of the 8104th worked seamlessly with the members of the 104th Fighter Squadron and its attached units and for all practical purposes, there was no division between the units. The creation of this unit proved fortuitous when the new 135th Air Resupply Squadron was formed the next year, creating a demand for many more personnel.

One byproduct of the Cold War was a large Civil Defense program in the U.S. In December 1951, the 104th trained more than 6,500 Maryland Civil Defense volunteers to detect and report sightings of enemy aircraft.

On October 25, 1955, the 104th took part in Operation STOPWATCH; a nationwide practice alert called by the ADC to determine how fast fighter planes could go aloft after an air defense alert had been declared. Eight 104th F-86s and seven F-51s took part in this alert. Seventy-three squadrons at 60 bases throughout the country also participated. Under the STOPWATCH plan, 50 percent of the personnel and planes were to be available within two hours, and the remainder within 24 hours.

The 104th reached its full operational jet aircraft strength in July 1957 when it received five additional Sabre Jets to bring its total to 25. These jets were delivered to the 104th during its two week summer encampment at Travis Field where the squadron logged more than 400 hours flying gunnery, radar interception (being directed by ground based radar), and instrument missions despite training in extremely hot, damp weather.

In July 1959, the 104th held its two-week summer camp at Volk Field, Wis. The 500 personnel arrived at midnight by truck convoy and commercial aircraft, and the unit's 23 F-86Hs landed after an 800 mile trip from Baltimore. The 104th joined squadrons from Delaware, Virginia, and D.C. for this encampment. They spent the two weeks in tight competition in strafing, rocketry, bombing, and aerial gunnery.

As the 1960s began, the 104th Tactical Fighter Squadron was still one of four fighter squadrons assigned to the 113th Tactical Fighter Wing at Andrews Air Force Base, Md., the other three being based in New Castle, Del., Martinsburg, W.Va., and Andrews itself. By 1964, the 113th TFW had changed in composition. The squadrons had picked up Group Headquarters elements and the units had been shuffled around. The 113th then was composed of fighter groups from

Maryland, the District of Columbia, and New York National Guards. The D.C. and New York units flew F-100s while the Maryland group flew F-86Hs.

Before the fighter group was formed, the squadron was essentially a stand-alone unit with the 104th Squadron Commander acting as the Base Commander. With the arrival of the 135th Troop Carrier Squadron at Martin State in 1960, a new arrangement was begun in which the senior officer of one of the units would act as the Air Commander.

In 1962, the 175th deployed to both Bermuda and Puerto Rico, and in 1966 the 175th deployed again for two weeks to Puerto Rico to replace the Puerto Rico Air National Guard F-86s who were in Savannah for a two week training exercise. The unit was based at the International Airport in San Juan and flew sixteen Air Defense sorties a day.

The 175th was operational less than 24 hours after it arrived at Volk Air Force Base, Wis., for summer camp in July 1963. The pilots spent both weeks sharpening their attack skills. The first week was devoted to air-to-ground target missions including strafing, dive-bombing, low level bombing, and low angle rocketry.

In July 1964, the 175th spent summer camp at Travis Field, Savannah, Ga. with the 113th TFW including units from D.C. and Niagara Falls. Armed with 20mm cannon, rockets, and bombs, the F-86H pilots engaged in air to-ground gunnery at Poinsett Range near Shaw Air Force Base, S.C.

In 1966, the unit went to summer camp at Travis Field with their fleet of newly camouflaged F-86Hs, painted to comply with a recent Air Force directive. The unit participated in airborne target practice with guns, rockets, and bombs. It practiced close air support on a Navy range 60 miles south of Savannah.

In April 1968, when Unrest in the wake of this national tragedy struck many major cities across the country, but the Baltimore area was, unfortunately, hit by some of the worst of these riots. The Governor issued Executive Order 11405 on April 7 1968, and the 175th Tactical Fighter Group and the 135th Air resupply Group were called upon to assist in quelling the disorders. The various squadrons were broken into companies, platoons, and then squads and the personnel were used to protect important installations in the city and guard individuals arrested during the disturbances. In the words of Col. Jesse Mitchell, the 175th Group Commander at the time, "We were activated with no notice and suddenly found ourselves no longer the Maryland Air National Guard, but true members of the Maryland National Guard." The unit was mainly put in charge of guarding the Baltimore Civic Center, which the police used as a temporary holding area for detainees. Martin State Airport was used to bivouac Army and Special Forces troops that had been airlifted into the area to help restore order. The runway was closed to normal traffic and the area around the runway became a tent city. Another sidelight of the Guard's participation in the quelling of this unrest was that it became apparent that the all-white National Guard looked very different from the riot participants. The credibility of the force was questioned, as it did not resemble the diversity of the local population. A great deal of effort has been put into eliminating this disparity in the intervening years. While on riot control duty for the state, the nation next requested the services of the 175th TFG. A news flash came over the radio stating that the 175th would be ordered to active duty with the Air Force in reaction to the Pueblo Crisis.

The 175th was called to extended federal active duty beginning May 13, 1968. The initial activation notice called for the entire unit to mobilize, but the Air Force later decided to take only the operations and maintenance troops and the group headquarters. The only units to be activated were the 175th TFG Headquarters, the 104th TFS, and the 175th CAMS. This caused a lot of problems as the unit was essentially ripped in half. All 27 F-86Hs and two T-33s arrived and were in place at Cannon Air Force Base, N.M. by June 10, 1968 and by June 20, most personnel had signed in at Cannon. Two replacement T-33s soon arrived at Martin State to fill the void there. Upon arrival at Cannon, Col. Robert Scott, the 832nd Air Division Commander, announced the appointment of Col. Jesse Mitchell as the 140th Tactical Fighter Wing's Vice Commander. The 140th TFW, from the Colorado Air National Guard, became the 104th's parent wing during the Cannon activation. The wing's mission was to train new Air Force Forward Air Controllers (FACs) in directing fighter pilots during attacks of ground targets. At the time of the call up, many Air Force pilots who were assigned to FAC duties had never flown as fighter pilots. The 104th's mission was to check them out in the F-86 or the AT-33 for them to experience the demands of attacking ground targets under the control of a FAC and enabling them to better anticipate the problems of the fighter pilots they would control.

Lt. Col. Joe Maisch was appointed the 104th Squadron Commander during this period. While at Cannon, Maisch had his hands full as the Air Force had placed both operations and maintenance under his command. In addition, some Maryland troops were assigned to the 140th Wing Headquarters, others to the 4429th Combat Crew Training Squadron, and others to the 4429th Field Maintenance Squadron. The 4429th trained the Air Force pilots in the dual seat AT-33 before they moved on to the F-86.

The 104th's manning document called for 43 officers and 325 airmen at this time. After the personnel dispersal to other units, only 33 officers and 246 airmen remained, putting them very short in most areas. This meant long days and a heavy ops tempo for the flyers and maintenance troops alike. The unit was augmented by Colorado and Iowa Guardsmen, and later by regular Air Force personnel.

Starting in July, every pilot was upgraded to Instructor Pilot in the F-86H and in October the first group of students arrived. On November 1, the Air Force canceled the F-86H training plan, and the unit no longer had a specific mission within the Air Force framework. Later that month, the Air Force announced the 104th TFS, along with personnel from the prior 175th Group Headquarters and the 175th CAMS, would be released from active duty.

This was the first time in the history of the Air National Guard that a unit was split in two, with the at home element retaining its original identity. The Guard Bureau focused on the remaining units to determine if such a plan would be feasible in the future. Not only did the 175th pass the test, it performed beyond all expectations. The unit's morale stayed high during the separation, attesting to the dedication of the personnel who remained behind. In December 1968, 265 members of the 175th were deactivated at Cannon. Maj. Gen. George Gelston, the State Adjutant General, welcomed the unit back into the Air National Guard at ceremonies held at Martin State Airport.

Although the activation had split the unit and caused many problems for the Marylanders, most members had to take leaves from their civilian jobs at a loss of pay. Families were disrupted and housing in the Clovis, N.M. area was very hard to find. Many friendships within the unit were solidified. The deployed group still holds reunions every five years or so to tell war stories and renew old ties.

The delivery of its first dual seat A-37B in April 1970 directly from the factory signaled a major change in equipment for the Air National Guard. Never before had the Maryland Air Guard received new equipment; past aircraft had been relatively old and outdated. The 175th was the first Air National Guard unit to receive the A-37B and delivery of all 24 aircraft was scheduled to be complete within a few months.

The A-37Bs replaced the F-86H in which the 175th had flown 68,482 hours since 1957. As a result of the conversion, the 175th spent its 1970 summer camp at Martin Airport becoming familiar with their new jet aircraft. The camp was spread out over six weeks due to the scarcity of instructor pilots and qualified maintenance personnel. The training proceeded slowly and deliberately until all pilots had qualified in the basic flying of the aircraft, then they pressed on to the more complex tactical training. The last Sabre departed Martin State Airport on August 4, 1970. The unit would eventually fly 44, 898 hours in the Dragonfly.

The nine years of flying the A-37s were relatively quiet. The 175th received Tactical Air Command's Unit Achievement Award for 1970, the award noting that there had been no accidents since a July 1968 mishap at Cannon Air Force Base involving a starter failure. Several deployments and exercises kept the unit on its toes. Two accidents saddened unit members and a great deal of effort was expended on increasing the flying safety record.

The 175th began its 1971 summer camp at Travis Field in Savannah for the 12th time. More than 530 personnel attended while the unit participated in SENTRY GUARD STRIKE III, a multi service maneuver involving over 30,000 troops from 22 states. The pilots participated in a variety of maneuvers including air-to-air refueling, ground radar direction to ground targets, air-to-ground weapons delivery, and attacks under the direction of active duty Forward Air Controllers.

On May 5, 1971, thousands of UM students staged an anti-war demonstration blocking U.S. Highway 1 for three hours. Maryland National Guard troops under the command of Gen. Ted Warfield, the Adjutant General, were sent to help restore order. Gen. Warfield handled the situation with great sensitivity and despite several arrests of students, no demonstrators were injured. This was a touchy situation especially in the wake of the Kent State disaster in which four students had been killed in almost exactly the same scenario.

While the A-37s were new from the factory and represented a step forward in equipment for the Maryland Air National Guard, the arrival of the A-10 really signaled the unit's coming of age. This aircraft was highly visible and was in demand by every exercise and operation throughout the United States Air Force. The visibility and operations tempo of the Maryland Air National Guard rose significantly.

In January 1972, 70 officers and men of the 175th were airlifted to Robins Air Force Base, Ga. to participate in Exercise BRAVE SHIELD I, the first of many joint exercises held on the east coast. Nineteen A-37s made the trip south and flew numerous sorties to defeat the mythical aggressor forces on the ground at Ft. Stewart. This was a highly successful exercise in which the unit amazed their active duty counterparts with their high spirit and 100 percent sortie generation and completion rate.

Gen. Warfield developed and oversaw an innovative new exercise to create interaction between the Army and Air Guard units in Maryland. It was called Exercise FREE STATE CHARGER. Five of these exercises were held at Fort A.P. Hill, Va. in the mid-seventies. In early 1973, the 175th participated in the first of these joint exercises between both Groups of the Maryland Air National Guard and the Army National Guard. It was the only exercise of its kind in the U.S. carried out by the Army and Air arms of one state's National Guard. The Army planned to test their forces in repelling an invader, and to support this effort they called in support from the A-37s of the 175th TFG. The fighter pilots need someone to show them where the targets were and this is where the 135th came into action. The FAC pilots of the 135th, in the air with their O-2As, directed the A-37Bs in locating and destroying the enemy positions. The two units participated in this valuable exercise three more times over the next three years. At their peak, the FREE STATE CHARGER exercises involved over 5,000 Guard men and women from Maryland. The benefits accrued from these exercises were immense. The maneuvers had required all units of the Maryland National Guard to closely coordinate their activities and for at least once a year brought them all closer together.

The 175th had segmented deployments in 1973 rather than the usual summer encampment. The largest deployment was to Seymour Johnson Air Force Base, N.C. This precedent setting development was the result of the subtly increasing operations tempo, which placed increased demands on unit personnel. For the first time, some of the people were unable to attend both the summer camp and the numerous other mini-deployments.

On June 17, 1975, Lt. Peter Gross of the 104th was killed at Patuxent Naval Air Station in southern Maryland. He was flying low approaches at dusk while making right hand patterns. On his last approach his Dragonfly rolled out to the right, then snap-rolled inverted, and crashed in the traffic pattern. The cause of this accident was never determined.

In Jan. 1976, the 104th suffered another fatal accident. Capt. Paul Baker was flying an afternoon assignment at the request of the National Guard Bureau photographing an Army cargo load being dropped by an Air Force C-130 at Pope Air Force Base, N.C. While making a banking turn to the right to take pictures of the parachutes deploying the cargo, his Dragonfly crashed.

In 1977, the 175th took part in a massive joint service venture called GALLANT CREW. Over 90 men and women deployed to central Texas in March, where they joined 32,000 soldiers and airmen mostly operating out of Camp Swift, Tex. for a mock war. It was the largest exercise of its kind ever conducted by the U.S. Readiness Command. The exercise was used to train and evaluate active and reserve Army and Air Force units in the new "Total Force" concept. It was important to determine if these forces could operate seamlessly once the reserve forces began picking up a large part of the real world workload. The A-37s were utilized for air support and

air interdiction against targets "behind the lines." The jets operated out of Bergstrom Air Force Base located in the hill country of Austin, Texas.

In Jan. 1978, the 104th suffered the loss of a student pilot, Lt. Glen Mathis. Lt. Mathis was on his last flight in Undergraduate Pilot Training at Reese AFB, Tex. when the engines on his T-38 Talon jet trainer flamed out. He was unable to eject from the aircraft before the ensuing crash.

On Feb. 25, 1978, Lt. Col. Ed Clark was returning to Martin Airport in an A-37B when his main landing gear would not extend. After trying all the required emergency procedures to get the gear to extend, he performed the landing with the main gear retracted and only the nose gear extended. He did a great job recovering the aircraft and was praised for his airmanship and cool performance under stressful conditions. He was not injured and he managed to avoid serious damage to his jet. He received the State of Maryland Meritorious Service Medal for his outstanding flying performance.

The 175th was the first A-37 unit to attend the demanding RED FLAG tactical exercises. In March 1978, eight A-37s and crews deployed to Nellis Air Force Base in Las Vegas, Nev. The squadron drew high praise for their performance by both the Air Force's Forward Air Controllers and the Aggressor pilots. Most combat casualties occur in the first five sorties flown by an aircrew during a new conflict. RED FLAG tries to recreate those sorties ahead of time to increase the survival rate of our crews. An important feature of the Red Flag exercise is the unique opportunity to debrief with the "enemy" after each mission. Aggressors flew F-5s, using Soviet tactics against the friendly forces, and crews learned exactly which tactics worked and which didn't. Range instrumentation gives objectivity to the training, and mistakes and lessons are clearly documented so they can be shared not only by unit pilots but also by the pilots of other non-playing units. The basic scenarios for the A-37s consisted of battlefield interdiction and close air support missions. Although the relatively slow speed of the A-37 was considered by many as a tactical disadvantage, it proved advantageous for the Dragonfly's low level performance in that it allowed better maneuverability close to the ground. The jets used terrain masking - the use of the mountains and valleys to avoid radar and visual detection by enemy defenses - and were able to avoid most ground threats, deliver ordnance accurately, and perform better against the Aggressor fighters than other aircraft.

In October 1978, the 175th was put to the test during Exercise OSCAR FOX 1. The operation involved the first example of unit "surge flying." Surge flying tested the ability of pilots, maintenance, and weapons personnel to support an operation in which they were tasked with as many sorties as possible each day. The idea was to simulate a combat situation in which the unit needed to turn the jets in minimum time with maximum ordnance and fuel. In addition, command post procedures and security tests were given. Exercise planners conducted simulated in-flight emergencies and other tasks designed to measure the proficiency of unit members. The exercise was held in advance of a regular Air Force Operational Readiness Inspection (ORI) and signaled a change in the way units were to be tested in future inspections.

The 175th played a key part in an October 1978 Tactical Air Command (TAC) exercise called QUICK THRUST. To evaluate air combat operations, 28 A-37B sorties were launched against four opposing F-15s of the 1st Tactical Fighter Wing out of Langley Air Force Base, Virginia.

The efforts of the Maryland flyers and support crews won high praise from both TAC and the 1st Tactical Fighter Wing.

Although not a formal "summer camp," the 175th deployed 18 pilots and 97 support personnel to the Savannah Field Training Site in March 1979. This was a nostalgic trip to a very familiar location.

The Fighter Group finished out the decade with a one-week deployment to Patrick Air Force Base in Cocoa Beach, Fla. in August 1979. The fighters helped train Forward Air Controllers undergoing upgrade training at the 549th Tactical Air Support Training Squadron. This was the first of many such deployments in support of FAC training at several locations. On Sept. 20, 1975, Glenn L. Martin Airport moved from the hands of the private sector to the State of Maryland. The state paid \$9.7 million to Marlin-Marietta for the 750-acre plot of land.

28 September 1979. The Maryland Air Guard's 175th Tactical Fighter Group received its first A-10A, a brand new aircraft (Tail Number 78-0636) fresh from the factory.

The Warthogs, as they are known to those who fly and maintain them, began arriving in September 1979 and were completely in place a few months later. While some viewed the plane as ungainly and slow, the pilots and other unit members quickly fell in love with the eccentric single-seat jet. The maintenance folks liked the black box approach to fixing the jet and the ease of servicing. Vital areas of the jet were significantly more accessible and most parts were easily swapped out and sent to depot for renovation and repair.

The Warthogs had arrived. The conversion was underway as the last A-37s left for Peoria. The operations tempo picked up with the introduction of the A-10. The aircraft was in demand as with its aerial refueling capability, it had legs long enough to reach any point on earth in two to three day's time. Deployments to Europe became commonplace and the 104th participated in a wide range of exercises and deployments across the country and throughout North America. Everyone enjoyed fantastic trips to Panama, Hawaii, Germany, Canada, and the deserts of Arizona and Nevada.

Fighter units located in northern climates have always faced the problem in winter months of finding good weather for continuation training in their tactical missions. "Snowbird" deployments have been very successful in providing periods of intense training for these units. Several southern bases with mild climates were ideal for this winter training. They have a wide variety of ranges available for use and enough room for wayward Guard units to drop by for a couple weeks. The 104th took advantage of this program many times over the years for some of their best training. The unit primarily deployed to Davis-Monthan Air Force Base, Ariz. flying very realistic tactical missions using the Luke Air Force Base ranges in the nearby desert. Not only does this arrangement provide a large number of outstanding training sorties due to the good weather, but the ranges offer opportunities to expend live ammunition and to fly tactics requiring large amounts of airspace. Back east, the tactical ranges are severely limited in space and restrictions due to high-density populations and numerous commercial jet corridors.

The first Snowbird deployment was January of 1981. In this exercise, the unit dropped Mk 82

500 pound bombs and expend their first live Maverick TV guided missiles. Previous practice used captive missiles that require the assumption that a good "lock-on" in the cockpit TV screen would have resulted in a hit. There's nothing like actually seeing the missile come off the rail and watching it drive right through the side of a tank for accurate feedback.

The first deployment was in October 1981. The package consisted of two cells of six A-10s each flying on the wing of a KC-135. The first leg to Lajes Air Base in the Azores took about nine hours with a 12-hour layover and the second leg into Germany took about eight hours. An enroute support team of crew chiefs, life support personnel and spare pilots preceded the Hogs into Lajes to park the planes and prepare them for the final leg. The flights were long and the pilots wore uncomfortable anti-exposure suits in case of an unplanned dip in the very cold North Atlantic waters.

A total of 230 Group personnel deployed for 18 days of intense in-theater operations. All aspects of their operation were practiced using German facilities. The aim was to learn exactly what the requirements would be to operate successfully from this location. All support personnel took careful note of how they would operate in a real-life wartime situation. The pilots were able to fly from Hahn and become intimately familiar with the terrain and flying conditions of Northern Germany. The unit flew 124 missions from Hahn during this first deployment.

In the late seventies and early eighties the unit hosted its own exercise called CRAB CLAW. This was always a valuable and fun event bringing aircraft from up and down the Eastern Seaboard to Baltimore to work together in a simulated wartime scenario. The 104th Fighter Squadron Weapons Shop led by Capt. Tom O'Sullivan started this ambitious project. The CRAB CLAW exercises provided a great deal of valuable training. The event was usually held in August. At its peak, more than 50 aircraft participated in a complex battle scenario over the Chesapeake Bay with Bloodswonh Island (now closed due to environmental concerns) as the target area. The Warthogs used air- to-air refueling to stay on target longer and Marine A-4s were used as aggressor force aircraft to keep the pilots on their toes.

The first CRAB CLAW took place during the August 1981 drill weekend. The following units took part in the exercise: the 175th TFG, 135th TAG; 75th Rangers, United States Army; 182nd Tactical Air Support Group, Illinois Air National Guard; and 150th Aviation Battalion, Maryland Army National Guard. The exercise began with the 135th's C-130Bs airlifting supplies and personnel to Aberdeen Proving Ground, which was set up as a loading and refueling base for the 175th's A-10s. The 150th Aviation Battalion brought the Rangers into position. The Maryland Army National Guard helicopters used laser beams to spot targets on Bloodsworth Island. The Illinois Air National Guard's OA-37s acted as FACs. Lasers were used throughout the exercise to pinpoint targets for 30mm cannon fire and bomb releases.

Yearly CRAB CLAW exercises were held for several years after 1981. The exercise went by the wayside as one of the first casualties of the increased ops tempo of the late eighties and nineties. It had been described as the best exercise of its kind on the East Coast. A huge crab feast (of course) and debriefing was held at the end of each event. CRAB CLAW is the kind of exercise that helps all aspects of a unit develop in many areas and helps keep the unit visible and dynamic.

In March 1982, the 175th deployed to Patrick Air Force Base, Fla. to support the Air Force's 549th Tactical Air Support Training Squadron. Eight A-10s were deployed with 12 pilots and 47 airmen. There were 160 sorties flown during this exercise.

MAPLE FLAG is the Canadian Air Force's answer to the USAF's RED FLAG. The flying in Canada was a great experience for the Maryland fighter unit. The Canadian hospitality has always been nothing short of outstanding. The first trip to MAPLE FLAG took place in September 1982 when the unit deployed eight Warhogs to Cold Lake Canadian Forces Base in Alberta, Canada. The flying area was densely wooded and very closely resembled the terrain in Central Europe which made for extremely realistic training. Flying units from the U.S. Air Force, the Air National Guard, and the Canadian Air Command participated in this month-long training program.

Extracurricular activities were plentiful in beautiful Canada. The Canadian hosts were superb in providing many social opportunities to mix together and increase camaraderie between the two nations' military personnel.

The military facilities at Martin State Airport were formally renamed in honor of Maj. Gen. Edwin Warfield III, former adjutant general of Maryland, in 1982, and the base has since been known as Warfield Air National Guard Base. The civilian portion of the field had been purchased by the state and renamed Martin State Airport in 1975.

Joint Air Attack Team - Wright Army Air Field QUICK THUNDER exercises in the eighties gave the unit an excellent opportunity to practice joint tactics with Army aviation units. The first QUICK THUNDER exercise took place in September 1983 when six A-10s flew into Wright Army Airfield in Ft. Stewart, Ga. The operation was the unit's first shot at practicing the new Joint Air Attack Tactics (JAAT) in which combined forces closely coordinate to keep a continuous barrage of weapons falling on a target.

A trip to Hill Air Force Base in April 1983 gave the Hog drivers another chance to practice the new JAAT tactics as well as to fly in a new area of the country. The Utah Army National Guard helicopter unit hosted the joint flying exercise. The 175th deployed ten A-10s to Hill for the two-week training exercise in support of the 163rd Armored Cavalry Regiment. This deployment also allowed the 175th to conduct battlefield air interdiction and forward operating location exercises on the Utah Test and Training Range. Over 15,000 rounds of live ammunition and 1,000 practice bombs were expended during the two-week period. By using Michael Army Airfield in the desert west of Salt Lake City as a Forward Operating Location (FOL) to upload live munitions, all sections involved experienced the logistical and tactical problems associated with wartime scenarios. The unit re-deployed to Martin State Airport non-stop using tanker support. This trip was the first non-stop flight of that length for the unit.

The 175th deployed again in September 1984 to Eglin Air Force Base, Fla., for Air Ground Operations System (AGOS) Support Training. Nine officers, 35 airmen, and six A-10s were Jsd. They flew 60 sorties, dropped 300 bombs, and fired 3,124 rounds of 30mm.

The second deployment to Hahn Air Base was of particular significance because it was the first A-10 deployment in the Air Force that used the island hopping concept. The trip was accomplished without aerial refueling. Refueling stops were made at Goose Bay, Labrador and Keflavik, Iceland. Named CORONET SABRE, 50 officers, 200 airmen, 12 A-10As from the 175th and two C-130B Hercules with crews from the 135th deployed for 15 days in June of 1985. During this deployment, the 175th participated in Exercises CENTRAL ENTERPRISE and AMPLE GAIN which immersed the participating units into the NATO command and control. Pilots worked closely with NATO ground FACs from several different countries. The lessons learned about the different accents and terminology were invaluable. Maj. Gen. John Conaway, Director ANG, visited the unit on this deployment.

The Air National Guard has traditionally provided a rotating presence in the Panama Canal Zone to deter any aggression and provide a degree of security to international shipping through the Big Ditch. The A-7 of the Air Force and the Air National Guard have usually covered this deployment, called CORONET COVE, but occasionally the A-10s filled in. The Maryland Hogs were the first A-10s to deploy to Howard Air Force Base in February 1985 when the runway was shortened for construction rendering it unfit for use by the A-7s. The flying was very interesting and one particular ancillary mission turned into another first for Maryland. The Hondurans were opening their new Air Base at Palmerola and an invitation was extended to the 175th to attend the ceremonies. Lt. Col. Bruce Tuxill and Maj. Ted Thilly flew to Honduras for the event. Their Warthogs were the first American warplanes to ever fly into Honduras.

The 175th deployed west for Air Warriors twice in the eighties and nineties. The first exercise was in January 1986. George Air Force Base, Calif. provided a perfect base of operations for the Maryland Guardsmen. The deployment consisted of 14 officers, 84 airmen, and seven Warthogs. The 175th's A-10s were meshed into the ground war. The unit flew 155 sorties. AIR WARRIOR was a success for the 175th not only in performance, but also in the combat training received.

Spending four weeks in Hawaii was one of the toughest tasks the 175th TFG ever undertook. Aptly named OPPORTUNE JOURNEY, the Warthog drivers and support folks deployed to Barber's Point Naval Air Station near Honolulu from August 16 to September 13, 1986. The fun lasted four weeks and was accomplished in two phases with a rotation of personnel halfway through. The middle weekend was highlighted with a pig roast so the new folks could learn the lessons from the first two weeks. The Hawaii trip was one of the most successful deployments for the 175th. Over 230 members and eight A-10s participated in the close air support training hosted by the 326th Air Division. The exercise included the Army, Navy, and Marines, plus the Hawaiian Army and Air National Guard. While flying was conducted to points all around the islands, the main range used was the Pohakuloa Training area located on the Big Island of Hawaii. The Hogs dropped 290 MK-82 bombs and fired 10,350 rounds of high explosive incendiary 30mm ammunition. They also dropped 345 practice bombs and fired 9,200 rounds of practice ammunition. The first two weeks were highlighted by a Joint Air Attack Team exercise with Army aviation units and artillery combining with the A-10s lethal firepower to keep constant pressure on a simulated enemy target. The A-10s made bombing runs at the same time that artillery rounds were airborne on the same targets. Timing was the most essential part of this exercise. The second two weeks were similar except that the Joint Air Attack Team exercise was eliminated. Instead, the 175th's pilots primarily worked with ground controllers from the Army.

and the Marines. The 175th also completed an exercise with the Navy by flying out to sea toward Navy ships giving the Navy a chance to become familiar with the A-10's radar image. This great deployment almost didn't happen.

The 175th again deployed to Davis-Monthan in February 1987 for two weeks of highly concentrated and realistic training. This time the deployment was especially sweet as the ten "Hog" pilots taxied around five foot snow banks at Martin State Airport on their way to sunny Arizona. The two cells of five aircraft air-refueled enroute with the help of two New Jersey Air National Guard KC-135s. The flight took seven hours with the air refuelings taking place over the Texas landscape. A typical deployment would involve 10 aircraft and about 200 personnel with about 200 tactical sorties flown. These deployments were very demanding but came the closest to resembling a traditional summer camp.

While JAAT tactics have been practiced on almost every deployment the fighter squadron has made, it was not until September 1987 that another exercise solely devoted to Joint Air Attack Tactics was held. Four Warthogs and crews traveled to Ft. Hood Texas to be the first A-10s to work with the new Army Apache helicopter pilots in exploring the synergy of the two weapons systems in keeping constant pressure on enemy positions. This training was probably the best ever obtained by the unit as they worked with the best Apache pilots in the Army, the equivalent of the Air Force's Fighter Weapon School instructors. Many improvements in tactics were deployed during this invaluable training exercise. Two more deployments in July and August of 1988 were made to obtain additional training. The Hog and Apache pilots were able to literally re-write the book on JAAT tactics.

Again in January 1989, another group of 175th pilots meshed with Air Force and Army forces to support the Air Ground Operations School at nearby Hurlburt Field, Fla. Maryland pilots provided the jet fighter support to allow forward air control pilots to work with ground units and provide close air support for ground forces. Taking place in January made it no problem to get volunteers for these deployments.

Eglin Air Force Base on the panhandle of Florida houses one of the biggest weapons test and development centers in the Air Force. The fighter squadron took advantage of a chance to use these facilities to fly some very realistic and demanding live fire missions in January 1989. Part of Exercise COMBAT HAMMER, these missions were planned to fly through the restricted areas around Eglin where F-15s and F-16s would attempt to break up the formations while flying low level routes into a target area where remote control tanks were operated as targets for our live AGM 65 Maverick Missiles. This scenario was the first attempt to launch the new infrared guided Mavericks. Direct hits were achieved on the tank and Eglin's high speed cameras captured the impact.

In May 1989, the 175th's A-10s, pilots and maintenance crews deployed again to support CORONET COVE. The Marylanders deployed in two-week rotations beginning in May amid Panama's controversial elections. The fighter operations went off routinely with the exception that personnel were restricted to the base during their stay. The unit flew 71 operational escort missions under very tense conditions as hostilities were imminent and all ground forces were requesting air support. The 175th's ground attack A-10 are called upon frequently to support

other units in the training of Forward Air Controllers (FACs). FACs direct air strikes in close proximity to ground based Army troops. These deployments are valuable to the unit pilots as they get the unit back to basics in the ground attack role.

In July 1990, the 175th Tactical Fighter Group deployed to Sembach Air Base, Germany with 70 officers and airmen and eight A-10s for CREEK THUNDERBOLT, an allied and joint forces flying exercise to train pilots in European terrain and airspace. The 175th took over operations for the 81st Tactical Fighter Wing and provided the detachment commander for the 30-day period. They also hosted Connecticut's 103rd TFG.

War erupted in the Persian Gulf in 1990 when Iraqi dictator Saddam Hussein launched an all out offensive against the neighboring nation of Kuwait, easily overrunning the tiny country. When diplomacy and economic sanctions failed to dislodge the Iraqis, the U.S., under UN auspices began deploying forces to protect allies in the region and forcibly eject the invaders from Kuwait. A huge mobilization was put into action, straining Air Force resources. Many Reserve and Guard units were either called up or asked to offer an extensive volunteer effort to accomplish this task. The initial plan was for eight A-10 squadrons consisting of six active duty, one reserve squadron and one guard squadron: the 104th. Extensive planning was put into place to get ready to go. It was impossible to determine how long this effort would be as there were no indications of when and if hostilities would break out.

As it turned out, there was only room for seven A-10 squadrons in-country so the 104th was put on reserve to replace any high casualty squadrons after a period of time. When Operation DESERT SHIELD turned into DESERT STORM on Jan. 16, 1991 it became quickly apparent that combat losses would not be extensive and that Iraqi air defenses were manageable. Although it soon became clear that this was not going to be a long conflict and the Maryland A-10s would not deploy, it was a tense time for the unit.

In April 1991, the 175th TFG deployed 12 aircraft and 123 officers and airmen to Myrtle Beach Air Force Base, S.C. for Exercise BRAIN STORM, a self-generated exercise to practice DESERT STORM-type tactics in a less restricted environment. The Fighter Squadron has a difficult time finding weapons delivery ranges to practice high altitude deliveries. The top altitude of most of our ranges is 13,000 feet. Typical DESERT STORM high altitude deliveries required a roll in from about 18,000 feet with a weapons release altitude of 10-12,000 feet. These type events are radically different from the intensive low altitude training the unit had been using for a high threat European countryside scenario against Warsaw Pact forces with more modern defensive weapons.

The 175th TFG deployed to McChord Air Force Base, Wash., in June of 1991 for Exercise SENTRY CASCADE, a joint A-10 training exercise providing close air support for the Washington National Guard. The trip was highlighted by the availability of live fire ranges nearby. The East Coast is severely limited in the area of live weapons delivery due to the density of population around all weapon ranges except Fort Drum, New York. Any opportunity to deliver actual weapons is seized as much as possible. Dissimilar Air Combat Training (DACT) was also achieved during this deployment.

The recognition could not have come at a better time. The BRAC vultures were looking for units to close to save money. Some excellent political damage control with a reminder of our championship status didn't hurt in the critical reviews of which units would be spared the axe. In fact, instead of drawing down in 1993, the unit expanded from 18 to 24 assigned aircraft, picking up the Forward Air Controller mission in addition to Combat Search and Rescue (CSAR), Close Air Support (CAS), Battlefield Air Interdiction (BAI), and C-130 escort missions. This jump in unit strength brought an increase of 114 jobs, 43 of them full time.

The Fighter Group participated in a myriad of activities after the clouds of DESERT STORM had passed. The 104th deployed to Ramstein Air Base in Germany for CORONET SCABBARD in 1992 and several months later deployed to Savannah to support C-130 escort mission training.

The Fighter Group again deployed to Germany in September 1992 for Exercise CORONET SCABBARD, a multi-service NATO exercise at Ramstein Air Base August 29 through Sept. 13. Two hundred fifty officers and airmen deployed with twelve A-10A Thunderbolt II jet fighters. Exercise training was outstanding due to the extensive work with NATO ground FACs in the German and French countryside. The language problem is enormous in the international Close Air Support business. and the French Ground FACs were especially challenging to understand. , the missions were successful and the flying was especially enjoyable as it took place in many parts of the French countryside under a fairly loose Air Traffic Control system.

In April 1993. six A-10s, nine officers and 35 airmen deployed to CFB Shearwater, Halifax. Nova Scotia to support Canadian ground forces training. Similar to Red Flag, 44 missions were flown during the exercise. This deployment was significant because it provided valuable unified command training and promoted positive relations with the Canadian Air Force.

In 1993, a deployment to Castle Air Force Base, California supported a Combined Arms Live Fire Exercise (CALFEX) and Close Air Support training. A deployment to Shearwater. Canada supported WINGED WARRIOR and a return to Volk Field as lead unit for READY NORSEMAN were also successfully completed.

In July 1993, the 104th FS volunteered to validate the Air Combat Maneuvering Instrumentation (ACMI) operation at the SENTRY REBEL exercise in Gulfport, Miss. Capping off a busy year, the squadron again deployed 16 aircraft and almost 500 people to Savannah to launch an Operational Readiness Exercise (ORE) as preparation for an upcoming ORI.

In the midst of this tumultuous schedule, many people sacrificed their holidays by volunteering to augment other Guard units in Operation DENY FLIGHT from November 1993 to February 1994 and again from July to September in 1994 In August of that year, during the second rotation, two Maryland Air Guardsmen made national headlines when they were called upon to destroy a captured artillery piece that the Serbs had stolen and refused to return. Typical missions had the Warthog pilots taking off from Aviano, flying for about one hour over the Adriatic Sea to Air Refueling tracks off the coast of Yugoslavia. Air-to-air refueling topped off the tanks before AWACS controllers authorized "in country" missions for a rendezvous with a FAC. There they would either pick up the FAC role over a target or deliver simulated ordnance under control of the FAC. The aircraft were fully loaded with missiles, guns, self-defense pods and defensive heat

seeking missiles. With proper authorization over the radio from high sources, the Warthogs were only minutes from the possible employment of these weapons. The expectation for each sortie was to bring the weapons home for another day. The main function of the missions was to provide a strong visual deterrent to any illegal actions by the parties on the ground. The pilots had to be very careful not to accidentally place any switch in the wrong position as there would be serious repercussions if any live munitions were unintentionally launched. The pilots spent about an hour on station, then exited the country using a different corridor, checked out with AWACS and headed home. A typical mission lasted 2.5 to 3 hours. The first deployment took place from November 1993 through January 1994 when 40 officers and airmen headed to Aviano to participate in Operation DENY FLIGHT. This first deployment only included two A-10s. It was part of a larger 'rainbow' organization made up of several Guard units covering a specific period of time to relieve the Air Force troops who needed a break from continuous contingency operations.

At the end of April 1994, the unit deployed 18 aircraft and 800 personnel, along with massive amounts of equipment, to the Savannah Combat Training Center to take on a 9th Air Force ORI. The 175th FG also helped plan, coordinate, support and actively participate in the Joint Chiefs of Staff Exercise AGILE PROVIDER while concurrently accomplishing the ORI, a first for any Guard unit. When the dust had settled, the 175th received an overall "Outstanding" rating with outstanding ratings in many key areas, including Aircraft Generation, Aircraft Deployment, Aircraft Regeneration, Combat Employment, Aircraft Maintenance, and Operations

The second deployment was much larger in scope. In Sep 1994, 200 members and 12 A-10s were dispatched to the war zone. On this deployment, the Bosnian Serbs began to act belligerently.

The second deployment, in May 1995, was to Nellis Air Force Base, Nev. By this time, an Air Warrior detachment was set up with its own facilities. All Air Warrior aircraft were outfitted with special pods that allowed every detail of the combat mission to be monitored by ground computers on the ground. Each pilot was able to return to base and completely review their performance and compare what they observed on the ground with what was really deployed as every tank and APC had a pod installed for tracking. The computerization also provided a full digital presentation of any cockpit at anytime the aircraft was in the Ft. Irwin area. The computer documentation certainly cut out any embellishment of one's combat performance.

In early 1996, the unit again returned to Aviano for what had become Operation JOINT ENDEAVOR/DECISIVE EDGE. More than 450 unit members and 12 A-10s made the trip. There were many tense moments during the 324 sorties flown "in the box," but no combat actions resulted.

Noise complaints from flying late at night and other restrictions curtailed the unit's ability to carry out realistic Night Vision Goggle flight training. As a result, the 175th found it necessary to deploy for this type of training. MacDill Air Force Base in Florida was selected as the best spot to accomplish this training and in March 1998, five A-10s and support personnel deployed for a rotating one-week training operation. At the end of the deployment, the unit's nighttime combat capability was significantly increased. Future yearly MacDill deployments will be a staple for the

Fighter Squadron.

The 175th Wing deployed five Warthogs to Davis-Monthan in May 1998 for a multi-national Combat Search and Rescue exercise (CSAREX) under the Partnership for Peace program. The CSAREX included Russian troops and forces from other former Soviet republics.

In October 1998, the 104th sent three aircraft and 25 personnel for a small "Snowbird" deployment. The two week operation provided "spin up" sorties for the upcoming contingency deployment to Southwest Asia. One-hundred-eighty valuable sorties were flown with live ordnance deliveries simulating the type of deliveries anticipated in the future. All deployed pilots met the training requirements for night vision goggles and night weapons delivery.

Between January and March 1999, the A-10s of the 175th Wing deployed to Ahmed Al Jaber Air Base, Kuwait as part of the ongoing enforcement of U.N. sanctions against Iraq to enforce the "no-fly" zone over Southern Iraq in Operation Southern Watch. Twelve aircraft and 350 personnel rotated through during the 90-day period with the 175th serving as the lead unit. The Wing flew the 12 aircraft to Kuwait via the Azores and Italy. More than 450 combat patrol missions were flown over Iraq, encompassing more than 500 flying hours. Lt. Col. Dave Tanaka and Capt. Juggie Banks flew actual strike missions, firing AGM-65G Maverick missiles at Iraqi positions in retaliation for violations of the no-fly zone sanctions.

Every opportunity to train at night was seized in the last half of the decade. Flying night sorties at home was difficult due to the mid-evening closing time of the civilian-operated control tower at Martin. The night flying schedule disrupted the base as support personnel had to adjust schedules to support the ops and maintenance troops. The best training was accomplished on targeted deployments at bases with remote ranges away from city lights. AIR WARRIOR exercises flown out of Nellis Air Force Base were excellent vehicles for training and Snow Bird operations out of Davis-Monthan, Ariz., also worked great. Mini-deployments to MacDill Air Force Base, Fla. have recently become a yearly staple.

A major deployment to the Middle East in 1999 capped off the decade. The 12 A-10s from the 104th FS, along with support personnel and crews, packed up and headed to Ahmed Al Jaber Air Base in Kuwait. Like the 135th had two years earlier, the 104th became the lead unit for the "rainbow" operation involving several other Guard units over a three-month period. Unit pilots flew combat patrols enforcing the "no-fly" zone in Southern Iraq. In their first combat operations against defended targets, the 104th flew retaliatory strikes against enemy bases in response to Iraqi violations of the cease fire agreement that had ended the Persian Gulf War.

Numerous mini-deployments and exercises filled in the gaps over this entire period. Regularly scheduled Forward Operating Location taskings took place at Ft. Drum, N.Y., the only spot on the East Coast still authorized for the delivery of live ordnance. The Weapons Section competed in numerous Loadeos, winning one championship. Other support personnel traveled the world seamlessly integrating into regular Air Force operations wherever they went.

From January to June 2003, the 104th Fighter Squadron was deployed to Bagram Air Base, Afghanistan, where it flew strikes against Taliban and al Qaeda forces and earned the distinction of being the longest-deployed Air National Guard fighter squadron at Bagram.

The wing was also selected to be the Air Force's lead unit in converting to the new "precision engagement" A-10C. Wing personnel were deeply involved in the test and evaluation process and in September 2007, the 104th Fighter Squadron became the first unit to take the A-10C into combat, when it deployed to Al Asad Air Base, Iraq.

November 2007 Air Guard on "New" Hogs: The Maryland Air National Guard's 175th Wing has been flying the newly upgraded A-10, the C model, in combat over Iraq for the past two months, the result of "a monumental effort says Lt. Col. Timothy Smith, commander of the 175th's 104th Fighter Squadron. Smith says that the Air Guardsmen-pilots and maintainers-transitioned to the new aircraft just six months prior to deploying as the first C model unit to go to war. Gone are a pilot's pencil notes on surrounding aircraft, replaced with a color digital display, a major boon especially at night, says Capt. Rich Hunt. The new Situational Awareness Data Link instantly shares data and camera feeds, shortening the "kill chain" from up to 30 minutes to a matter of seconds, says Lt. Col. Eric Mann, deployed from the 175th. The new Hogs employ the precision GPS-guided Doint Direct Attack Munition, enabling them to "pinpoint a building and basically take it out "from the inside out," says Capt. Brian Curland, the first pilot to drop a JDAM from the A-10C in combat.

Air Frame: An A-10C Thunderbolt II assigned to the Maryland Air National Guard's 104th Fighter Squadron takes off for a training mission during Saber Strike 15 from Ämari AB, Estonia, June 8, 2015. Saber Strike is an exercise that aims to continue to improve US interoperability with ally and partner nations, while increasing their capacity to conduct a full spectrum of military operations. 2015

430509	P-39N	42-18833	LAC	Orr, Richard L	Thomasville AB, GA
430513	P-39N	42-9701GAC		Pirog, Anthony A (mechanic)	Thomasville AB, GA
430514	P-39F	41-7175LAC		Hoyl, Cecil B Jr	Thomasville AB, GA
430518	P-39F	41-7237BOEF		Ingham, James M	6 Mi S Fanlew, FL
430527	P-39N	42-18843	BOSSP	Comiskey, Martin J	3 Mi W Moultrie, GA
430529	P-39F	41-7340BLEF		Carroll, Thomas W	Near Boston, GA
430529	P-39N	42-18493	BOSSP	Blake, Robert S	Lloyd, FL
430608	P-39	42-18839	KSSP	Nutter, Ralph L	Ochlocknee, GA
430611	P-39N	42-18840	BLMF	Weinstein, Raymond J	Thomasville AAB, GA
430628	P-39N	42-18845	KSSP	Emerson, James P	4 Mi SE Thomasville, GA
430709	P-39N	42-18539	CRGC	Trulson, Theodore M	Into Aucilla River, Flint Rock, FL
430709	P-39N	42-18296	MAC	Wells, Elgin M Jr	3 Mi N Thomasville AB, GA
430712	P-39N	42-18494	LACEF	Warenskjold, James D	Bainbridge, GA
430714	P-39N	42-9708BOMAC		Christensen, Warren J	5 Mi W Thomasville AAF, GA
430726	P-39D	41-6775BLMF		Hersey, John L	Thomasville AAF, GA
430812	P-39N	42-9701LACGC		Eckert, Julius J	Thomasville AAF, GA
430812	P-39N	42-18513	LACGC	Carroll, Thomas W	Thomasville AAF, GA
510617	F-47D	45-49115	TOAMF	Haldeman, Irwin J.	Harbor Field
530125	F-51H	44-64559	CBLEX	Schulz, Edward K	0.75mi SSE of Fork, MD
471014	P-47D	45-49307	CBLMF	Steinmetz, John A	Andrews Field, MD
471018	P-47D	44-90224	BOMACT	Schaefer, Charles P	2M SW Telchester, MD
471018	P-47D	44-33814	MAC	Steinmetz, John H	2M SW Telchester, MD

471130	P-47D	42-28757	TAC	Marriott, William III	Baltimore Municipal Airport, MD
471221	AT-6D	42-85238	LAC	Thompson, William W	Baltimore Municipal Airport, MD
500225	F-47D	44-89702	FLEF	Shelton, Paul G.	3 Mi N Salisbury MAP
500401	F-47D	44-33579	CRLEF	Souders, Stanley L.	1/4 Mi E Showell MD
500422	F-47D	44-90408	DTCEF	Delo, Peter M.	Patapsco River, Baltimore MAP
500422	F-47D	44-33577	CRGC	Kessler, Kenneth K.	Patapsco River, Baltimore MAP
471214	P-47D	44-90411	LAC	Bercegeay, Edward W	Marietta Airport, GA
411211	O-47B	39-99	FLEF	Wheeler, Henry E	Chestertown, MD
420401	L-59	42-7841	TOA	Walsh, William P. T., Jr	Margate, NJ
420822	O-46	35-230	LAC	Turcotte, Wilfred N	Atlantic City, NJ
260811	JNS-E	AS-23532	MACO	Black, Edward C	Camp Byrd, VA
400727	O-47A	37-352	TAC	Bankard, Roy T	Detrick Field, Frederick, MD
400713	O-47B	39-99	TAC	Wheeler, H. Edward	Logen Field, MD
400805	O-47A	38-276	LACMF	Rawlins, Louis M., Jr	Du Pont Airport, Wilmington, DE
411220	O-49	40-290	LACW	Legg, John C, III	Detrick Field, Frederick, MD
411220	O-46A	35-227	LACW	Fletcher, Joseph L	Detrick Field, Frederick, MD
430823	P-39F	41-7143	BOEF	Harter, Richard L	10 Mi S Thomasville, GA
430824	P-39Q	42-20722	LAC	Evans, Clarence E	Thomasville AAF, GA
430904	P-39Q	42-20731	BOSF	Harrison, Harry F	4 Mi SE St Marks, FL
430922	P-39N	42-8835	BOLoC	Herring, Aaron D	9 Mi S Thomasville, GA
430930	P-39Q	42-20692	LAC	Fitzgerald, Richard R	Thomasville AAF, Thomasville, GA
431106	P-39Q	42-20736	FLEF	Thornblad, Robert V	5 mi S of Llyod, FL
431106	P-39Q	42-20723	LAC	Thomas, William C., Jr	Thomasville AAF, GA
431113	P-39Q	42-20729	LACSSP	Bahlhorn, Edward F	Thomasville AAF, GA
431117	P-39N	43-18844	KCRGC	Hailey, Andrew J	1 mi NW of Thomasville AAF, GA
431121	P-39N	42-18713	KSSPCR	Wheaton, Raymond R	1/2 mi SE of Thomasville AAF, GA
431206	P-39D	41-38300	MF	Taylor, John L	Thomasville AAF, GA
431218	P-39Q	42-21217	KSSPCR	Nickerson, Richard E	5 mi S of Lake Miccosukee, FL
431218	P-39D	41-38300	FLEF	Regan, Martin J	100 yds off shore Camp Johnson, FL
431221	P-39N	42-9704	TAC	(parked aircraft)	Thomasville AAF, GA
431221	P-39Q	42-19994	TAC	Norwood, Ross M	Thomasville AAF, GA
431227	BC-1	38-372	LACGL	Wesselkamper, Gilbert C	Thomasville AAF, GA
440112	P-39Q	44-2342	KCR	Cross, Gene R.	20 Mi SW Perry, FL
440120	P-39N	42-18415	TACMF	Du Bost, Jules J. Jr.	Thomasville AAF, Thomasville, GA
440121	P-39Q	42-20722	LAC	Clifford, Raymond M.	Thomasville AAF, Thomasville, GA
440131	P-39D	41-7044	CBLEF	Turner, Patrick B	10 Mi S Boston, GA
440209	P-39N	42-9706	CBLMF	Jackson, Claude S	Thomasville AAF, Thomasville, GA
440212	P-39D	41-28350	CBLEFoG	Hansen, Richard E	3 Mi S Thomasville AAF, Thomasville, GA
440228	P-39Q	44-2291	BOFF	Thayer, Robert N	20 Mi W Perry, FL
440228	P-39Q	42-20729	TACGC	Ramsey, John F	Thomasville AAF, Thomasville, GA
440228	P-39Q	44-2364	TACGC	No pilot	Thomasville AAF, Thomasville, GA
440313	P-39Q	44-2374	BOF	Wardle, Williams W	5 Mi NE Thomasville AF, GA
440316	P-39Q	44-2377	MACB	Strickland, Austin G	Thomasville AAF, Thomasville, GA
440321	P-39Q	44-2389	LAC	Rose, Donald C	Thomasville AAF, Thomasville, GA
440401	P-39Q	42-20923	BOEF	Thompson, John B	9 Mi SE Thomasville AAF, Thomasville, GA
440404	P-39Q	42-20713	CBLoG	Jereseck, James J	Thomas County Farm, GA
440404	P-39Q	42-21034	LAC	Knapp, Clarence I	Thomasville AAF, Thomasville, GA
440406	P-39Q	42-20702	BOEX	Taylor, William H	Cairo, GA
440406	P-39Q	42-20068	CBLEF	Bowman, Lloyd C	9 Mi N Cario, GA
440406	P-39D	41-38292	CBLEF	Phillips, John R	3 Mi NW Santa Cruz, CA
440408	P-39Q	44-2295	CBLEF	Waldrip, Thomas B	Thomasville AAF, Thomasville, GA
440422	P-39Q	42-20913	BOEF	Flack, Charles R	3 Mi N Lake Miccosukee, FL
440112	P-39Q	44-2342	KCR	Cross, Gene R.	20 Mi SW Perry, FL
440120	P-39N	42-18415	TACMF	Du Bost, Jules J. Jr.	Thomasville AAF, Thomasville, GA
440121	P-39Q	42-20722	LAC	Clifford, Raymond M.	Thomasville AAF, Thomasville, GA
440131	P-39D	41-7044	CBLEF	Turner, Patrick B	10 Mi S Boston, GA





Air Force Order of Battle

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