

# 176<sup>th</sup> FIGHTER SQUADRON



## LINEAGE

306<sup>th</sup> Fighter Squadron constituted, 16 Jul 1942

Activated, 22 Jul 1942

Disbanded, 1 May 1944

Reconstituted and redesignated 176<sup>th</sup> Fighter Squadron (SE), and allotted to ANG, 24 May 1946

Received federal recognition, 6 Oct 1948

Redesignated 176<sup>th</sup> Fighter Interceptor Squadron, 1953

Redesignated 176<sup>th</sup> Tactical Air Support Squadron, 1974

Redesignated 176<sup>th</sup> Tactical Fighter Squadron, 1 Oct 1981

Redesignated 176<sup>th</sup> Fighter Squadron, 16 Mar 1992

## STATIONS

Dale Mabry Field, FL, 22 Jul 1942-1 May 1944

Madison, WI

## ASSIGNMENTS

338<sup>th</sup> Fighter Group, 22 Jul 1942-1 May 1944

## WEAPON SYSTEMS

### Mission Aircraft

P-39, 1942

P-40, 1942

P-47, 1943

P-51, 1943

F-51D, 1948

F-89A, 1952

F-51H,

F-86A, 1953

F-89B, 1954

F-89C, 1954

F-89D, 1955 1957

F-89H, 1959  
F-89J, 1960  
F-102A, 1965  
TF-102A  
O-2A, 1974  
OA-37B, 1979  
A-10A, 1981  
F-16C, 1993  
F-16D

**Support Aircraft**

C-131  
C-130

**ASSIGNED AIRCRAFT SERIAL NUMBERS**

F-51H  
44-64396  
44-64310  
44-64562  
44-64591

F-89			
50777	532649		53-2536
50779	532528		53-2658
5111332	532649		49-2441
111324	22144		
532646	32516		

F-102			
53450	61270		61294
61267	61273		
61269	61278		

A-10  
760538  
770246  
780690  
770262  
770252

F-16				
87289	87280	87260	87300	87387
86051	86052	87262	87343	88151
87374	88411	87266	87345	87273
87376	87242	87288	87346	87234
87278	87252	87298	87348	87261

87258

87318

88150

87349

87275

T-33  
34903  
535944

#### **ASSIGNED AIRCRAFT TAIL/BASE CODES**

A-10: WI  
F-16: WI

#### **UNIT COLORS**

Red and white

#### **COMMANDERS**

Maj Charles Hinn  
Maj Paul Fojtik, 1949  
Cpt Raymond A. Matera  
Jim Dawson  
Lt Col Harvey W. Maher  
LTC Al LaQuey  
LTC Jerald Slack, 1 Feb 1980  
LTC Richard E. Vanroo, #1990

#### **HONORS**

**Service Streamers**  
American Theater

#### **Campaign Streamers**

None

#### **Armed Forces Expeditionary Streamers**

#### **Decorations**

None

#### **EMBLEM**

#### **MOTTO**

#### **NICKNAME**

Badgers

#### **OPERATIONS**

The squadron that was authorized, the 176th Fighter Squadron (SE), had its foundation in the 306th Fighter Squadron which was activated on Jul 22, 1942. The Squadron was assigned to the 338th Fighter Group, 3rd Air Force, stationed at Dale Mabry Field, FL. Replacement training, 25

Sep 1942-1 May 1944.

Then in November 1946, Col Russell A. Berg reported to Maj Gen John F. Mullen, the Adjutant General of Wisconsin, as Senior Air Advisor to the Air Guard units to be established in the State. Maj Thomas Personnet was to be the Air Advisor for Truax Field.

In order to assist the Air Advisors with obtaining the facilities and equipment needed for an Air Guard unit, Capt Francis T. Hanson was hired on Jan 1, 1947 as the first air technician of the Wisconsin Air National Guard. SSgt Carl A. Aikins was hired on Feb 19, 1947 as the second technician to service and maintain the two T-6 assigned to the unit.

A year later, with the Milwaukee unit safely established, Capt Arthur C. Smith was hired to recruit and form the Madison unit. He signed up Vic Cuff, followed up on the names accumulated in the 1947 interviews and gradually, as a result of concerted effort and considerable talent, they were able to recruit an exceptional group of men to form the Madison units.

On Oct 6, 1948, federal recognition was extended to the 176th Fighter Squadron (SE), Utility Flight 176th Fighter Squadron, 176th Weather Station (Type A), and Detachment "B" 228th Air Service Group. There were 13 officers and 20 enlisted men in the 176th Fighter Squadron.

As the unit strength increased, the equipment started arriving. Utility flight got three T-6s, a C-47 Gooney Bird and a B-26 and 14 F-51s were flown in from Sioux Falls, SD. A contract was negotiated with North Central Airlines to share half of their hangar and some office and shop space and building 308 was given over for additional office space. Maj Charles Hinn was the 176th Fighter Squadron Commander, Capt Arthur Smith was the Maintenance Officer, Capt Francis T. Hanson was the Supply Officer and the unit was functioning, checking and repairing the newly assigned aircraft, retraining the pilots and recruiting new members.

By 1949, Maj Paul Fojtik had come from Milwaukee where he had been commander of Detachment A and had assumed command of the 176th Fighter Squadron. Contracts were let for new facilities including an aircraft maintenance hangar, base supply building and motor pool.

In 1950, plans were made to attend Summer Camp at Oscoda, MI, Jul 22 - Aug 5, but orders were received to prepare 10 F-51's for shipment to Korea. A group of dedicated technicians worked straight through the 4th of July holiday and all ten aircraft made the entire trip without incident.

Short of aircraft and faced with a commitment to deploy to Oscoda, arrangements were made to borrow aircraft from ANG units in other states. The Summer Camp was highly successful with good weather, high flying hours and many gunnery sorties. At the end of Camp, the borrowed aircraft were returned and the unit returned to normal operations but aware of the potential for the unit to be recalled for the Korean crisis.

After the F-51s were shipped to Korea, naturally there was considerable apprehension

concerning the unit getting recalled to active duty but it was not until the first day of February, 1951 that they were activated.

The unit was at full strength when they were activated. Many people had been recruited in the preceding few months and during the last two weeks of January, many volunteers had to be turned down. In spite of the fact the activation had been anticipated, when it actually happened, it placed a great deal of stress on many of the people making the transition from civilian to military life. But the three years of training and the expertise of the people paid off and the change was made smoothly, efficiently and without serious incident.

After 21 months, the unit was preparing to revert back to inactive status and the people of the unit were given the option of returning to Guard status or remaining on active duty. On October 31, 1952 the unit was released from active duty.

On October 31, 1952 the unit was deactivated and faced an intimidating rebuilding problem. Fortunately the great majority of the pre-Korean members remained with the unit, but others had elected to remain on active duty or had gotten out of the Guard altogether. Those losses coupled with an expanded manning document left a large number of vacancies, particularly among the pilots and that necessitated an aggressive recruiting program. A few pilots were available from the large WWII pool; more of the original pilots returned from active duty and most important, a new program was begun. The Guard was allowed to send pilots directly to pilot training with the understanding that they would return to the unit upon graduation. With de-activation, the unit was assigned F-51Hs and a period of transition was involved from the F-89s. The first Summer Camp after Korea was at Volk Field. Everyone lived in tents and it rained every day but there still was a lot of flying and the new people had an opportunity to assimilate into the unit.

The first F-89 example received, 49-2441, was actually one of the first As that had been modified to B configuration on Northrop's production line. This particular example was assigned to the squadron's parent 128th Fighter Interceptor Wing for service as an instructional airframe on November 14, 1951, and it did not reach the 176th FIS until February 6, 1952. Two days later the first of the squadron's compliment of F-89Cs arrived, and by March 21 they had a dozen Scorpions on their Truax ramp.

The 176th FIS's relationship with the F-89C was quite limited, as all of their aircraft were grounded on September 25. When their period of active duty with the USAF was over and they returned to State Control, on October 31, 1952, their ground-bound Scorpions were transferred to the 433rd FIS. At this time the 176th FIS received F-51Hs, which they flew with an ADC commitment until October 1954, with some F-86As being brought in with the intention of phasing out the Mustangs in favor of Sabres, but this was an action that was never completed.

The 433rd FIS, having been activated at Truax Field on November 1, 1952, to replace the 176th FIS, obviously got off to a difficult start, as all of their aircraft were grounded for the first six weeks of their history. In fact, by the end of the year they possessed but a dozen F-89Cs, and none of these were "combat ready." At the time of activation, Lt. Colonel Victor Milner was squadron commander, while Major John Moutier was Executive Officer. The first flight commanders were Majors Samuel Denmark and John Rogers.

In October of 1953, the unit began getting F-86As and another transition. For those who had not flown or worked on jets, the WWII retreats, the change was intimidating.

Aircrew quarters were a small mobile home parked next to the Fire Station and the aircraft were kept in the unheated maintenance shelters. It was not a particularly satisfactory arrangement, but it worked for more than two years.

the 176th FIS, obtaining their first on September 1954, under Project ADC 2F-11. These were F-89Bs that had been rebuilt by Northrop after having been returned to them for rework from the 84th FIS. By the end of October they would have a complement of thirteen. As with their previous period with the Scorpion, Major Oliver Ryerson was the squadron commander. The Scorpions replaced a mixed bag of F-51Hs and F-86As, as the Sabres had started to arrive the previous January, but not in a sufficient number to become operational with them, and the last Mustang did not leave until after the F-89s had arrived.

Training was not demanding. The major concern was flying time. The end of each six-month period usually meant a flurry of last minute flying to get the required night time or instrument time. Ground training for the pilots was minimal. The best information they received was from conscientious people like William G. Worringer. He passed on to the Guard pilots the up-to-date thinking and procedures from North Central Airlines where he was a pilot. His was the first effort to take the unit out of the day VFR era and to build a professional pilot force.

Recruiting was critical for the Radar Intercept Officers (RO's) after the F-89's were assigned. At that time, only one RO was in the unit. He was Joe Cardiff, the administrative officer for the Squadron. He was not flying when we had F-5 l's and F-86's but when the F-89's came, he got all the flying he could stand WE recruited RO's coming out of the Air Force to attend the University of Wisconsin (Bob Fritsch the older, Bob Hierl and D. T. Kelley were the first) and navigators who had never had intercept training (Charlie Aschenbrenner, G. P. Sims and Bob "Killer" Dewitt). We cross-trained the navigators ourselves and awarded them the AFSC of RO, which may even have been legal. Those early RO's were the backbone of the Squadron for the next ten years and an important factor in the unit even after the F-89's were gone.

Another successful program involved pilot applicants who were convinced to apply for RO training instead with the understanding that they would be allowed to enter pilot training at a later date. Although there was some sense of betrayal, many of the RO/Pilots were highly successful - Dick VanRoo, John Montzingo, Tom Thomas and Dick Manthey to name a few.

In 1955, the J35-A35 engine failure rate due to compressor blades failing became unbearable and the unit, along with others, successfully recommended the F-89's be grounded until engine reliability could be assured. The engines were replaced with the J35-A35A and the frequent engine failures were eliminated.

The 176th FIS lost their first F-89B on November 14,1954, in an accident, with the Scorpion being a write-off.

A major problem facing the 176th FIS, as with all other F-89 and F-94 ANG squadrons, was the lack of available radar observers, as none had been previously required for their aircraft. Fortunately, in the case of the 176th, Truax was a major ADC F-89 base, and they were able to draw some R/Os from these squadrons as these men finished their USAF obligations.

In 1956 Lt. Colonel Thomas Moffatt replaced (now) Lt. Colonel Ryerson as squadron commander, with Ryerson assuming command of Wisconsin's 128th Air Defense Wing.

Recruiting was still a problem but the system was developing. The draft encouraged young people to join, plus a fair number of aircrews were taking advantage of the GI Bill to leave the USAF and go to school — and still get all of the flying they wanted in the Guard. We were able to send a limited number of our own people through USAF pilot and navigator training. While we were not manned at 100 percent most of the time, the availability of those sources insured a flow of high quality people and enabled the unit to be selective in recruiting.

On April 15, 1956, the structure of Guard units was changed to the concept of a self sufficient Group that had all of the functions necessary to operate a base. The 115th Fighter Group (Air Defense) was commanded by Lt Col Oliver S. Ryerson and included the following units and their commanders: 176th Fighter Squadron (Maj Thomas L. Moffatt), 115th Material Squadron (Maj Everett A. Anderson), 115th Air Base Squadron (Lt Col Gilbert E. McDonald), 115th USAF Infirmary (Capt Washburn). The Group, along with the 128 Fighter Group (Air Defense) made up the 128th Air Defense Wing. The Wing was located in Milwaukee and commanded by Col Seymour Levenson.

The schedule was standard. Camp started on Saturday which was arrival and get organized day with roll call at 1600 (4:00p.m.). Sunday through Friday was a strong work week. The second Saturday had a stand-by inspection in the morning and we were released until Monday morning. Most of the people went home, but one group met their wives in Wisconsin Dells and had a weekend vacation. The second week was heavy flying until Thursday when the units had their picnics. Friday was pack up and get the aircraft prepared for the return and Saturday was payday and the trip home. Weather permitting, the aircraft would go home in a 16 ship formation flying over as much of the state as they could to show the flag and celebrate another successful camp.

The F-89B's and C's were replaced by the F-89D in 1957.

The unit's mission with the F-51 and the F-86 had been air defense under the supervision of 10th AF which was responsible for training the reserve forces. By 1957, Air Defense Command (ADC) had taken on the responsibility for training and was beginning to integrate Guard units into the Air Defense System.

In 1958 the 115th Fighter Interceptor Group was activated at Truax with (then) Major Francis Middleton assuming command of the 176th FIS and (now) Colonel Moffatt becoming the commander of the new fighter group. The 176th FIS also suffered its first fatal accident with the Scorpion in 1958 when 1st Lt. Duane Piestorff was killed in an accident at Tinker AFB, Oklahoma.

In 1959 the F-89D gave way to the F-89H for a short period, and in January 1960 the H model was replaced by the F-89J. As Truax AFB was a major USAF installation at the time, the 176th FIS did not have the problems with the care and feeding of the nuclear Genie that their Milwaukee counterparts did, and the 176th continued with this version of the Scorpion until F-102s began to arrive in May 1966.

1960 was an exceptional year. On Jan 1 the unit started manning what turned out to be 14 years of Air Defense alert. Initially the alert status was for 14 hours per day, from the evening (5:00p.m.) to early morning (7:00a.m.), so the students and the people with jobs downtown could participate. We started in January of 1960 and for several years, we went to Tyndall four times a year for two weeks at a time. The schedule called for arriving at Tyndall on Thursday. Preparation and briefings took up the weekend and on Monday, Tuesday and Wednesday we fired. We went home on Thursday and the next crew came in.

In 1965, plans were announced to convert the unit to F-102's and in the fall, Jim Dawson, Vic Hartung and Bob McBride, the Air Force Advisor, left for Perrin AFB to go through the check-out program.

The 176th FIS lost its last F-89 pilot on June 15, 1965, when Captain David Holmberg attempted to abort his takeoff. His F-89J engaged the crash barrier satisfactorily, but at too high a speed, and exploded on the overrun before he could evacuate the cockpit.

The nuclear equipped F-89J created storage and security problems at Mitchell that could not be overcome, so the 126th FIS was reorganized and became redesignated as an aerial refueling squadron with KC-97s. Their Scorpions were transferred to the 124th FIS at Des Moines, Iowa, and the 126th became the first operational ANG KC-97 squadron in December 1963.

The unit began transitioning from the Scorpion to the F-102 Delta Dagger in 1965. For the next nine years, pilots and crews were on a five minute (24 hours/day) alert commitment. In 1972, the 176th was recognized as the best F-102 unit in the U.S. Air Force. During the year the unit won the William Tell Air-to-Air Weapons meet plus six other major awards.

The F-102 transition was certainly one of the most difficult changes the unit had. It started in 1966 and included relocation because the 325th FIS, the USAF unit on base, was being deactivated. The practical step for us was to move into their facilities and we did. We had to find assignments for as many of the RO's as possible - either in our unit or another, retrain all of the maintenance people in the F-102 systems, teach the new weapons to the armament people and teach the pilots to handle the airplane and the radar.

The unit regularly participated in Air Defense exercises, most of them starting after 10:00p.m. and lasting until 3:00a.m. or later and operating out of K.I. Sawyer AFB, or Duluth or Canadian bases.

that most units were getting but instead on February 4, 1974, it was announced that the unit would be closed down along with four others, 163rd FIG, Ontario, CA; 106th FIG Suffolk County, NY; 112th FIG, Pittsburgh, PA; 129th SOG, Hayward, CA. State Headquarters, some of



the Wing staff and others mounted a highly successful congressional information campaign that resulted in the unit being designated for O-2s and the forward air control (FAC) mission. It seemed to be a bitter pill to swallow, but much better than no mission at all. None of the other four units were closed either.

In 1974, the 176th underwent a major change in aircraft, mission, and designation. The role of the unit transitioned from fighter squadron to support squadron when the unit was redesignated the 176 Tactical Air Support Squadron. The aircraft was converted to the O-2 with the Forward Air Control mission.

After five years, 1979, the unit was one of the first to become Jet Forward Air Control with the OA-37. This role wouldn't last very long. The wing would phase out the Dragonfly two years later.

The Maintenance crews went to Nashville to train for the C-130 and the airplane itself (55-023) arrived on January 7, 1987. In 1956, it was the first combat ready C-130 ever delivered to the Air Force and in 1987, with 14,500 hours on it, it was a welcome addition to our unit..

In 1981, the 176 Tactical Air Support Squadron transitioned again into a fighter role when the unit was redesignated as the 128 Tactical Fighter Wing. This time the Wing's aircraft was converted into the A-10. During the next 11 years, the Wing performed the close air support mission, not only in support of Army units located throughout the United States, but on a global scale as well. Numerous deployments to Europe and Central America clearly demonstrated the Wing's readiness for worldwide tasking.

In the late 70's when the decision was made that the 128 TFW would receive bright, shiny "used" A-10 Thunderbolt Hs, unit members realized the new mission would create several challenges and new requirements. We'd welcome new people, new shops, a new mission and different types of deployments to help us fulfill our training requirements.

As our skills and capabilities in the A-10 improved, so did our demand for more realistic training scenarios. A unit should train the way it will fight and since our Checkered Flag base was now in the European theater, it was natural that a deployment to that location should follow. Thus the "Coronet" deployments began with Coronet Giant.

A deployment of the entire Wing to an overseas base had never been done by the 128 TFW prior to Coronet Giant. The Wing had support and participated in numerous CONUS deployments, but Coronet Giant in 1984 was the first to take us over the "big pond." From April 28 to May 18, 1984, over 300 support personnel and 12 A-10 aircraft deployed to Lechfeld Air Base near the Bavarian city of Munich, Germany.

This initial overseas deployment for the 128 TFW created a lengthy list of "firsts" for the Wing and the ANG A-10 community. Coronet Giant was the first joint overseas deploy-Non-stop from Syracuse to Lechfeld in only 12 and 5 refuelings.

After transitioning from the OA-37s to A-10s, the 176 TFS pilots became very familiar with the cockpit of the "Warthog," but it wasn't until they completed a non-stop 12 hour flight from Syracuse to Lechfeld that they appreciated minor amenities like bathrooms and automatic pilot. What had been perceived, by some at least, as a torturous 13 hour teeth clincher, marked by Herculean restraint and bladder control, turned out to offer all the creature comforts but an in-flight movie. There were luxuries like peanut butter crackers and walkmans. To respond to the "call of nature," pilots were outfitted with "piddle bags." A couple of innovators even rigged up external catheters to alleviate the awkward preliminaries. Five mid-air refuelings helped to disrupt any boredom of the lengthy flight.

After breaking records with the long flight over the North Atlantic, the crews and support personnel were ready to put the A-10 in action, experiencing realistic training in our Checkered Flag environment. While the deployment was headquartered in Lechfeld, 20 miles west of Munich, FOLs were located at Leipheim AB, Germany. The pilots received briefings on the surrounding landscape and then flew the actual terrain they would be tasked to defend in a wartime situation. Col Ron Skinvik, the Deputy Commander for Operations during the first Coronet deployment explained, "We want the pilots to definitely know where the buffer zone is and how they would have to fly to get to a possible battle area." Pilots were enthusiastic about the training as it allowed them to train realistically. Many expressed that they were surprised at how easily they adapted to the European flying, where there are minimal north-south, east-west roads to use as a grid to fly against.

Col Michael Jordan, Deputy Commander for Resources commented that the deployment was a "real opportunity to get an idea of the problems we'd be dealing with if the 'real thing' came." He went on to say, "we'll have the experience of working through a host country and the willingness of everyone to work together in order to reach the common goal." He added, "I'm sure the Germans are as interested as we are in having a viable military force available."

The working relationship between the pilots and support troops was equaled only by the relationships that were built between the personnel of the sister units and the German troops and community members. Brig Gen Hoff flew flight lead and was the first A-10 to touch down on German soil, while his brother, MSgt Ralph Hoff, led the troops into friendship with the locals through his talents on the trumpet. While Brig Gen Hoff represented an example of the outstanding military training the 128 TFW brought to Germany, MSgt Ralph Hoff's ability to quickly adapt to the German hospitality, was representative of the friendship everyone in the unit brought to the deployment. The combination of military professionalism and Wisconsin warm heartedness of all members sparked a feeling of international goodwill that spanned several Coronet deployments.

The second overseas deployment saw 11 A-10s and 270 members of the 128 TFW deploy to Leipheim AB, Germany. Although 13 A-10s were tasked, one remained at Truax and a second one stayed on the East Coast. Coronet Mercury, the second Coronet deployment, saw the initiation of a unique "island hopping" technique by the 35 pilots involved. The route from Wisconsin to Germany took the planes through Newfoundland where the planes were refueled. After the first leg of the trip, the pilots were replaced and the fresh crews flew on to Iceland. For a second time there was a change of pilots, the final group who flew the aircraft on to Germany.

Three of the four C-141s made it to Leipheim on schedule while one C-141, the one with about half the personnel on board, opted for a two day stop-over at McGuire AFB, New Jersey. The 126 people "stuck" on the sunny east coast of the US would have preferred the overcast, rainy conditions of Germany to the two day delay at McGuire. Personnel experienced the inconvenience of no baggage and lots of German money to spend. By the third day of the 18 day deployment, 11 A-10s, 35 pilots, and 234 support personnel were in Germany ready for the long training days that lay ahead.

For the pilots, the first two days of German flying involved orientation flights, conducted by instructor pilots from Bentwaters, England. The Coronet Mercury deployment saw 38 sorties flown daily and due to the training conducted, the 128 TFW A-10 pilots are now 100% European theater qualified. Everyone learned from the real world work environment experience.

The third Coronet deployment began similar to the first two. In both Coronet Giant and Coronet Mercury, Maj Wynne Williams was tasked to the spare A-10. As the A-10s launched for the 1984 and '87 deployments, mechanical failures canceled two aircraft and the spare (Maj Williams) had to slip in and make the flight. The takeoff for 1990 was similar and for the third Coronet exercise in a row. Maj Wynne Williams, again a spare, had to make the deployment in short notice fashion

Coronet Lariat had a new route, new host nation, and new Checkered Flag base. RAF Sculthorpe in England became home for the 320 personnel deployed during the July 14-29, 1990 exercise. The 12 A-10s flew from Maine to Sculthorpe. From there, six aircraft went forward to Leipheim AB, Germany. The 300 planned sorties included the deployment, employment and re-deployment phases of the exercise. Partially due to the distance between Sculthorpe and the FOLs, this deployment kept everyone at both locations busy. The experience gained from Coronet Giant and Coronet Mercury made Coronet Lariat seem like second nature to many of the participants. The deployment went smoothly, with many members enjoying an adventure to a new part of the world.

Coronet Giant, Mercury and Lariat helped to establish a new standard for the men and women of the 128 TFW. Both nationally and internationally, the 128 TFW proved it can be counted on to perform. In both adverse and conducive environments, the people and the equipment of the 128 TFW demonstrated what makes the unit outstanding. People repeatedly demonstrated their ability to work together to achieve the common goals of improving mission effectiveness and encouraging international cooperation.

As the 128 TFW embarks on a new mission with a new aircraft, the unit will be leaving the A-10s behind, but the lessons learned and "firsts" accomplished through the Coronet deployments will regain and better prepare us for the future. The Coronet deployments have demonstrated to our members, our colleagues in the Air National Guard, and our friends throughout the world, the 128 TFW always has been, and will remain, "Dedicated to Excellence."

During the interim between Coronet Giant and Coronet Mercury, the 128 TFW deployed to defend the Panama Canal. During 1985 and again in 1987, six A-10s and just under 50 support personnel deployed to the tropics of Central America for Coronet Cove.

The 128 TFW was tasked to provide Air defense for the Canal Zone. During a period of runway construction A-7s were unable to fly in and out of the airbase and since A-10s can takeoff and land on short runways, the 128 TFW and other A-10 units rotated to provide defense for the region. They flew each aircraft twice per day and on one, occasion, flew 35 out of 36 scheduled sorties in a 14 hour day.

In the Summer of 1987, the 128th was involved in CORONET MERCURY, an exercise designed to familiarize Guard units with NATO/USAFE procedures that pertain to flying and to working on the ground. 275 people were airlifted to Europe in C-141's and KC-135's along with 12 A-10's. The operation was very beneficial in increasing the confidence of the unit to operate in the NATO environment.

On 10 Mar 10, 1987, In March, Cpt Bill Miller was killed in a A-10 accident.

In 1992, the unit was redesignated the 128 Fighter Wing, under the newly formed Air Combat Command, and it began converting to the F-16 Fighting Falcons. The roles of the new mission include aerospace control and force application. Typical missions include counter air, strategic attack, interdiction, and close air support.

2003 The 115th Fighter Wing has been in the thick of things since Sept. 11, 2001. F-16 Fighting Falcons from the wing's Madison headquarters at Truax Field were either aloft or on strip alert constantly in the days and weeks following the terrorist attacks. On October 8, they assisted NORAD with an emergency situation in midwest airspace. Their role was regularized with the inception of Operation Noble Eagle and the Oct. 23 mobilization of 62 personnel. From February through April 2002, six aircraft and 100 personnel deployed to Langley Air Force Base, Va., to fly combat air patrols over the nation's capitol. The unit's F-16s remain on round-the-clock alert, 365 days a year. Members of the 115th Security Forces Squadron were mobilized in October 2001 and sent to Air Force bases in the continental U.S. to support Noble Eagle. The mobilization has since been extended from one year to two. As the tempo of operations for all security personnel continues extremely high, some squadron members have already deployed to bases in the U.S. and worldwide two or three times. Not only F-16 pilots and crews, and the security forces, but other unit members played roles as well. In January 2002, two members of the 115th Civil Engineering Squadron deployed to a Stateside location, and six of the wing's firefighters headed for the CENTCOM area of operations. Six more airmen deployed overseas in March for a 180-day rotation. As this issue of At Ease went to press, 17 security troops from the 115th remained on deployment in Southwest Asia to support Operation Iraqi Freedom.

Approximately 350 members of Madison's 115th Fighter Wing set aside their civilian lives from January to March and temporarily said goodbye to their families as they set up shop at Balad Air Base, Iraq. It was the wing's third full-scale deployment for Operation Iraqi Freedom. In addition to the unit-wide deployments, smaller contingents of 115th members have deployed to many locations in support of current operations. Specific preparation for the Iraq deployment culminated with a November 2007 deployment to Arizona. "The Snowbird deployment was our opportunity to go to Davis-Monthan Air Force Base, where they have a facility set for Air National Guard units from northern regions to go and prepare for their wartime tasking in a

desert environment,” said Brandemuehl. To fully prepare for the Iraq mission, the wing deployed more than 165,000 pounds of equipment and nine F-16s to the Arizona base, and dropped over 100,000 pounds of munitions on its ranges. While in Iraq, the wing’s primary mission was to provide air support for ground forces, including reconnaissance flights, weapons delivery to specific targets and monitoring vehicle movements in a particular area. The 115th Fighter Wing’s unique capabilities were an asset to the overall mission shared with other units, Brandemuehl said. Since returning from Iraq, the wing continues to hone its skills to be ready for the next Air Expeditionary Force deployment that comes its way 2009/2008

115th Fighter Wing in Madison, Wis. honed their air-to-air combat training skills alongside their naval counterparts from the Strike Fighter Squadron 2 (VFA-2), Naval Air Station Lemoore, Calif. during a two-week training mission at NAS Key West, Fla. The Wisconsin ANG unit’s 176th Fighter Squadron put their F-16C Fighting Falcons to the test against F/A-18F Super Hornets from the active duty Navy squadron. The training missions featured air-to-air and air-to-ground offensive and defensive combat tactics designed to simulate real-world operations. For nearly a week, More than 140 active duty naval airmen, pilots and support personnel shared a large hangar with 120 guardsmen from the 115 FW to support eight missions a day. “This is the culmination of our air-to-air training,” said Lt. Col. Erik Peterson, 176 FS commander. “We typically only do this exercise once every year and a half and this allows us to simulate probably the most challenging scenarios we can.” Most of the combat flying skills training is done back at the home station, however, the Key West air space is a unique environment that offers the ability to do things they would not normally be able to do at home. “Over the water here, we can go supersonic speeds at all altitudes up to 50,000 feet and that is typically hard to do with certain air space limitations over land,” said Lt. Col. Peterson. The available air space for military training in and around Key West is more than 134,000 square miles that essentially is free of commercial air traffic. “Warfare today often relies upon being able to operate in a joint and coalition environment, so every event that can reinforce those skills makes us an even better defensive force,” said Capt. Steve Holmes, NAS Key West commander. “Collectively, that is what makes NAS Key West the premier air-to-air training base in the Navy.” The daily missions that pitted the Air Guard and Naval aircraft had each assume a ‘red’ adversary or ‘blue’ defensive role depending on the scenario given. Each pilot flew at least one mission as either of these roles. “The F-16C provides simulation for us that, in some aspects, we can’t do with the F/A-18F itself,” said Lt. Richard Lang, VFA-2 detachment officer-in-charge. “We get a tremendous amount of experience and exposure by seeing a different type of aircraft and just fighting something different than you do on a normal everyday basis.” Watching the action from a dark room with large screens that would make video game enthusiasts jealous are pilots from both services. Inside the tactical air control facility, real-time interaction, as transmitted from equipment on the aircraft, is viewed, recorded and evaluated which translates into a scorecard of how each unit performed their scenario. In addition to the air-to-air combat training, the aircraft maintenance crews and administrative support people worked the exercise as if they were in a real-world deployed environment. As part of the exposure to a multi-service operation, the aircraft maintainers participated in a swap program that had Air Guard crew chiefs help launch the F/A-18s and Navy plane captains do the same with the F-16Cs. “If we see something that they are doing that is a great idea we can bring it into our training and make us a better team,” said Master Chief Petty Officer John Cloyes, VFA-2 maintenance master chief. The hangar facility where the units are housed during the exercises allows for all of the operations,

maintenance and support elements to be co-located. This allows for maximum collaboration amongst all participants both Lt. Col Peterson and Lt. Lang said. Not only is everyone working in close proximity of everyone else, they are all housed near each other as well. Off-duty time often requires carefully choreographed car pools for those who want to go downtown. "We are all within a one block area of each other and in the evening you see folks out walking around that you would not normally see if you were at home," said Maj. Matt Eakins, 115 FW maintenance operations commander. "Here we get the camaraderie of having to share a ride everywhere you go." Flying and maintaining the aircraft are essentially only two-thirds of the complete mission said Sen. Master Sgt. Steve Veers, 115 FW first sergeant. Lodging, food, transportation, military pay and communication are just a few of the essential services that support personnel provide he said. "We want to take care of all of the little problems so they can focus on fixing and flying the jets," said Chief Petty Officer Mike Grange, VFA-2 administrative chief. "It is our job to make sure that everything goes smooth." 2009

Approximately 350 members of Madison's 115th Fighter Wing set aside their civilian lives from January to March and temporarily said goodbye to their families as they set up shop at Balad Air Base, Iraq. It was the wing's third full-scale deployment for Operation Iraqi Freedom. In addition to the unit-wide deployments, smaller contingents of 115th members have deployed to many locations in support of current operations. Specific preparation for the Iraq deployment culminated with a November 2007 deployment to Arizona. "The Snowbird deployment was our opportunity to go to Davis-Monthan Air Force Base, where they have a facility set for Air National Guard units from northern regions to go and Badgers in Iraq..the 115th Fighter Wing answers the call of duty prepare for their wartime tasking in a desert environment," said Brandemuehl. To fully prepare for the Iraq mission, the wing deployed more than 165,000 pounds of equipment and nine F-16s to the Arizona base, and dropped over 100,000 pounds of munitions on its ranges. While in Iraq, the wing's primary mission was to provide air support for ground forces, including reconnaissance flights, weapons delivery to specific targets and monitoring vehicle movements in a particular area.

2009 Members of the Wisconsin Air National Guard's 115th Fighter Wing returned to Madison Nov. 12 following a two-month deployment to Iraq. A steady stream of smiling faces exited the plane and shook hands with Gov. Jim Doyle, Brig. Gen. Don Dunbar, adjutant general of Wisconsin, and Brig. Gen. John McCoy, deputy adjutant general for Air. Most echoed the sentiment uttered by Tech. Sgt. Todd Cottrill. "It went great," he said moments after exiting the plane. "We did really well — better than expected." Lt. Col. Erik Peterson, deployment commander, agreed. "The mission was 100 percent successful," he said. The unit deployed approximately 200 members and 12 F-16 in September as part of its scheduled Air Expeditionary Force rotation. The unit supported ground forces in Iraq with nontraditional intelligence, surveillance and reconnaissance missions — essentially helping look for insurgents and roadside bombs — as well as convoy and troop support. Peterson thanked each member of the 115th as they left the plane "for their good attitude and great work during the entire deployment." According to Lt. Col. Chris Rodel, public affairs officer for the 115th Fighter Wing, the deployed aviation package flew 417 missions and tallied 1,625 flying hours during what he termed as a safe, uneventful deployment with no significant actions reported. He noted that the unit's aircraft maintainers kept the fighter jets at a higher rate of readiness than the average in Iraq. Peterson recently met with Col. Steven Bensed, commander of the Wisconsin Army

National Guard's 32nd Brigade Combat Team, during their Iraq deployment. "They're looking forward to coming home, too," he told Gov. Doyle. Approximately 20 members of the 115th volunteered to stay in Iraq and assist the 132nd Fighter Wing, Iowa Air National Guard, who have taken over the mission. The fighter jets are expected to return sometime in December. Most of the 115th Fighter Wing maintained day-to-day operations at its Truax Field base in Madison

2009 IRAQ — While more than 3,200 Soldiers of the Wisconsin Army National Guard's 32nd Infantry Brigade Combat Team have their boots on the ground in Iraq, some of their fellow Guardsmen from the state's Air National Guard have their jets in the sky overhead. It isn't often that aerial support for Army Guard ground troops comes from an Air Guard unit from the same state, but for the past two months about 300 members of Wisconsin's Madison-based 115th Fighter Wing are in Iraq with about a dozen F-16 fighters. The two top commanders — Army Guard Col. Steven Bensed and Air Guard Lt. Col. Erik Peterson — met at an air base in Iraq as the fighter unit was nearing completion of its mission here. "It really hits home because you are protecting, you're helping the guys that you fight with every day back home, the guys that you live with everyday," Peterson said. "You're basically putting a face to the people on the ground that you are supporting." Bensed called it "very comforting" to know Wisconsin Air National Guard troops are helping to protect the Soldiers of his 32nd Brigade. "Knowing that there are Wisconsin pilots in those planes protecting us is a great feeling," Bensed said. "Not very often do we get to say 'Yeah, I know that guy...and he knows I'm down here.'" It takes a lot more than just pilots to keep the F-16s flying. Most of the approximately 300 Air Guard personnel provide support on the ground to keep the jets in the air. They also understand the troops their aircraft are supporting are fellow Wisconsinites. "It definitely gives you a purpose when they are your own guys," said Staff Sgt. Tim Blommel, an egress systems maintenance specialist who was working on one of the jet's ejection seats inside a maintenance hangar. The 115th Fighter Wing is not deployed in its entirety, with most of the wing maintaining operations at Truax Field in Madison. The deployed fighter package's mission includes around-the clock overwatch, reconnaissance, and both counter IED and counter mortar support. "I think it's a pretty great experience for all of us," Peterson said. "You know every time we come over here we are focused on helping the guys on the ground and we see that as our primary mission while we are here." "If we know that we've saved just one life, that makes it for us," Peterson said. The troops on the ground agree.

2009 The 115th Fighter Wing launched 14 F-16 fighter jets Sept. 22 as a part of the Wing's scheduled Air Expeditionary Force rotation that began when approximately 200 Airmen deployed to Iraq days earlier. The F-16s flew to a stopover location in Europe for a pilot rest period before continuing to theater. Take-off times correlated with specified arrival times at their destination. The Airmen are expected to serve for approximately two months before being relieved by the Iowa Air National Guard from Des Moines. The 115th has previously deployed their aviation package in support of Operation Enduring and Iraqi Freedom in December 2004 to Southwest Asia, and June 2006 and January 2008 to Iraq. Their mission is to support ground forces in Iraq with close air support and other combat capabilities directed by the combatant commander. This is an historic situation in that the Wisconsin National Guard has more than 3,200 Soldiers on the ground in Iraq and they are among those the Wisconsin Air National Guard may support while in theater. The 31 Wisconsin National Guard Airmen deployed from the 115th Security Forces Squadron have integrated with their deployed counterparts and provided a

smooth transition for operations as part of the 376th Expeditionary Security Forces Squadron at the Transit Center at Manas, Kyrgyz Republic. “We play a direct role in securing base personnel, coalition forces and resources here,” said Capt. John Wheeler. “We will have an excellent opportunity to leave a lasting and positive legacy for the future and any challenges that lay ahead.” The Transit Center at Manas is a vital air mobility hub for resources, including personnel and equipment, to enter and exit Afghanistan. The base also supports aerial refueling, combat airlift and airdrop, aeromedical evacuation and strategic airlift missions. With such a large array of support functions at the air base, maintaining security and stability is critical. “The 115th SFS troops are performing at a very high level,” Wheeler said. “I am very proud of our men and women and for good reason. They have proven to be very fast studies of their jobs and are ready to ass that knowledge on to the second and third rotations coming in behind them.” In addition to securing the air base and playing an integral role in personal security operations, the Madison-based Airmen also support humanitarian objectives and work to maintain the positive relationship with the Kyrgyz Republic. The security forces Airmen visit a local village school every couple of weeks and help with construction projects and other humanitarian services. “Our work with the local village can undoubtedly add to our relationship with the host nation,” Wheeler said. The members assigned to the coalition air base serve as a joint force, encompassing more than 1,000 service members and 650 defense contractors from the U.S., Spain and France.

APR 2010 Following a similar flight path of migrant snowbirds, Wisconsin Air National Guard members departed the cool Wisconsin weather in March on a mission to the southernmost part of the United States. Approximately 145 Airmen of the Madison-based 115th Fighter Wing spent almost two weeks gaining valuable training as their F-16 Falcons sparred against Navy F-18 Super Hornets and F-5 Tigers here. The weather was a perk, but the true advantage at the Naval Air Station was the increased airspace and the ability to fight different types of adversaries. “This is great training that we do not experience back home,” said Lt. Col. Steve Kensick, 176th Fighter Squadron director of operations. “A lot of our pilots have not fought a dissimilar asset like a Hornet, and this is great training for them.” There are three types of missions flown here — basic fighter maneuvers, more commonly known as dogfighting; air combat maneuvers which involves two F-16s versus one F-18; and air combat training that involves three or four F-16s versus any number of adversaries. “When we do a dog-fight, it is full-on — he is fighting his best, I am fighting my best,” Kensick said. “We do not formally keep score, but we normally debrief after each mission and see if our guy won.” Maj. Chris Hansen, a pilot with 176th Fighter Squadron of the 115th Fighter Wing, had never flown against a Super Hornet until this training exercise. He was grateful for the experience. “The Super Hornets are extremely capable and this opportunity provided valuable training for me,” he said. Hansen said there were many differences between the two aircraft in terms of weight and thrust, which he witnessed first-hand for the first time that day. Lt. Phil Taggart, a Navy F-18 pilot from the Strike Fighter Squadron 213 (VFA-213) stationed at Virginia Beach, was preparing for his first training exercise with an F-16. “Coming to Key West brings a new perspective on how our tactics work, and it is interesting to see how that works against an adversary who does things slightly different,” Taggart said.

Wisconsin Air Guard F-16 Crashes, Pilot Safe: An F-16 from the Wisconsin Air National Guard's 115th Fighter Wing in Madison crashed Tuesday in central Wisconsin during a routine



training flight from Volk Field. The pilot ejected and was safe, said Wisconsin Guard officials. Emergency responders recovered him south of Chester. He was undergoing medical evaluation. The F-16 hit an unoccupied summer cottage, reported the Milwaukee Journal Sentinel. There were no reported injuries on the ground, reported Reuters. An Air Force team will investigate the mishap to determine its cause. 2011

Engine Failure Doomed Air Guard F-16: Air Combat Command accident investigators found "clear and compelling evidence" that engine failure led to the crash of a Wisconsin Air National Guard F-16C on June 7 in New Chester, Wisc. "A failure of the power takeoff shaft forward main bearing assembly within the accessory gearbox" caused the crash, according to ACC's accident investigation board report, issued Wednesday. The F-16, assigned to the 176th Fighter Squadron at Truax Field, took off on a training mission. Approximately one hour and 23 minutes after takeoff, the pilot experienced a sudden loss of thrust. Unable to restart the engine, the pilot ejected, sustaining only minor scratches and bruises. The F-16 impacted near an unoccupied private residence about 57 nautical miles northwest of Truax. Both the aircraft and residence were completely destroyed, according to the report. The aircraft's value was pegged at \$25.7 million. 2011

2011 Five pilots from the Wisconsin Air National Guard's 176th Fighter Squadron — part of the Madison-based 115th Fighter Wing — departed the Lockheed Martin factory in Fort Worth, Texas Oct. 26 with five brand-new F-16 Block 52 fighter jets bound for Pakistan. Lt. Col. Doug Read led the five-ship flight, joined by Lt. Col. Charlie Merkel, Maj. Chris Hansen, Maj. Bart Van Roo and Capt. Jon Hullsiek. Merkel and Hullsiek diverted to Burlington, Vt., due to a problem in Merkel's jet. The remaining three aircraft pressed on to Lajes Air Base, Azores, Portugal, then continued over the next few days to Souda Bay Naval Air Station, Crete, Greece, and arrived at Shahbaz Air Base, Pakistan on Oct. 30. The two diverted jets were eventually returned to Fort Worth for more maintenance and will be included with the next two deliveries. A large diplomatic gathering met the pilots as they landed at Shahbaz, including Air Marshal Mohammad Hassan, Pakistan Air Force deputy chief of staff for operations, and Brig. Gen. Michael Nagata, deputy commander of the office of the defense representative to Pakistan. There was a festive atmosphere for the arrival, complete with a large tent and welcoming party that, according to Lt. Col. Read, "was a really big deal!" The new Pakistani squadron commander met the Americans and introduced them to the VIPs. A banquet ensued with the Badger pilots sitting at the head table. An official hand-over ceremony for the F-16s followed. After the banquet, the pilots were airlifted by the Pakistani Air Force to Islamabad for their trip home. Read said he got to know the chief of flight operation at DCMA Lockheed when Read made two deliveries to Greece in 2009. When the opportunity came up to deliver these new jets to Pakistan, Read volunteered and had no trouble finding pilots to join him. Van Roo had made one of the trips to Greece, as well. The delivery was part of an order of 18 F-16s from the 2006 Peace Drive program

KEFLAVIK, Iceland – Approximately 100 Airmen from the Madison-based 115th Fighter Wing, Wisconsin Air National Guard, were among 450 NATO military members to take part in Operation Northern Viking 11 June 6-10, focusing mainly on air-space protection and interoperability between forces. The biennial exercise was held at the former Keflavik Naval Air Station, near the coast of southwest Iceland, miles from the snow-covered volcanoes that have

erupted into world-wide news the past two years. The volcanic eruption at Grimsvotn volcano in Iceland was officially declared over May 28 according to a situation report from the Icelandic Meteorological F-16s return to Iceland after a mission June 6, as Airmen from the Madison-based 115th Fighter Wing, Wisconsin Air National Guard, participate in Operation Northern Viking, training in Iceland with NATO forces focusing mainly on air-space protection. 115th Fighter Wing photo by Senior Airman Ryan Roth Office and the University of Iceland's Department of Earth Sciences. Northern Viking — an annual United States-led NATO and partner nation interoperability exercise based on a 1951 bilateral treaty between the government of Iceland and the U.S. — validates participant readiness and their ability to respond quickly to conflict or emergency situations. “This exercise allows a venue for NATO forces to come together, train as we would fight, operate within the European theater and this kind of training provides that continuity from year-to-year to sustain our combat capability,” said Lt. Col. Brian Vaughn, Northern Viking exercise director. Military members from Denmark, Italy and Norway trained with the United States. The Icelandic Coast Guard assisted in the exercise as well. Of the nearly 450 participants, roughly 150 were from the U.S. — including active duty Airmen from the European command and the Air Force Reserve. Iceland is the only member of NATO without an active military. Participants from the U.S. military included the 115th Fighter Wing; the 459th Air Refueling Wing, Joint Air Base Andrews, Md.; the 100th Air Refueling Wing, Royal Air Force, Mildenhall, England; the 1st Combat Communications Squadron and the 603rd Air Operations Center, Ramstein Air Base, Germany. “This is a great opportunity for Euro Fighters to fly together with F-16s and learn from each other,” said Maj. Eros Zaniboni, a pilot with the 36th Fighter Wing, Gioia Del Colle, Italy. NV11 is the first time Euro Fighters from Gioia Del Colle have trained with U.S. and Norwegian F-16s. Likewise, 115th Fighter Wing pilots have never flown against the Italian Euro Fighter 2000 Typhoon aircraft. Two Norwegian DA-20 electronic warfare aircraft performed electronic warfare operations with fighter jets, implementing communication and radar jamming during the training exercise. A KC-135 from the 459th Air Refueling Wing, Joint Air Base Andrews, Md., is also gaining joint-force training, having already refueled numerous U.S. and Norwegian F-16s. “In a real world scenario, it is always going to be a coalition of partners,” said Lt. Col. Ivan Rismo, detachment commander for the Norwegian forces. “The fact that we are able to operate with [our partners] and different fighters will allow us to be interoperable with these other units at any given time.” The pilots were not the only ones training together in Iceland. “The controllers that talk to these pilots are shared between the Norwegians, the U.S. and Italy,” Rismo said. “We are very happy to see this exercise come through and it is very interoperable in the way we are doing it.” The importance of this type of training is still evident today, 60 years after the treaty. “All the big conflicts we have seen have always consisted in an alliance, whether in NATO or in a coalition,” Rismo said. To maintain and improve interoperability, NATO members take advantage of the opportunity to train at one location together. “Being together where we can all talk together in the same room and get a common picture of how we need to operate is paramount,” Rismo said. The 1st Combat Communications Squadron and 603rd Air Operations Center, Ramstein Air Base, Germany, from United States Air Force Europe also contributed to NV11. Col. Erik Peterson, 115th FW operations group commander and fighter pilot, believes the training received through NV11 can be invaluable toward ensuring NATO partners adapt and plan accordingly to ensure mission success in real world engagements.

On 7 June 2011, at 1316 local time, an F-16C, serial number 87-0242, impacted the ground approximately 57 nautical miles northwest of Truax Field, Wisconsin. The Mishap Aircraft (MA) and Mishap Pilot (MP), assigned to the 176th Fighter Squadron, 115th Fighter Wing, Truax Field, Wisconsin, were participating in a training mission when the MA experienced a sudden loss of thrust approximately one hour and twenty-three minutes after takeoff. The MP was unable to achieve a successful engine restart. The MP ejected safely and sustained only minor scratches and bruises. The MA impacted near an unoccupied private residence and both were completely destroyed. There were no civilian injuries. The MA was valued at \$25,691,100.30. The mishap mission was briefed as a continuation training basic fighter maneuver mission which involved simulated air-to-air "dogfights" between the MP and the mishap wingman, each in their own F-16 aircraft. As the mishap flight prepared to return to base, the MA experienced a sudden loss of thrust. The MP had cockpit indications of an engine failure and immediately began a turn to the nearest suitable runway while simultaneously initiating air start procedures to recover the engine. The MP jettisoned his empty external fuel tanks to reduce drag once clear of a populated area below the MA. The MP continued to attempt to recover the engine by executing air start procedures until the MA descended to the recommended minimum controlled ejection altitude. The engine never fully recovered and the MP initiated a successful ejection at 1,500 feet above the ground. The MA impacted the ground with the engine stabilized at a sub-idle RPM of approximately 50%. Distance to the nearest recovery field was beyond the MA's glide capabilities, thus negating any chance of safely recovering the MA. The Accident Investigation Board (AIB) President found clear and convincing evidence the cause of the mishap was a failure of the power take-off shaft forward main bearing assembly within the Accessory Gearbox (AGB). Additionally, the AIB President found clear and convincing evidence the failure was caused by inadequate lubrication of the gearing assembly due to a complete or partial blockage of the AGB oil supply line with debris.

A dozen Wisconsin Air National Guard F-16s are deploying to Kadena AB, Japan, this month as part of a theater security package to augment Pacific Air Forces, unit officials announced. "We are the first ANG F-16 unit to be stationed at Kadena" as part of a TSP, 176th Expeditionary Fighter Squadron deployed commander Lt. Col. Jon Kalberer stated in a Jan. 6 release. Personnel and aircraft from other Guard units are backfilling the Madison-based 115th Fighter Wing to allow the unit to continue its round the clock stateside Aerospace Control Alert mission. "We have taken steps to ensure that we can simultaneously execute both PACOM and ACA mission taskings," said alert detachment commander Lt. Col. Matthew Peltier. Approximately 250 pilots, maintenance, and support personnel are deploying to Okinawa with the jets, according to the release. ANG F-16s from the District of Columbia and New Jersey completed a similar deployment to South Korea and Australia last October. 2015

510324	F-51D 44-73033	FLEFF Page, Howard R.	1.5 Mi SE Traux Field
510417	F-51D 44-73208	LACGL Christensen, Donald I.	Traux Field
510525	F-51D 45-11348	LAC Middleton, Francis J.	Truax Field
511028	F-51D 44-72718	CBLEF Pressentin, Donald C.	0.5 Mi S Mora
500217	F-51D 44-72718	LACGC King, Jack C.	Madison MAP
500228	F-51D 44-74827	LACGL Jones, Richard A.	Madison MAP

500319 F-51D 44-74827 TAC Korbel, William A. Madison MAP  
500616 F-51D 44-72755 BOF Pride, Robert G. 4 Mi SE Sauk City



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Air Force Order of Battle

Created: 7 Sep 2010

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