

162nd FIGHTER SQUADRON



LINEAGE

362nd Fighter Squadron constituted and activated, 1 Dec 1942
Inactivated, 20 Aug 1946
Redesignated 162nd Fighter Squadron and allotted to ANG, 21 Aug 1946
Redesignated 162nd Fighter Squadron (SE), 21 August 1946
162nd Fighter Squadron (SE) extended federal recognition, Nov 1947
Redesignated 162nd Fighter Bomber Squadron
Redesignated 162nd Fighter Interceptor Squadron
Redesignated 162nd Fighter Bomber Squadron, Oct 1952
Redesignated 162nd Fighter Interceptor Squadron, 1 Jul 1955
Redesignated 162nd Tactical Fighter Squadron, 1958
Redesignated 162nd Fighter Squadron

STATIONS

Hamilton Field, CA, 1 Dec 1942
Tonopah AAFld, NV, 7 Mar 1943
Hayward, CA, 4 Jun 1943
Pocatello, ID, 4 Oct-9 Nov 1943
Raydon, England, 1 Dec 1943
Leiston, England, 31 Jan 1944
Neubiberg, Germany, 21 Jul 1945-20 Aug 1946
Cox Municipal Airport, Dayton, OH, 2 Nov 1947
Springfield Municipal Airport, Springfield, OH, 22 Oct 1955

ASSIGNMENTS

357th Fighter Group, 1 Dec 1942-20 Aug 1946
55th Wing
121st Fighter Wing
178th Tactical Fighter Group

WEAPON SYSTEMS

Mission Aircraft

P-39, 1943
 P-51, 1943
 P-51B, 1943
 P-51D, 1944
 F-51H, 1950
 F-84E, 1955
 F-84F, 1957 1958
 T-33, 1955
 F-100D, 1970
 F-100F
 C-54, 1971
 A-7D, 1978
 A-7K
 F-16C
 F-16D

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

P-51B

42-106462	43-12171	43-12480	43-6688	43-6825
42-106462	43-12173	43-6370	43-6698	43-6923
42-106473	43-12188	43-6374	43-6698	43-6927
42-106654	43-12227	43-6381	43-6710	43-6956
42-106654	43-12412	43-6448	43-6721	43-6960
42-106783	43-12416	43-6448	43-6727	43-6987
42-106814	43-12433	43-6556	43-6729	43-6987
42-106829	43-12442	43-6556	43-6741	43-7047
42-106829	43-12455	43-6625	43-6743	43-7143
42-106831	43-12456	43-6629	43-6745	43-7176
43-12122	43-12468	43-6634	43-6787	43-7176
43-12149	43-12474	43-6637	43-6787	43-7184
43-12150	43-12474	43-6637	43-6792	43-7188
43-12151	43-12475	43-6688	43-6824	

P-51C

42-103007
 42-103007
 42-103359
 42-103372

P-51D

44-11190	44-13334	44-13552	44-13596	44-13691
44-11198	44-13334	44-13558	44-13596	44-13719
44-13316	44-13334	44-13570	44-13596	44-13735
44-13316	44-13517	44-13596	44-13691	44-13738

44-13741	44-14640	44-14849	44-15687	44-72180
44-13963	44-14672	44-14896	44-63195	44-72199
44-13963	44-14682	44-14993	44-63199	44-72489
44-13963	44-14722	44-15113	44-63221	44-72710
44-14152	44-14789	44-15267	44-63222	44-72819
44-14231	44-14789	44-15267	44-63658	44-14973
44-14231	44-14798	44-15421	44-63779	44-14816
44-14245	44-14798	44-15527	44-63863	44-63195
44-14390	44-14798	44-15571	44-63880	
44-14612	44-14819	44-15607	44-64051	
44-14613	44-14820	44-15607	44-64073	
44-14625	44-14849	44-15620	44-72077	

P-51K

44-11571
44-11622
44-11683
44-11689
44-11697

F-51H

44-64193	44-64429	44-64276	44-64446	44-64615
44-64195	44-64432	44-64291	44-64486	44-64625
44-64244	44-64447	44-64300	44-64488	44-64629
44-64246	44-64449	44-64302	44-64502	44-64631
44-64252	44-64463	44-64308	44-64509	44-64638
44-64277	44-64223	44-64354	44-64537	44-64676
44-64278	44-64228	44-64357	44-64543	44-64683
44-64283	44-64233	44-64365	44-64550	44-64684
44-64319	44-64234	44-64394	44-64554	44-64705
44-64323	44-64253	44-64440	44-64560	44-64707
44-64327	44-64263	44-64442	44-64569	44-64709
44-64400	44-64275	44-64444	44-64614	

F-100

63311
562947

A-7D

73-1000
71-0315
72-0178
72-0169
69222
731000
70971

XX315
720169

F-16

85436	86327	86364	87276	87370
85511	86362	87268	86315	87367
87222	87217	86347	86361	87373
87243	87245	87342	87372	86262
87249	87271	87382	87386	87377
86350	86047	86044	88151	
86302	86287	87283	86050	

ASSIGNED AIRCRAFT TAIL/BASE CODES

A-7: OH

F-16:OH

UNIT COLORS

Yellow and red (checkerboard)

F-100D red fin tip which was bordered with white. OHIO was fettered in white just below the red fin tip, and the circular ANG insignia was further down on the tail

F-100D, The red fin tip has been replaced with a red tail band, and the word Ohio is now written in white script letters within the tail band.

A-7D, red stripe, edged in white, on the tail and rudder of their aircraft. OHIO was centered on this red stripe.

A-7D, red tail band is edged in yellow and contains the word OHIO In yellow

COMMANDERS

LTC Hubert I. Egnés, 1 Dec 1942

Maj Joseph E. Broadhead, 10 Mar 1944

Maj John B. England, 25 Aug 1944

LTC Joseph E. Broadhead, Feb 1945

Maj Leonard K. Carson, 8 Apr 1945

Cpt Robert D. Brown, Nov 1945

Maj James F. Hackler, Feb 1946-Aug 1946

LTC Peter K. Graves, 10 Oct 1946

Maj A. Rodney Boren, 2 Nov 1947

Maj Henry T. Sturtevant, 1 Oct 1948

Maj Edwin L. King, 15 Aug 1951

Maj Charles C. Cook, 1954

Cpt Lawrence A. Kuhl, 1957

Maj Andrew C. Lacy, 24 Jan 1960

Maj Chalmer E. Hunter, Apr 1962

Maj Ralph Spencer Jr, 15 Oct 1962
Maj William S. Wilmer, 23 Aug 1963
LTC Ralph Spencer Jr, 1 Jul 1965
Maj Miles C. Durfey, Dec 1967
LTC Richard D. Anderegg, 1 Apr 1972
LTC Richard E. Higgins, 23 Jan 1973
LTC Donald L. Dudrow, Acting Commander, 6 Aug 1974
LTC Richard E. Higgins, 1975
LTC Donald L. Dudrow, 1977
LTC Raymond E. Moorman, 1978
Maj John H. Smith, 1980
LTC James Harrass, 1982
LTC Edward J. Mechenbier, 1984

HONORS

Service Streamers

None

Campaign Streamers

Offensive, Europe
Air Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
Germany, 6 Mar and 29 Jun 1944
Derben, Germany, 14 Jan 1945

French Croix de Guerre with Palm
11 Feb 1944-15 Jan 1945

EMBLEM

The clover leaf emblem originated during WWII, and approved 14 May 1943 as the official emblem for the 362nd Ftr. Sq. (SE). It was inherited by the 162nd Sq. in 1946. The only difference between unit emblems is the lefthand dice had 1 dot for the 162nd and 3 dots for the 362nd Sq.

The "Cat" emblem was designed by Cpt Joel J. Catron in 1957 and approved that year.

MOTTO

NICKNAME

Yoxford Boys

CALL SIGN

Judson

to 22 April '44 then:

Dollar (A Group)

Rowntree (B Group)

OPERATIONS

The 162nd Fighter Squadron (FS), equipped with F-16 provides instructor pilots and support personnel for academic and flying training programs in basic and advanced courses in the F-16 for the United States Air Force and the Air National Guard. The unit trains students to assume positions as mission ready F-16 pilots and instructors. The 162nd also provides its own pilots to augment other F-16 squadrons for contingency operations.

Combat in ETO, 11 Feb 1944-25 Apr 1945.

During 1946 and 1947, various citizens of Dayton and state political leaders were farsighted enough to know the importance of an air arm attached to the Ohio National Guard. Working diligently, these community leaders were able to formalize plans to place Air National Guard Units throughout the State of Ohio. Consequently, the 162nd Fighter Squadron was initially stationed at Cox-Dayton Municipal Airport, Dayton, Ohio.

The biggest problem facing the Unit Commander was recruiting. Only two years had lapsed since the end of World War II and most young men were tired of military life and were reluctant to join another military organization. An eternal peace was contemplated. Why should they join? There were , a few dedicated men who could see a need for this type of organization. The first year was very trying and it took a lot of fortitude to establish some resemblance of a qualified fighter unit.

By mid 1948, a small detachment was deployed to Camp Atterbury, Ind., and another was sent to fly out of a small airfield near Detroit, Mich. This was the unit's first summer camp. The other officers and airmen who did not deploy in support of these missions stayed home at Dayton.

By the end of 1948, a full squadron of P-51s were on hand as well as two B-26s, five T-6 Texans and one C-47A. With the equipment on hand the squadron was well on its way of becoming "combat ready".

LtCol Stanley T. Carter and SMSgt Kenneth Wiehe, original members of the squadron comment as follows: "The first two years of our existence were very discouraging. Everything was rough going during our summer encampment at Dayton. The conditions left something to be desired. Eating facilities were the worst and if you ever have eaten out of poorly organized field kitchens you know what we mean."

1949 was just another year for most people, but the men of the 162nd Fighter Squadron were keyed up because of the movement to summer camp. State officials had decided to deploy all three squadrons and a B-26.

During 1950, summer camp was held at Lockbourne Air Force Base in Columbus, and all the units again participated. Earlier in the year the North Korean Communists had invaded South Korea, consequently most Air Guard Units had been put on alert. This gave incentive to the units to try harder to become "combat ready" and upgrade all enlisted personnel in their career fields. In October of that year the 166th received orders for active duty effective 1 February 1951. At this time they were assigned to a wing of Guard units headquartered at Baer Field, Fort Wayne, Ind. All were assigned an air defense mission. After completing 21 months of active duty they returned to Guard status.

The 162nd Fighter Squadron were not called up, but remained in a state of readiness in case they were needed. In 1951 the 162nd Squadron attended field training at a new training site established by the Army Guard at Grayling, Mich. Very few buildings were available, and other than the hospital and mess hall, all sections were housed in tents, including quarters for the officers and enlisted personnel. There were no hangars or any other flight line buildings, so maintenance was performed in the open. Due to good organization and professionalism, maintenance was not compromised due to the poor working conditions.

Many of the men liked Grayling, mainly for the recreational facilities available to them at nearby Houghton Lake. The following year found the 162nd Squadron back in Grayling, Mich. The activities were mostly a repeat from the year before.

To induce a more competitive spirit between the Squadrons, General Zistel originated the "Zistel Trophy" for proficiency in bombing, rocket firing and air-to-air and air-to-ground gunnery. The first Unit to win the event three times would win permanent possession of the trophy. The 162nd had the privilege of winning the trophy in 1952. The high individual trophy went to Bill Wilmer. Again in 1953 the 162nd went to summer camp at Grayling, Mich. With hot guns the unit won the coveted "Zistel Trophy" once again. Harry Roe won the individual trophy for that year making it a clean sweep for the Unit. 1953 ended use of Grayling as a summer camp site. Due to the Air Guard Units transitioning into jet aircraft, the facilities at Grayling would not accommodate the newer aircraft now being assigned. A decision was made to move the training site to Alpena, a town in northeast Michigan on the shore of Lake Huron.

The year 1956 was unique in a sense as the Squadron concentrated on air-to-air gunnery. A Wing gunnery team also was formed of aircrews and ground crews from the three units. Each year in the past an Air National Guard gunnery meet with held at Boise, Idaho, in which each squadron of fighter aircraft sent representatives to compete. Usually the units would send their best gunners and ground crews. In 1956 though, the units competed at the Wing level competing with only two or three wings at a time. The Ohio units were scheduled to fly competition with the California and Iowa Wings in late summer of that year. Two pilots from each Squadron were chosen. Captain Puma and Major Lacy from Mansfield's 164th; Captains Conrad and Preston from the 166th at Columbus, and Major Cook and Major Palmer from the 162nd of Springfield.

Colonel Baer from the Wing was the lead pilot. Captain Puma and Major Palmer were designated as tow pilots. This was an excellent team selection and the Wing had high hopes of being tops in all of the Air National Guard. The Wing practiced all spring at Alpena and by the time the event started in late summer the team was averaging 40% on the banner target.

The event at Boise lasted for 18 days. Due to the banner target being towed at 27,000 feet the pilots could not maintain the high average they had set while practicing in Alpena. Iowa won the competition with a mere 22% hits, which was very disappointing to the Wing team, although Major Lacy took high individual score. Competition among the Wing was keen but all personnel worked well together. Regretfully this was the last of the national gunnery meets within the Air Guard.

Another era ended in 1957. The 162nd Fighter Interceptor Squadron was redesignated the 162nd Fighter Interceptor Squadron (Day) (Special Delivery). New F-84F were assigned in November retiring the older F-84Es to the bone yard. This new mission required dropping bombs as well as firing air-to-air gunnery.

The F-84F was the first operational fighter designed to carry nuclear weapons, and was considerably faster than the F-84E, requiring "over the shoulder" bombing. This new method of bombing was developed to drop nuclear weapons and allow the aircraft to avoid the bomb blast. It took considerable practice to be proficient in this new type of bombing. Total hours flown in F-84E aircraft in a 3 year period was 8,521 hours.

Transition in the F-84F took a little longer as the aircraft itself was more complex than any other previously assigned. New techniques needed to be developed for pilots and ground crew alike. Besides over the shoulder bombing and a new toss bomb procedure that needed to be developed, pilots were flying extra missions working hard to become proficient and combat ready.

Everyone liked the new aircraft since it needed no power unit to start it, and was ideal for cross country flights. It had a compressed air starter and a built-in compressor to keep the air pressure reservoir full.

To help qualify pilots, a new air advisor was assigned who had flown F-84Fs for many years. LtCol Charles Bowers who had flown combat in the European theater and again in Korea was also the first pilot to fly a jet aircraft non-stop across the Atlantic. He was a very colorful man and did a lot to upgrade the unit to combat readiness.

During 1958 the 162nd deployed its aircraft and personnel to Clovis, N.M. for extensive training in air-to-ground gunnery and bombing. This exercise lasted over two weekends and was beneficial in helping pilots to learn new bombing methods. Captain Larry Kuhl was now the squadron commander. With his aggressiveness and leadership he led the squadron to many accomplishments, including a higher level of morale. He had a unique sense of knowing what to do when the chips were down. All ground crews as well as pilots respected him as a person and a leader. He set an example for everyone in working hard and then enjoying the accomplishments. He was one of the finest pilots to ever fly with this squadron.

Other deployments to Gulfport, Miss., and Savannah, Ga. were accomplished this year. Also a fire power demonstration at Camp Campbell, Ky., where live 500 lb. TNT bombs, live rockets and napalm were dropped in support of Army field operations. This was a combined operation of the 162nd, 164th and 166th Fighter Squadrons.

The years of 1959 and 1960 found summer camp being held at Volk Field, Wis. with the whole Wing participating. Shops and Field Maintenance were combined to practice the Wing Maintenance Concept. This was very complicated since most maintenance personnel were used to working as a squadron and felt that a combined operation as such would only hinder rather than help. There seemed to be great rivalry not only between the pilots of the Squadrons but also the Maintenance people as well.

By the end of the camp period all personnel learned the advantages of working together. Shifts could be scheduled which eliminated men working overtime. They also found out that the new maintenance concept didn't destroy the feeling of individualism and pride of the individual squadron. First Lieutenant Donald Rose of the 162nd took top honors in 1959 for aerial gunnery, bombing and rocket firing.

A new Tacan navigation system was installed by contract maintenance in all F-84Fs at this time. This not only indicated azimuth or direction but miles away from the station the aircraft was tracking.

In 1960 a new air-to-air target had been developed. The 162nd Squadron under the leadership of LtCol Andrew C. Lacy developed a release system so that the F-84Fs could use this new target. The dart-shaped target was 24 feet long and 6 feet high with four wings and it could be towed just under the speed of sound.

Also, the Ricks Trophy event was being held in California this year. This event was based on a combination of bombing runs and a 400 mile nonstop speed dash which was conducted under a time factor. The 162nd competed and finished in sixth place. LtCol Paul Hoover, Commander of the 166th Fighter Squadron at Columbus, won second place honors. Major Miles R. Forkapa, Jr., representing the 112th Fighter Squadron of Toledo, won top honors in this event. All in all, the Ohio Air National Guard was well represented. The Ohio Wing also deployed to Bergstrom AFB in Texas participating again as a Wing. The mission was to support Army field personnel and show them the effects of live bombs and rockets while under simulated combat conditions.

1961 will be the year that many will not forget. The 162nd Tactical Fighter Squadron, now with a mission of close ground support, went back to its old homestead at Alpena, for field training.

The 162nd pilots won the first five places in air-to-ground gunnery and the unit was awarded the Frank P. Lahm Trophy for air safety. Brig General Lahm, who resided at Mansfield, Ohio, was the world's first military pilot. He was taught to fly by the Wright Brothers. General Lahm presented the trophy himself to LtCol Andrew C. Lacy, Commander of the 162nd.

As was said before, 1961, as well as 1962, turned out to be years that will never be forgotten by the 162nd Squadron personnel. On 1 October 1961 the 162nd Squadron was Federally activated

and assigned to the Tactical Air Command in a show of force maneuver by the U.S. government in retaliation for Russian political moves in Berlin, Germany. Many units in the Air Guard were also called at this time. The 162nd Squadron was scheduled late this year to move overseas to France. Due to the cooling of the political situation after the mass activation, the 162nd was ordered to stay at Springfield. The Wing and the 166th with other Guard units in the nation made a mass move to Europe in November of 1961. This was hailed as the biggest mass over water flight since World War II. It was accomplished without incident to aircraft or personnel.

Through the fall and winter of 1961 the 162nd and its attached units concentrated on training of ground and flight crews. A vigorous physical training program was established by Colonel Lacy. For some of the older men this was definitely a challenge.

To fill vacancies that had been incurred by going to 100% strength, men were called to active duty through the reserves pool.

Early in 1962 reserve personnel started to filter in from all over the United States coming from as far as Tacoma, Wash. Many of these men had never worked on fighter aircraft, so an intensive training program was initiated to update them on modern jet aircraft.

Small elements of maintenance personnel and pilots were sent TDY to various places during 1962. One such operation was held at Volk Field, Wis., in February and March. This operation was a real cold weather test for the aircraft and men of the 162nd since temperatures dropped as low as 30° below zero.

In the spring of 1962 a contract was signed to lengthen the runways, making it impossible to fly out of Springfield. In May one half of the Squadron made a move to Gulfport, Miss, to keep up the training that the pilots required. Many good things can be said about the area, for Gulfport was a resort city and there was plenty of entertainment during off duty hours.

, officers and airmen were quartered in substandard housing. This was unavoidable because Gulfport was an ANG field training site not meant for establishment of operations over two weeks duration.

During the unit's stay at Gulfport, it made a TDY move to the state of Washington for operation "Mesa Drive." Mesa Drive was simulated combat operation in conjunction with Army divisions in the field. After Mesa Drive, the 162nd returned to Gulfport and continued operations there until late August before returning to Springfield. In September all members of the units at Springfield were returned to state duty to end the first stint of active duty for the 162nd since World War II.

Another operation performed by elements of the 162nd during this time was Operation "Red Hills" at Fort Riley, Kans., again providing support for regular Army troops.

Many questions were asked about why the 162nd was called to active duty since it was not moved anywhere or used directly to support the Berlin crisis. Congressmen, community leaders, and many men of the 162nd could not understand why the men were removed from civilian life

only to be stationed in their own home town. One only has to look back now and clearly see why. Berlin at that time was a very sensitive issue. An incident on either side of the divided country of Germany could well mean the start of another World War.

If the active duty assignment helped in any way to deter another World War, then all of the small inconveniences were worth it. If East Germany had overrun West Germany then Guardsmen stationed in France at that time would have been our first line of defense and the 162nd could have been called to fight alongside them. The men who served in the unit can be proud of the part they played in this active duty tour.

After the Berlin callup many members of the 162nd Squadron either stayed on active duty or had their military obligation completed, and to compound Air National Guard problems the Air Force recalled all but a few F-84Fs to support another crisis which built up over the Cuban seizure by Castro. At the end of 1962 the 162nd was left with 8 F-84Fs and a manning of less than 60

An extensive recruiting campaign was started and within the next year manning had increased to an 80s 3 level and aircraft were reassigned to the 162nd. The 162nd Squadron and all support units were formed into the 178th Tactical Fighter Group in 1963. It was apparent that the Guard had shown its worth to the Department of Defense during the previous two years which had made quite a change in the average Air National Guard unit.

The first operation after active duty was a simulated profile mission which started at Springfield and ended in Gulfport, Miss, via El Paso, Los Angeles and Tucson non-stop. It established a new Air Guard record of 4,500 miles in 8 hours and 20 minutes.

Field training in 1963 was held at Alpena. During this two week period extensive training in all aspects of flying and maintenance was concentrated on. A rebuilding job was accomplished; one which established the 178th Group again as a combat organization.

In 1964 a deployment to Ramey AFB, Puerto Rico was accomplished without incident. This deployment included training missions solely to keep pilots and ground crews trained for over water flights. This was a new concept of mobility by a self-contained Tactical Fighter Group, which when moved, would support itself in all phases of military operations including civil engineering, food service, and base defense. The Air National Guard was now prepared to move anywhere in the world if needed. Supplies were established to support the Group with parts, material, and clothing no matter where it deployed. This training received by all personnel came to be invaluable as the next few years would show.

In 1965 another move was made to Ramey AFB to support exercise "Short Count," at Vieques Island. The mission included close support and simulated tactical operations carried on by 19th Air Force. Maj Gen Don O. Darrow, Commander, wrote Colonel Lacy a letter of commendation for the 162nd's part in this very important operation. The General wrote: "The simulated air strikes by your pilots were accomplished in highly professional manner and reflect most favorably on the Air National Guard as a vital part of United States defense forces."

This year the 178th Tactical Fighter Group was awarded the Unit Achievement award for

accident free flying through the year 1964. This marked the third time the local unit had received this award since 1961. The 178th Group hosted a trio of Canadian Air Force pilots who were checking out in the F-84F. Twenty hours of ground school and 15 hours of flying time were required by each pilot under the tutelage of Capt Glenn Warner, flying training supervisor. LtCol Chalmer E. Hunter, Deputy Commander of Operations, commented: "The RCAF pilots are veterans of jet aircraft with a solid background of flying fighters."

The 178th and 162nd Squadron held field training at Phelps Collins Field, Alpena, that year, again concentrating on air-to-air and ground gunnery. The Group and its units were the only ones attending field training at this time. Other units were scheduled later on in the summer.

Field training was held in Alpena again in 1966. By this time all movement of cargo and personnel to camp was accomplished by Air National Guard airlift. Being able to move the unit by air speeded the reaction time in case of national emergency. All equipment was boxed and palletted ahead of time and broken down in loads for any type of cargo aircraft in the Guard or Air Force inventory. This mobility plan being put in effect provided the ability to move the 178th Group anywhere in the world in a 24-hour period.

The Vietnam war was now in its second year. During this time period it was found that aircraft not camouflaged were very vulnerable to ground fire and antiaircraft batteries. This ended the era of the silver aircraft. By the end of 1966 all F-84Fs assigned had received a coat of olive drab paint with a water mark effect.

1967 was highlighted by operation "Tropic Lightning III." This operation was performed at Hickam AFB, Hawaii in support of Army field operations. These field operations pointed toward last phase combat conditions prior to Army personnel assignments into Vietnam. The 178th Tactical Fighter Group's mission was to deliver 750 pound conventional general purpose and fire bombs, live rockets and gunfire in the area of Army operations. This gave the ground forces training in combat conditions. The first contingency of personnel and equipment left Springfield by airlift to Hawaii on February 9th. C-124 and C-130 were used to transport cargo and personnel.

Six F-84F aircraft arrived at Hickam after leaving Springfield the day before. The F-84s landed at McClellan AFB on their first leg where pilots rested overnight. Leaving McClellan the next day, all arrived at Hickam late in the afternoon the same day. All air-to-air refueling was accomplished over water by the Ohio Air National Guard KC-97 Refueling Squadron stationed at Wilmington, Ohio. This successful operation was concluded March 19th for 178th personnel although the operation continued until the middle of May supported by other Air National Guard units.

In August 1968 members of the unit were deployed to Larrissa, Greece, for a combined NATO operation code named DEEP FURROW-68. This was a big move for the 178th in that it was the longest deployment the unit had experienced to date. Ground crews departed Springfield by C-130 and C-124 for Langley AFB, Va., where their aircraft were refueled before leaving for the next stop 9 hours away in the Azores. There the ground crews stayed overnight leaving early the next morning for Madrid, Spain. The next day they continued their journey to Greece. Prior to

arriving in Larrissa it began to rain hard, and by the time personnel departed the aircraft the area where their living quarters were located was a sea of mud.

Prior to the unit's arrival to Greece, Air Force civil engineers had erected tents, built outside latrines, and set up working and messing facilities. Although not like home, things were reasonably comfortable after that first night.

On the 14th of August, 14 F-84Fs took off early in the morning not landing again until reaching Madrid, Spain. A spectacular flight as was explained by most pilots, but well worth the experience. All of the training in inflight refueling, long four-ship cross country flights, and short over water flights paid off during this long deployment, which was evident in the success of the overall operation. All aircraft arrived safely in Greece on the 15th.

The 178th personnel were glad to be home, but the stay was to be short. On November 1st, 1968, 178th personnel and 8 aircraft departed Springfield for Elmendorf, Alaska, in support of an air-to-ground mission for the Army, Code Named Exercise PUNCH CARD IV. This mission lasted five days and was fourth in a series designed by the Joint Chiefs of Staff to provide Air National Guard personnel with simulated combat conditions in Alaskan terrain with active U.S. Army battalions. Sixty sorties were flown dropping 25-pound bombs and firing rockets at pre-arranged targets. The 162nd Squadron Commander, Maj Bud Durfey, led the first flights out to their targets, dropping their bombs, and returning around Mt. McKinley, highest peak in North America.

A few small problems cropped up during the operation. 2Lt Charlie Porter, arriving the first day from Springfield without a radio, got a red flare and a big scare before bowing out from under an F-102 which was dropping quickly for an emergency landing. Capt Ray Moorman lost both 450 gallon fuel tanks on a bomb run. He was reported as saying: "If I would have done it on purpose, they would have been on target." Maintenance personnel found shorted wiring in the release systems.

The 178th Group was scheduled to participate in Operation SHOCK WAVE III in October. This operation would be performed out of Ramey AFB, Puerto Rico. Key personnel from the Group surveyed Ramey during field training. Shock Wave III was eventually canceled and another year came to a close as quietly as it began.

The first F-100 arrived from the United Kingdom on March 31st. This aircraft was assigned for instructional purposes only. A three month school was set up where the air technicians would work half a day and go to school half a day. Air Training Command provided mock-ups and instructors for the training sessions.

There was a lot to know about this new bird. Its gross weight was 38,000lbs. where the F-84F grossed at 27,000lbs. maximum. Overall it was extremely more complicated. The engine was two times the size as the one in the F-84F and included the afterburner which boosted the thrust of 14,000lbs. The largest problem was that the aircraft and ground equipment were still in Vietnam. President Nixon had made a campaign promise to wind down the war and the transfer or deactivation of tactical fighter wings were part of the overall plan. These wings were stationed

in various places in Vietnam.

LtCol Alan Dotson was directed by the Guard Bureau to negotiate a contract with Pacific Air Forces for the aircraft and equipment. The Air Force agreed to use its pilots to fly the aircraft home but due to shortage of Air Force airlift they could not afford the expense of flying the equipment back to the states. The Guard Bureau agreed to provide airlift if it could supervise the movement of equipment and have complete control of the move from Vietnam.

To help in the move and transfer of equipment to Air Guard supply accounts, Col Andrew Lacy, LtCol Alan Dotson, LtCol Edward Power, CMSgt Patrick Jordan, SMSgt Ralph Lindeman and MSgt Robert Shiveley were sent to Tuy Hoa AFB, South Vietnam to initiate the move of the 31st Tactical Fighter Wing.

From the end of July to the first of September these men accounted for, boxed, and shipped the equipment out of Vietnam by Air Guard C-124. All equipment arrived in Springfield by October.

The F-100s left Vietnam shortly after the equipment was shipped. Air Force pilots of the 31st Tactical Fighter Wing flew them non-stop from Tuy Hoa to Hickam AFB, Hawaii, and from there to Springfield Municipal Airport. By the end of 1970, the 178th Group was assigned its allotted amount of aircraft. By this time transition into the F-100 had started and pilots were on their way to becoming combat ready.

Also during 1970 the unit retired the old C-47 number 103-16061. She had served the Ohio Air Guard for 22 untiring years surviving 6 governors and 6 adjutant generals. Other than getting stuck in the mud she had never incurred any damage by accident.

LtCol Conrad Martinez of the 162nd Fighter Squadron received the Tactical Air Command Pilot of Distinction Award for safely landing an F-84 with severe flight control problems incurred while flying in extremely bad weather.

Maintenance personnel learned that the F-100 wasn't as easy to maintain as the old F-84. During the first few months of 1971 the in-commission rate was down some days to 10%. This aircraft had not been in a cold weather climate for 6 years. Seals in hydraulic lines and system; were fine in the warm climate of Vietnam but when they were subjected to cold weather they came apart by the hundreds. The moisture would get in the air speed systems, freeze and rupture lines. All in all lessons were learned, although it was learning the hard way, Maintenance personnel benefited by their experience.

An Air National Guard F-16 from the 178th Fighter Wing, Springfield-Beckley Municipal Airport, Ohio, crashed in a state forest near Piketori, Ohio, on November 27. Both crew members ejected safely. 1997

About 100 members of the Ohio Air National Guard's 178th Fighter Wing in Springfield arrived in Kecskemet, Hungary, in late April to participate in a two-week combat-training exercise sponsored by the Hungarian military. The event runs through May 10. These Air Guardsmen, who operate F-16, will practice together with their Hungarian air force hosts in air-to-air combat

scenarios, flying maneuvers both with them and in mock adversarial roles. The Hungarians will fly their JAS-39 and MiG-29 and Mi-24. "It is one of the few training opportunities [the Hungarians] have to fly against a larger formation," said Lt. Col. Nathan Thomas, the wing's project officer for the exercise. The two nations' pilots will also simulate ground attacks coordinated through US-trained Hungarian joint terminal air controllers. 2010

The Air Force publicly announced Tuesday that the Ohio Air National Guard's 178th Fighter Wing in Springfield will gain three missions over the next several years as it loses its F-16 training role per BRAC 2005. Springfield, located northeast of Dayton not far from Wright-Patterson Air Force Base, will host a ground control station for operating MQ-1 in combat zones and will serve as an interim site for F-16 bulkhead repair service officials said. The wing's Air Guardsmen will also support the operations of the National Air and Space Intelligence Center at Wright-Patterson. "The overall manning at Springfield will remain the same," said Maj. Gen. Patrick Moisiso ANG deputy director. According to local press reports the new missions will retain more than 860 jobs at the Air Guard base. 2010

Springfield Graduates Last F-16 Class: The Ohio Air National Guard's 178th Fighter Wing in Springfield has closed the book on its F-16 training mission by graduating the final class of Dutch F-16 pilots from its initial qualification training course. The four Dutch pilots completed the nearly nine-month course earlier this month. Col. Mike Roberts, 178th FW commander, said the Oct. 9 graduation ceremony was "a happy event" for the Dutch pilots, but was also "sad in a lot of ways" since it marked "the last time" the wing would be flying F-16s. The wing is transitioning to three new missions: operating MQ-1 Predator remotely piloted aircraft; analyzing intelligence for the National Air and Space Intelligence Center at nearby Wright-Patterson Air Force Base, and, for the interim, repairing F-16 bulkheads. Dutch F-16 pilot training is moving back to the Arizona ANG's 162nd FW in Tucson. 2010

440222	P-51	43-6741	Lichter
440224	P-51	43-6743	Rice
440225	P-51	43-6927	Beemer
440225	P-51	43-6625	Kehrer
440316	P-51	43-6960	Pyeatt III
440316	P-51	43-6956	Meyer
440328	P-51	43-6729	Drollinger
440617	P-51	42-106831	Hagan
440401	P-51	43-6629	Rydberg
440401	P-51	43-6792	Perron
440411	P-51	43-12122	Lingo
440412	P-51	43-12442	
440424	P-51	43-7176	Connaghen
440701	P-51	43-12455	Vogel
440729	P-51	43-7143	Carter
440729	P-51	43-6727	Holmberg
440913	P-51	42-106473	Valkwitch
440913	P-51	42-106654	Johnson
440919	P-51	44-13741	Blanchard

440928	P-51	43-6698	Templin	
441019	P-51	44-13963	Goss	
441108	P-51	43-12227	Corwin	
441118	P-51	44-13596	Fuller Jr	
441205	P-51	44-14722	Martin	
441223	P-51	44-11689	Perry Jr	
441224	P-51	44-15620	Gilbert Jr	
441224	P-51	44-11198	Mooney Jr	
441230	P-51	44-13719	Chandler	
450114	P-51	44-15527	Behling Jr	
450403	P-51	44-14662	Giel	
450418	P-51	44-14789	Ridley	
430501	P-39D	41-28332	FLEF Hagan, Kenneth E	5 Mi E Tonopah Af, NV
430516	P-39L	42-4693	LACMF Hagen, Kenneth E	KA AF, Kingman, AZ
430615	P-39N	42-8867	LAC Mosher, Robert D	Hayward Army Ardrm
430616	P-39N	42-18481	LAC Vogel, Konstantin J	Hayward Army Ardrm, CA
430624	AT-6A	41-16321	TAC O'Brien, Gilbert M	Hayward, CA
430625	P-39Q	42-19558	TACMF Plummer, Hal G	Hayward, CA
430706	P-39Q	42-19560	KCRSSP Plummer, Hal G	Into San Fransisco Bay, CA
430706	P-39Q	42-20032	LAC Vogel, Konstantin J	Landing Field, Hayward, CA
430708	P-39N	42-9351	BOMACT O'Brien, Gilbert M	5 Mi E Half Moon Bay, CA
430715	P-39N	42-18757	BOEF Werhand, Ervin J	3 Mi N San Mateo Bridge, CA
430727	P-39Q	42-20032	LAC Becker, Robert H	AAB, Hayward, CA
430806	P-39N	42-18481	CRGC Bowers, William J	Camp Cooke Military Resvtn
430810	P-39Q	42-20026	TOA Roberson, Arval J	Hayward, CA
430817	P-39Q	42-19894	MACOB Van Dyne, James W	40 Mi S Santa Maria, CA
430828	P-39L	42-4687	MACT Adams, Fletcher E	4 Mi S Half Moon Bay
430905	P-39Q	42-20745	BOSSP Brown, Robert D	1 Mi S San Mateo Bridge
430917	P-39Q	42-19558	TOA Beemer, Thomas A	Hayward, CA
431022	P-47D	42-8677	TAC Hyde, Paul H	Martlesham Heath/Sta 369
440102	P-51B	43-6381	CRLMF Vogelo, Konstantine J	Raydon/ 1mi N
440121	P-51B	43-12474	LAC Vogel, Konstantin J	Raydon/Sta 157
440123	P-51B	43-12480	CBL Roughgarden, James E	Raydon/Sta 157
440128	P-51B	43-12475	CBL Badger, James B	Raydon/Sta 157
440215	P-51B7	43-6745	CBL Hill, Hershel L	Beccles/ 3mi N
440308	P-51C1	42-103007	LAC Anderson, Bryant Y	Leiston/Sta 373
440308	P-51B7	43-6721	LAC Becker, Robert H	Leiston/Sta 373
440401	P-51B10	43-7176	TAC Harris, Ollie E Jr	Leiston/Sta 373
440401	P-51B5	43-6556	LAC Mace, Harvey F	Leiston/Sta 373
440410	P-51B5	43-6787	GAC	Leiston/Sta 373
440410	P-51C1	42-103007	GAC	Leiston/Sta 373
440425	P-51B10	43-7143	TAC Brown, Robert D	Leiston/Sta 373
440425	P-51B5	43-6634	TAC Baker, Maurice F	Leiston/Sta 373
440425	P-51B7	43-6987	TAC Mitchell, Lloyd W	Leiston/Sta 373
440427	P-51B15	42-106814	LAC Pugh, John F	Leiston/Sta 373
440503	P-51B7	43-6727	TAC Anderson, Clarence E	Leiston/Sta 373

440608	P-51C7	42-103359	CRL	Sehl, James H	Leiston/Sta 373
440615	P-51B10	43-7188	TOA	Taylor, Erle A	Leiston/Sta 373
440808	P-51B7	43-7047	BOSF	Gilbert, William T	Bradwell Bay/ 12mi W
440812	P-51D	44-13517	TOA	Baker, Maurice F	Madna
440926	P-51D5	44-13735	LAC	Fuller, Sam G	Leiston/Sta 373
440930	P-51D5	44-13738	CBLEF	Wyatt, Harold A	Leiston/Sta 373
441004	P-51B10	42-106462	BOSF	Potter, Richard I	Bodney/ 5mi NW
441102	P-51B5	43-6787	LAC	Kenney, James W	Leiston/Sta 373
441125	P-51D- 5NT	44-11198	TAC	[parked aircraft]	Leiston (Sta 373)
441130	P-51B-5	43-6637	LAC	Ecker, Richard E	Leiston/Sta 373
441204	P-51D5	44-13334	LAC	Murphy, Alva C	Leiston/Sta 373
441204	P-51B7	43-6987W	LAC	Williams, Harry J	Leiston/Sta 373
441204	P-51D10	44-14152	LAC	Gruber, William W	Leiston/Sta 373
441210	P-51D15	44-15620	LAC	Ecker, Richard E	Leiston/Sta 357
441222	P-51D10	44-14245	LAC	Jenkins, Otto D	Leiston/Sta 373
441226	P-51D10	44-14231	TOAMF	Ziebell, John A	Leiston/Sta 373
441228	P-51D-15NA	44-15527	LAC	Kenney, James W	Leiston (Sta 373)
450113	P-51B7	43-6987W	KCR	Anderson, Richard A	Horham/ 4mi E
450113	P-51D10	44-14245	KCR	Schlieker, Robert L	RAF Woodbridge/ 3mi E
450201	P-51K5	44-11571	LAC	Ziebell, John A	Leiston/Sta 373
450317	P-51D-20NA	44-63221	LAC	Dunn, Robert (NMI)	Leiston (Sta 373)
450324	P-51D20	44-63199	KCR	Jenkins, Otto D	Leiston/Sta 373
450416	P-51D-20NA	44-72180	LACMF	Kirla, John A	Leiston (Sta 373)
450521	P-51D5NT	44-11190	KCR	Bierweiller, Alfred W	Ipswich/ 5mi E
450531	PB-51D5	44-13334	LAC	Dregne, Irwin H	Leiston/Sta 373
450605	P-51D10	44-14612	TAC	White, Robert J	Leiston/Sta 373
450625	P-51D10	44-14798	LAC	Utz, Fielding A	Leiston/Sta 373
450915	P-51K1	44-11373	BOEF	Wilson, Keith M	Wernez/ 1mi SW
450918	L-4A	42-15234	TOA	Robinson, Joe L	Selb/ SW
451021	L-4H	43-30182	LACEF	Kirla, John A	Arget
451126	P-51D15	44-14993	KCR	Rothfuchs, Oscar E Jr	Glonn
460122	P-51D-20NA	44-63168	CBL	Wick, George D	Neubiberg
460401	P-51D-20NA	44-63164	KTAC	Hatch, John E	Neubiberg (R-85)
460401	P-51D-20NA	44-63779	TAC	Miller, John S	Neubiberg (R-85)
460517	C-45F	44-47249	GL	Owens, Charles D	Neubiberg AAF
500319	F-51H	44-64252	KLAC	Cline, Raymond S.	5 Mi E Romulus
500402	B-26C	44-35735	CBLEF	Wolfe, Stephen J.	Dayton MAP
500616	F-51H	44-64509	TOAEF	Rossiter, Edward S.	Dayton MAP
500720	F-51H	44-64709	BOSSP	Apple, John J.	4 Mi E Springfield
501017	F-51H	44-64615	TOAMF	Oberlin, Robert D.	Dayton MAP
501021	F-51H	44-64246	TACMF	Hopkins, Gerald W.	Dayton MAP
510302	F-51H	44-64283	LACGLC	Benning, Willis D.	Dayton MAP
510302	F-51H	44-64569	LACC	Hunter, Chalmer E.	Dayton MAP
510816	F-51H	44-64705	LACMF	Stuhlmiller, Jack E.	Scott AFB
511011	F-51H	44-64283	LACMF	Moore, Herbert E.	Dayton MAP



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