

199th FIGHTER SQUADRON



LINEAGE

464th Fighter Squadron constituted, 5 Oct 1944
Activated, 12 Oct 1944
Inactivated, 27 May 1946
Redesignated 199th Fighter Squadron, and allotted to ANG, 28 May 1946
Redesignated 199th FS (SE) extended federal recognition, 4 Nov 1946
Redesignated 199th Fighter Bomber Squadron, 15 Jul 1952
Redesignated 199th Fighter Interceptor Squadron, 19 Nov 1952
Redesignated 199th Tactical Fighter Squadron, 10 Jun 1976
Redesignated 199th Fighter Squadron, 15 Mar 1992

STATIONS

Peterson Field, CO, 12 Oct 1944
Bruning AAFld, NE, 20 Oct 1944
Dalhart AAFld, TX, 15 Dec 1944-30 Apr 1945
Ie Shima, 24 Jun 1945
Yontan, Okinawa, 29 Jan-27 May 1946
Bellows Field, HI
Hickam AFB, HI, 28 Oct 1947

ASSIGNMENTS

507th Fighter Group, 12 Oct 1944-27 May 1946

WEAPON SYSTEMS

Mission Aircraft

P-47, 1944
F-47N 1946-1954
F-86E, 1954
F-86L, 1958
F-102, 1960
TF-102A

F-4C, 1975
F-15A, 1987
F-15B
F-15C
F-15D
F-22A

Support Aircraft

A-26C, 1947
TB-26C
T-6D
T-6G
C-46F
T-33A

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-47N
44-88529
44-88367
44-88395
44-88549
44-88786
44-88490

F-86E
53-4557
52 4174

F-86L
524191

F-102A
56-1004
56-1035
55-3444
55-3360

F-4C
63-7540
64-913
63-7632

F-15A
77083

SUPPORT AIRCRAFT

A-26C
44-35433

T-6G Texan
53-4556

T-33A
52-9273

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

F-86L Tail checkerboard was red and yellow-orange as was the fuselage stripe.

COMMANDERS

LTC Walter H. Dillingham
Maj Parrish, 8 Sep 1949
Maj Carlos W. Bonham
Maj Archibald M. Harrison
LTC James R. Ashford, 15 Feb 1955
Maj George R. Duncan
Maj Kenneth L. Fisher,
Maj William B. Morgan
Maj Jarrett F. Carr, 1 Jan 1963
Maj Kurt E. Johnson, 1 Jul 1966
LTC Edward V. Richardson, Aug 1974
LTC Lawrence Cabrinha
LTC James Haraguchi
LTC Harold Schatz, 31 Dec 1987
LTC Clinton Churchill, 5 Aug 1989
Cpt Frank R. Harlocker
LTC Joseph Ah New, Jr.
LTC William Spillane
LTC Braden K. Sakai
LTC Jeffrey T. Namihira

HONORS

Service Streamers

None

Campaign Streamers

Air Offensive, Japan
Western Pacific
Ryukyus
China Offensive

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Korea, 13 Aug 1945

EMBLEM

LTC Kurt Johnson designed the patch along with the unofficial F-4C patch (with half top view of F-4C and half of Hawaiian headdress).

MOTTO

NICKNAME

OPERATIONS

Combat in Western Pacific, 1 Jul 1945-14 Aug 1945.

World War II was over and Hawaii Governor Ingram M. Stainback ordered the Hawaii National Guard reestablished in August under the command of the new Adjutant General Brig. Gen. Fred W. Makinney. Among these were four Army Air Force units: the 199th Fighter Squadron, the 199th Utility Flight, the 199th Air Service Group, Detachment C, and the 199th Weather Station.

These Army Air Force units, new to the Hawaii National Guard were organized Sept. 10, 1946 by the Military Department. Territory of Hawaii under General Order No. 4, with temporary station at the Honolulu Armory.

By the end of October, recruiting met the minimum requirement for federal recognition. There were seventy-four names in the ranks when the units were inspected at 7:30 p.m.. Nov. 4, 1946, by an Army Air Force Inspection Team.

Maj. William F. Nolan took command of the 199th Fighter Squadron in December and by the end of that first year, a portion of Bellows Field was made available to the air units. The area included two main runways, one Butler hangar, three large warehouses, an administration building, a parachute building and a motor pool. Former quarters were also made available and some of the 56 full-time employees moved in.

The HANG received its first aircraft, a B-26C, no. 433. on March 19, 1947. By the end of the fiscal, year nine more aircraft had been added to the inventory: two AT-6s, four B-26s, one C-46 and two L-5s. There were, as yet, no tactical aircraft assigned.

Resources were hard to come by necessitating the need for "scrounging" raids to Hickam Field by a group known as "Nolan and his Forty Thieves."

The Control Tower was only manned during known flying schedules. Occasionally it was unstaffed during "unknown" flying schedules.

Bellows Field was not considered the most feasible for the Hawaii Air Guard because of its geographical location. The roads were not as good as they are today, making it difficult, for members to attend drills. A lot of time was lost flying back and forth to Hickam Field for supplies. Looking far, far ahead Bellows was deemed undesirable for future operations. By May of 1947. We began looking for a new home.

On July 9, 1947, P-47 no. 529, touched down joining the Guard's inventory.

Two weeks later an inspection by the HQ AAF Inspector General's office found: "No inventory of property had been completed since activation." "There is a lack of sufficient personnel and/or trained personnel to accomplish this within the required periods."

By September of that year, Hickam Field became our official home under orders from the Air Force. The move was complete by October. The old 19th Troop Carrier Squadron area was assigned to the HANG and included: two open ended Butler hangars and a miscellaneous group of wooden shacks left over from World War II.

The Hawaii Air National Guard grew from a cadre of World War II veterans and a pool of inexperienced recruits to a fully qualified tactical combat operation. Aggressive tactical flying training became the keynote under the guidance of the new Operations Officer. Maj. Lucien E. Parrish Jr. Flying training was upgraded from single engine transition and "boring holes" in the sky to four ship flights engaged in aerial gunnery, ground strafing, rocket firing and dive bombing.

Dawn patrols began Nov. 14, 1948. Pilots took off at 5:50 a.m. and landed at 7:15 a.m., just in time to go to work at their civilian jobs. There were also daily twilight patrols after normal working hours. This aggressive flying schedule produced 4,462 flying hours during the first year.

Maj. Parrish assumed command of the 199th Fighter Squadron on Sept. 8, 1949 and two weeks later the HANG showed its "stuff" in Operation MIKI. MIKI was the code name for a massive joint task force exercise that involved some 4,000 military and naval personnel and over 125 naval ships. A Western Task Force formed in California composed of some 100 vessels and 18,000 Army troops prepared to invade Oahu.

As the exercise "D-Day" approached, several "enemy" submarines were sighted and attacked by HANG F-47s and B-26s. HANGmen went on drill status the 22nd and 23rd of October. There were extensive patrols and on the 23rd the aerial HANGmen hit the jackpot! Fourteen F-47s and three B-26s took off from Hickam AFB at 11:00 a.m. on Oct. 23 and headed for the island of Hawaii. One JUG developed engine trouble about 30 minutes out and returned home. The formation flew down the island chain at 6,000 feet and passed on the leeward side of Mauna Loa. using the mountain as radar cover. When the formation reached South Point they descended to 3,000 feet and began countermeasures. A force of two carriers, two cruisers and six destroyers was sighted 75 miles out. The unsuspecting fleet was attacked by HANG aircraft. The F-47s and B-26s made strafing passes inflicting destruction and loss to the fleet. The aerial surprise attack was a complete success.

The HANG became responsible for 79 P-47Ns of the inactivated 81st Fighter Group from Wheeler AFB. Airframes and engines of the 81st Fighter Group soon acquired the numbers and plates of the HANG. Parts for the aircraft were good, enough for a "150 year" stock level. Parts were so plentiful that when a mechanic needed a particular type, he had to go through a warehouse piled with aircraft parts to find the right part for job repair. Aircraft mechanics had to maintain twenty-seven F-47Ns, four TB-26s, five T-6Ds, and two C-46Fs.

It was there that the squadron undertook, during FY49 (its second year of flying operations), to become a combat-ready unit. To do so, flying activities were stepped up with 'dawn patrols' being flown between 0550 and 0715 hours - giving pilots time to get to their civilian jobs for a normal work schedule - and 'twilight patrols' being scheduled after normal business hours. More flying hours were accumulated during the squadron's summer encampment held between 14 and 28 June 1949 at Hickam AFB.

During the year, the 199th received an unexpected boost in equipment when the 81st Fighter Group, USAF, was inactivated at Wheeler AFB. The TH ANG was given responsibility for reclaiming the unit's F-47s for transfer to ANG squadrons on the mainland. The best airframes and engines were retained by the 199th after 'acquiring' the number plates of those in its inventory, and the squadron's stock level was increased from a normal 45-day supply to a whopping two-year supply.

During February 1949, in addition to its normal training Kauai. By the end of FY49, the 199th and its support units had a strength of 352 personnel -100 per cent of authorized airmen but 13 short of authorized officers. Its aircraft inventory included 27 F-47Ns, four TB-26Cs, five T-6Ds and two C-46Fs. During FY49 it had flown 4,462 hours and had suffered five aircraft accidents resulting in the loss of one F-47N and damage to four other fighters; fortunately, no personnel loss resulted from these accidents

P-47 44-88395 crashed while landing at Hickam AFB, HI Aug 2, 1949. Pilot killed.

Maj. Carlos W. Bonham assumed command of the 199th Fighter Squadron on May 25, just after he won permanent retention of the Brady Trophy for aerial gunnery. The Brady Trophy was in honor of Lt. Leopold J. Brady, killed two years earlier when his JUG crashed on Hickam's Runway 7 upon returning from a morning aerial gunnery mission. Ironically, Maj. Bonham was killed the following year, June 15, 1952, in a mid-air collision while leading a flight of JUGs in acrobatics in-trail. The other pilot parachuted to safety in the sea between Barking Sands and the island of Niihau.

The 199th Fighter Squadron went through two name changes in 1952 from the 199th Fighter Squadron to the 199th Fighter Bomber Squadron on July 15 to the 199th Fighter Interceptor Squadron (199 FIS) on Nov. 19th.

Fiscal year 1954 JUGs were replaced with F-86E several dual-place jet trainers, T-33 Supply immediately determined what was required and warehouse storage of over 6,000 line items for the T-BIRDS and Sabre Jets.

Maj. Archibald M. Harrison. Squadron Commander, and five Air Technician mechanics attended a 30 day F-86E Mobile Training Detachment course at Gowen AFB, Idaho in January of 1954.

The first T-33 (No. 273) arrived Nov. 12. 1953. The first Sabre Jets came in Feb. 10. 1954 There were many willing hands to "de-cocoon them of their sprayed waterproof protective coverings. TSgt. Simanu Afoa Jr. a Korean veteran, recognized F-86E No. 740 as having been flown by Maj. Jabara. the first American Ace of the Korean War.

Apart from the monumental task of training Hickam HANGmen in jet-age equipment, logistics were a real headache since, ground handling equipment and parts filtered in too slowly, some needed items were made by TSgt. Frederick H. Rittmeister, the HANG machinist, so that work on the aircraft could be accomplished.

At the year's end, the pilots had logged 4,822 flying hours in the various aircraft. Aircraft maintenance had become proficient enough in jets to support the 415 annual field training sorties with a Sabre JET 93% in-commission rate.

It was early in FY 1955 when Maj. Gen. Sory Smith, Commander PACAF (Rear), made a startling proposal to the Hawaii Air Guard. As there was no active air defense of Hawaii, he proposed that the HANG provide fighters on alert at Hickam. similar to the air defense augmentation programs of Air National Guard fighter units in the continental United States. The HANG would provide the total air defense capability for the Hawaiian islands area. Further, that the 109th ACWS provide ground air defense control capabilities, the first active support mission of this type for the Air National Guard. The proposal was accepted with enthusiasm by HANG leaders. USAF approved, and the HANG began planning and coordinating with the National Guard Bureau.

The 199th and 8199th squadrons concentrated on qualifying in the high performance day-fighter Sabre Jets. Fighter pilots continued the "Dawn Patrols" of JUG fame and flew round-robins to Maui. Take off was at 5:30 a.m. and landing was in time to get to work. The 199th and 8199th began to hold separate Sunday drills to get better utilization of the 15 Sabre Jets.

Eighteen days of special aerial exercises were held January-March 1955. Twenty nine pilots performed 340 sorties and expended over 48,000 rounds of .50. Tips of bullets were painted a different color in each aircraft for scoring purposes. The T-BIRD replaced the TB-26 for towing targets. Three fighter pilots "broke the ice" and became the first to qualify both below and above 20,000 feet: Maj. George R. Duncan and 1Lt. Kenneth L. Fisher qualified as Sharpshooters, 2Lt. John E. Russell as Marksman.

Capt. Jarret F. Carr and Letwell P.A. Duvauchelle, 2Lts Robert A. Hinkley and John L. Russell flew an air race from Hilo to Honolulu as part of Armed Forces Day. Lt. Russell won the North American Aviation Co. Trophy in Sabre Jet No. 676: time 19 minutes (he flew at 6,000 feet).

HANGmen blithely decided to make a 28 minute 16 mm color movie with sound about the fighter squadron! Without funds, the production of AERIAL MINUTEMAN was the biggest "scrounge job" ever accomplished by HANGmen. A brash HANG man sat down and wrote his

first script. Cooperative technical capability was discovered within the active establishment (Army) and a trained cameraman became "available." Film "appeared" from many sources. The squadron "stars" began to watch their haircuts. Absolute hair-raising techniques were developed to get splendid shots of aerial gunnery. The movie took a year to complete and was meshed with normal training and flying schedules. HANGmen assembled as much as they could and the National Guard Bureau provided funding for the Department of agriculture to complete the original kodachrome and prepare a composite soundtrack. AERIAL MINUTEMEN was a smash hit to HANGmen. It was excellent for recruiting, orientation and pride in the HANG.

The tempo of the HANG dramatically accelerated in February 1956. Approval for the HANG to actively participate in the active air defense program came on July 1, 1956. The 199th and 8199th were to provide two combat ready pilots and fully armed Sabre Jets on five minute Alert during daylight hours. The 109th was to provide radar surveillance and ground controlled intercept (GCI) capability at the deactivated Punamano AFS.

The Hawaii Air Guard commenced active air defense of Hawaii, under the control of 7th Air Force at midnight, July 1, 1956. The Air Defense Control Center (TAILBOARD) was located in Kunia Tunnel and the Control Center Chief was (active duty) Capt. DeWitt C. Bye. At "zero hour"!Lt. Paul S. Mori and his flight of nine operators, one radio technician and two radar technicians of the 109th ACWS commenced round-the-clock operation of the Punamano Direction Center (TATTOO). At sunrise that day two operationally ready pilots of the 199th FIS and two fully armed Sabre Jets commenced sunrise to sunset five-minute active air defense Alert.

An average of 14 fighter pilots went on alert in short-duty status each month. Five were on active duty at any one time. The alert aircraft were parked at the head of the flightline closest to the taxiway of Honolulu Airport's runway 8. The alert pilots' "lounge" was a bench outside of the 199 EIS Operations shack. When the scramble buzzer sounded the two pilots on duty would make a 100 yard dash to their F-86s.

It was not long before the alert pilots and crew chiefs moved to a "li'l ole shack" close to the alert aircraft, adjacent to "Fort Beaumont." A little later the alert setup moved to a site adjacent to Taxiway Bravo (location of the present alert pad). Alert facilities grew to two wooden shacks, a pierced-steel planking ramp, and a horseshoe pitching set.

An old World War II, 12x12, wooden hut served as a first aid station for HANG personnel. The staff of the first aid station was Dr. Claude V. Caver (a dermatologist) and two enlisted men with no medical experience.

Conversion from the day fighter E to the all-weather fighter L presented some headaches. The new engine had an afterburner and space was inadequate in the Engine Shop. The L had a drag chute and the HANG needed a larger parachute building, supply had to secure 7,000 new line items and plan disposal of 5,000 E line items. The L \$405,000 Flight Simulator was too big for the present Link Trainer building (Hickam moved out of a C-97 Flight Simulator and Provided the HANG space in their Flight Simulator building), etc. The L had a more elaborate fire control system. The armament was 2.75 inch "Mighty Mouse" air-to-air folding fin rockets instead of

cal. 50 machine guns of which the HANG was very familiar. Changes in aircraft meant changes in manning. Pilots had to learn about the intricate systems of the new aircraft and new tactics "lead collision" instead of the familiar "pursuit curve." There would be no stand down of E active air defense during the conversion period.

AIL tactical pilots were checked out in the L by July 6, 1958. All qualified to fly using visual pursuit curve tactics, but not Alert Ready or Combat Ready in the all-weather lead collision tactics. It was a whole new art of interception using complex fire control equipment. There were many hours of ground school, simulator rides, and three phases of flying mission qualifications. Capt. Frank J. Smith and Lt. Carl S. Nakamura graduated with honors from the all-weather Interceptor School, Perrin AFB, Texas, and brought back much needed information and techniques.

The inactive duty training schedule was changed in 1958 from two Sunday's a month to one weekend a month. The name of the game in FY 1959 was train, train, train.

Annual field training was held at home stations June 13-27, 1959. PACAF conducted an Annual General Inspection and an Operational Readiness Inspection. There were 220 L sorties and over 600 rockets were fired the last day. Aircraft maintenance averaged an 86.1% in-commission rate versus 75% criteria. Turnarounds (loading rockets, fuel servicing and inspections) averaged 11.3 minutes versus criteria of 15 minutes. The 199th and 109th were rated Fully Operationally Ready. In comparison with like-squadrons of PACAF, the 199th moved from last place to second place in combat ready status. The fiscal year end found 32 of 35 fighter pilots Combat Ready. Jet flying hours totaled 6,581. Average tactical pilot flying time was 188 hours.

Finally, the 17 squadrons not activated during the Korean War included 10 squadrons flying Mustangs (101st, MA; 138th and 139th, NY; 146th and 147th, PA; 162nd and 164th, OH; 169th, IL; 181st, TX; and 194th, CA), four which converted from Thunderbolts to Mustangs (104th, MD; 119th, NJ; 131st, MA; and 137th, NY), and three which retained their obsolete Thunderbolts (152nd, RI; 198th, PR; and 199th, HI). All remained at their home bases.

44-88549 crashed into Pacific Ocean between Kauai and Niihau, Hawaii after colliding with 44-88786 during aerobatics Jun 15, 1952. Pilot bailed out OK.

44-88786 crashed into Pacific Ocean between Kauai and Niihau, Hawaii after colliding with 44-88549 during aerobatics Jun 15, 1952. Pilot killed.

44-88490 crashed in mountains near Wahiawa, Hawaii Sep 19, 1953. Pilot killed.

Hawaii's 199th Fighter Squadron (SE) was the last US unit to fly Thunderbolts. It converted from Republic F-47Ns to North American F-86Es in February 1954.

53-4557 pilot and aircraft lost at sea between Oahu and Maui, Hawaii Mar 17, 1954.

T-6G 53-4556 crashed at sea 13 NM N of Kaneohe MCAS, Oahu, Hawaii Jul 18, 1955. Pilot bailed out OK but rear seat passenger killed.

T-33 52-9273 crashed into Pacific Ocean 20 mi S of Lihue, Kauai, Hawaii Jan 30, 1959. Both crew ejected safely and were recovered.

The HANG GOONEY BIRD supported recovery operations at Hilo following the seismic wave May 23, 1960, which killed 57 persons and caused extensive property damage.

Statistics for the year were impressive: 5,401 jet hours were flown (180 hours average per pilot); the 199th conducted 3,568 intercepts and the 169th conducted 3,087. There were eight emergency assists and 169 navigational assists. Drill attendance of the 899 HANGmen averaged 95% and the re-enlistment rate was 89%. The HANG Comptroller began IBM punched card reporting to NGB. The HANG balance sheet showed \$526 million of federal assets used to support HANG operational efforts and \$56.8 million of Air National Guard funds were expended.

The National Guard Bureau announced officially July 19, 1960 that the HANG was to be converted to F-102A. HANG draft plans were rapidly finalized. Everyone geared themselves for the forthcoming DEUCE.

The DEUCE was armed not only with folding fin rockets but with Falcon air-to-air guided missiles. A test console was set up in an old Hickam munitions storage structure by SSgts. Lloyd T. Seki, Gordon Y. Makishima, A3C Daniel J. Placido, and Hughes Tech Rep. The missiles were checked out as they arrived.

Base Supply was extremely busy as it was procuring some 12,500 DEUCE parts as well as maintaining sufficiency for the Ls. Line items increased during this year from 8,600 to 19,500.

HANG Hickam units expanded from two squadrons to a six unit air defense fighter group Dec. 1, 1960. Lt. Col. Robert B. Merger was appointed Commander of the new 154th Fighter Group. The 199th was reorganized and the 199th Support Squadron inactivated, resultant Squadron Commanders were: Maj. Kenneth L. Fisher, 199th FIS; Maj. Tyler M. Harr, 154th ABS.; Maj. Jarrett F. Carr, 154th CAMRON; Maj. William W. Dau, 154th MS; and Maj. Claude V. Caver, 154th USAF Dispensary.

The first DEUCE arrived in Hawaii Dec. 5, 1960. Land Air Inc. handled de-cocooning and processing, and delivered ready birds to the HANG commencing in January 1961.

HANG's brothers-in-arms, the 298th Artillery Group (Air Defense), Hawaii Army National Guard, began 24 hours active air defense alert with their NIKE surface-to-air missiles Dec. 15, 1960.

The F-102s replaced the F-86Ls on active air defense Alert in May 1961. The "honest Ls" were phased out and sent to Hickam AFB for salvage.

The DEUCEs were modified to Configuration Seven, which gave increased radar capability against aircraft employing electronic countermeasures. Construction was started on a new Missile Facility and an Aerospace Ground Equipment Shop at the new fighter facility.

The 154th Fighter Group new hangar complex was completed Nov. 6, 1961, and the access taxiway to Honolulu International Airport was completed 11 days later. The group began the move from Hickam's Area 65, which took several months. Saturday, Feb. 17, 1962, was the "Grand Opening." The 10 a.m.

1Lt. Vernon Ah Nin lost his canopy behind Tripler Army Medical Center while on an active air defense Alert flight in Aug. 1962. Loss of the canopy caused quite a draft, but Ah Nin pulled down the visor on his helmet and made it back okay.

The 154th Fighter Group competed with six other Air Guard F-102 outfits in the September 1962 Ricks Trophy Event at Tyndall AFB, Florida. The HANG 27 man team, captained by Lt. Col. George R. Duncan, traveled to and from the event in an Oklahoma ANG C-97. They first went to Webb AFB, Texas and borrowed some DEUCEs from the USAF 331st FIS. The team "peaked" the birds and competed, determining the two pilots to represent the HANG. Capt. Harold Nagai and 1Lt. Ritchie K. Kunichika were selected. Scoring during the Ricks meet was based on firing live missiles at a drone and an evaluation of the entire team. The HANG team placed third, with 1Lt. Kunichika recognized as the "third hottest interceptor in the Nation."

FY 1963 ended on a sad note 1Lt. Charles F. Johnston was killed Jun. 21, 1963 when his DEUCE plunged into the ocean 34 miles southeast of Oahu. *F-102A 56-1004* crashed into Pacific Ocean 50 mi SE of Kokohead, Oahu, Hawaii Jun 21, 1963. Pilot killed.

The following year started off on a sad note. Maj. James Y. Sato was killed the evening of Jan. 7, 1964 when his DEUCE crashed into the sea while approaching Honolulu International Airport for landing.

Twenty new DEUCEs, which had formerly been stationed at Okinawa and the Philippines, were received in March. They were modified to Configuration Eight, which gave them an Infra Red sight capability and they could carry different missiles. In Mar 1965 the Initial batch of F/TF-102As replaced with Configuration 8 updated/TF-102AS.

F-102A 55-3444 crashed into Pacific Ocean 1 mi W of Honolulu International Apt Mar 21, 1967 after engine flameout. Pilot steered plane out to sea and ejected safely.

There was a "Name the C-54" contest. (A C-54 SKYMASTER had replaced the old VC-47 GOONEY BIRD the year before.) TSgt. Wayne Y. Soma won with his suggestion, "Spirit of Aloha", and received a \$25.00 savings bond.

A short time later, on Mar. 21, Capt. George E. M. Joy bailed out at 500 feet when his DEUCE flamed out while on approach to Runway 8, Honolulu International Airport. He landed through high-tension wires at Iroquois Point. His bird went into the drink at the entrance to Pearl Harbor. A week later, on Mar. 30, two DEUCEs piloted by Maj. John G Parrish and 1Lt. James S. Haraguchi took off from Dillingham AFB. Somehow they brushed wing tips, and went on to Hickam for minor repairs.

The Army National Guard inactivated the Nike Hercules surface to air missiles of the Hawaii Army National Guard 298th Artillery Group (Nike) on 31 Mar 1969: Following the action the 199th FIS became solely responsible for the air defense of Hawaii.

With the dedication of Building 3400, the dispensary relocated from that "old hut" to the back half of the third floor sharing space with the USAF advisors and the Combat Support Squadron. With the addition of mobility and medical readiness training, Dr. Walter Chang assumed command during this period of dynamic growth and change.

PALACE ALERT was an Air National Guard program to augment LSAF air defense units in Southeast Asia (suggested by the HANG) and Europe. Combat ready DEUCE pilots from 20 Air Guard units were eligible to volunteer. Maj. Jon G. Parrish and Gerald K. Sada were the first two HANG pilots to volunteer for 90 day tours. They went to the Philippines and flew active air defense missions from Da Nang, South Vietnam. They were followed by Lt. Col. Kurt E. Johnson, Maj. Ritchie K. Kunichika and Edward V. Richardson, and Capt. Rexford H. Hitchcock and Marlin L. Little.

Supply was F-102 NORS-free (Not Operational Ready, Supply) until April 13, 1969 with a record 1,266 days (nearly 3 and 1/2 years) behind them. Finally aircraft maintenance needed something and supply couldn't deliver. Was it something like a wing or an engine? No, it was a butterfly valve. Great credit goes to the tremendous efforts to achieve this record, and well within the 154th Supply Squadron motto: "One team, one mission - keep 'em flying". Supply received PACAF's "Outstanding Achievement Award" for its NORS-free record. Commendations were also received from San Antonio Air Material Area and the National Guard Bureau.

Maj. Melvin G. Yen was flying a DEUCE 115 nautical miles from Honolulu July 13, 1969, when his AC power-failure warning light came on and oil pressure began to fluctuate. He turned towards Honolulu and climbed to 34,000 feet. The low oil pressure light came on, engine vibration started. RPM dropped to 90%, and his adjacent flight leader noticed white smoke coming from Maj. Yen's DEUCE. Engine temperature surpassed 800 degrees, there was a minor explosion and the engine froze (P0162 was still 54 miles from Honolulu). Maj. Yen was able to "glide" to a safe landing at Barbers Point NAS. Maj. Yen was awarded the Air Force Association's Earl T. Rick's Trophy and received PACAF's Able Aeronaut Award for saving his aircraft.

Two months later, Nov. 15, 1969, 1Lt. James D. Moncrief was approaching Honolulu International Airport's Runway 8 for a landing. His engine flamed out, and two attempts to restart were unsuccessful. He steered the DEUCE off shore and ejected at 1,000-1,500 feet. Lt. Moncrief landed some 200 yards off shore among four surfers, borrowed a surfboard, and paddled to shore. His survival training two weeks previously in Okinawa really paid off.

Then on May 27, 1970, Capt. Melvin E. Souza was on his takeoff roll when the fire warning light came on and mobile control told him that his aft section was on fire. Throttle back, drag chute out, brakes applied, fuel shut off, electrical power off, canopy open - when the DEUCE stopped, Captain Souza was out and running as an efficient fire department swung into action.

The fiscal year ended with 1,604 HANG personnel assigned, 100.1% of programmed strength. Of these, 478 were full time employees (Air Technicians). The pilots flew 5,300 DEUCE hours, Aircraft Maintenance supported 75.2% F/TF-102 aircraft in-commission rate. Supply supported with an average 0.5°/0 monthly NORS rate. The Aircraft Control and Warning Squadrons conducted over 14,700 intercepts. The \$42 million of USAF assets were well used. Federal funds expended in support of the HANG was \$12.9 million, with another \$125,459 obligated by the State of Hawaii.

Maj. Lawrence C. Cabrinha and Capt. George E. M. Joy participated in PALACE ALERT - flying air defense missions in Southeast Asia. They were the last two, as the program was terminated.

Our alert status remained the same: Two aircraft on "five-minute" and two on "30 minute." We racked up 5,014 flying hours in the F-102, providing airtime for 42 pilots to maintain their combat readiness.

The C-54 continued to perform admirably, although the aircraft was beginning to show signs of wear. The decreasing number of C-54s in active service throughout the United States pointed to the fact that parts and supplies for this aircraft might also become very scarce.

In February 1975, Task Force Guard went into action. The civil disturbance control element of the Hawaii Air National Guard deployed to Oahu Prison with the Army Guard to conduct searches for contraband and weapons. Lt. Col. William E. Mossman of HQ HANG directed the operation. After the initial phase, the HANG men augmented the Army Guardsmen who remained at the prison until new prison security guards could be trained.

February also saw the retirement of the C-54 "Spirit of Aloha", the victim of old age and corroded wing spars. Over a thousand C-54s had flown since the first one left the assembly line in 1942. The "Spirit of Aloha" was one of the last in the active inventory of the Air Force/Air National Guard.

In March, the 199th FIS and the 150th ACWS gave full support to RIMPAC. Once again forces from the United States, Canada, Australia, and New Zealand joined together and for two weeks, mock air, surface, and sub-surface battles took place in Hawaiian waters. The "enemy" air forces were offered the full facilities of the 199th for briefing, debriefing and data collecting. The 199th flew many "attack" sorties against naval forces at sea.

MSgt. Howard Okita inspired the squadron logo "HOOHOLOA" meaning "to give or provide what is desired". TSgt. Samuel Wong also found that to be a fitting title for the squadron's newspaper and began publishing stories and events of interest to those in the unit.

The conversion of the 154th FIG to F-4C began to occupy considerable time at HQ HANG in planning and coordination. More than just a change of aircraft the F-4C required an additional aircrew members in the form of weapons systems officers, additional maintenance training and facilities, pilot training, additional supply coordination, and a myriad of other details.

Adding to the burden of pilot training was the acquisition of the C-7 to replace the retired C-54. Pilots were required to train on this new aircraft as well. HQ HANG provided two of the pilots for the C-7: Lt. Col. John S. W. Lee and Lt. Col. Ritchie K. Kunichika. The new-crews were trained in time to support the new requirements of the reorganization of the 201st Combat Communications Group (CMBTCG). The C-7 began making runs to Hilo and Kauai to support and equip the units newly assigned to the neighbor islands.

In late 1976, the F-102s were retired and the F-4s were put on runway alert. One of the DEUCES was retained for our Aircraft Hall of Fame to be displayed with our other "old warriors".

Since the transition into the F-4 (two years) the 199 FIS would prove itself in 1978 by sending four F-4Cs to participate in Combat Sage. This deployment marked the HANG's first major deployment in its 32 year history. At Clark AB, Philippines, aircrews tested their abilities shooting down drones with their radar-guided Sparrow and heat-seeking Sidewinder missiles. The air combat training program was initiated and exposed crews to advanced combat maneuvering. Arms and hands now began to flail around the briefing rooms as crews attempted to reconstruct their "side" of the "dogfight" missions and prove how "they" won the fight. They were later named the HANG's Outstanding Unit for 1978.

Six F-4s roared off from Hickam AFB on June 1, 1979, headed to Guam. Phase I took place at Anderson AFB, against the Strategic Air Command's B-52 bomber force stationed there.

Aircrews and radar controllers defended Guam from attack by B-52s. The results were outstanding. Every bomber was neutralized prior to target. Phase 2 began on the second week. The aircrews on Guam were replaced by a new cadre of aircrews from home. They flew to Clark AB, for Combat Sage/Cope Thunder Exercises involving advanced air combat tactics against the Aggressor F-5s stationed at Clark. The smaller, more agile F-5 simulated Russian aircraft and combat tactics. Fighting was very challenging and provided excellent training on how to prevail over most modern Soviet interceptors and tactical fighters.

The 199 FIS was PACAF's nomination for the coveted Hughes Trophy for FY 80. By providing active air defense alert for the islands since 1956 and demonstrating combat capability during their last ORI, "the unit reflected the highest standards of professionalism and combat readiness."

The 154th COMPG participated in Commando Road in Guam, Combat Sage and Cope Thunder at Clark Air Base and Cope North at Misawa, Japan. From Mar. 6-20, 1982 the 154th COMPG, with six F-4Cs, participated in its first Red/Green Flag 82-03 as aggressor forces.

F-4C 640914 crashed at sea N of Oahu Jan 7, 1983. Crew ejected safely and were recovered.

Fiscal year 1983 was highlighted by the dedication of a new building housing the HIROCC part of the nationwide Joint Surveillance System on Sept. 24, 1983. The Hawaii Air Defense System is utilizing state-of-the-art technology and equipment. Its computer processes large amounts of data and displays the information in near-real time, replacing the radar scopes and manual plotting boards used by the HANG since 1956. By 1984, the HANG took control of the HIROCC highlighted by the Initial Operational Capability of the HIROCC. The first ACT/DACT mission

was conducted on Mar. 20, 1984. On May 22, 1984, operations at the HIROCC were initiated on a 12 hour per day basis and on June 10, operations assumed full 24 hour manning of the HIROCC. A live System Air Defense Exercise was conducted on June 23, 1984. The System Turnover Certificate for the HIROCC was dated

In 1985, the C-130A Hercules replaced the vulnerable C-7 Caribou. The increased capabilities of the C-130 were almost ten-fold. Maj. Ed Miyahira was chosen to head up the C-130 program.

The 199 TFS was the first Air National Guard squadron to perform air defense alert with the F-4C. Realizing that the capabilities of the Phantom allowed for more than just an air defense mission in Hawaii, the unit pursued an enhancement of the mission. With approval from PACAF and the NGB, the unit changed from a purely air defense to a more challenging role of air superiority. This mission change made the 199th the first Air National Guard squadron to be assigned that role.

Everyone prepared for the arrival of the F-15 1987. The "Eagles" would replace our aging F-4C. The news caused a lot of happy faces, but also a lot of sad ones, especially for the WSOs, since the F-15 is a single seat lighter.

154th Composite Group sent a maintenance acceptance team to Holloman AFB, New Mexico to prepare aircraft for transfer from the Air Force. The first aircraft to be delivered to the HIANG ended in tragedy when it crashed immediately following its takeoff from Holloman AFB killing the active duty pilot who would have delivered the first "Eagle" to the 154th ramp. This tragic event only strengthens our commitment to ensuring the security of our state and nation in memory of our fallen airman. Two weeks later, two "Eagles" did arrive at Hickam AFB beginning a new Era for the Hawaii Air National Guard and the 199th. But these two aircraft were returned to Holloman AFB after the Air Force decided to transfer F-15s from Elmendorf AFB, Alaska to the HIANG. Our acceptance team packed their bags and flew to Alaska from Holloman AFB to begin the final transfer of 26 "Eagles" to the 154th Group. The 199th began to fly the F-15A operationally during July of 1987. The last F-4C sortie occurred during September of 1987 when it departed Hickam AFB to be delivered to the "boneyard" at Davis-Monthan AFB in Tuscon, Arizona. Many of the F-4C's last flown by the 199th can be seen on display at Hickam AFB.

Col. Schatz would lead the 199th through a very successful transition and upgrade training to prepare the unit for its first F-15 deployment to the Philippines to participate in Cope Thunder and Combat Sage during April of 1988 and an Operational Readiness Inspection in December of 1988. Both Cope Thunder and Combat Sage were excellent tools to enhance the combat capability of the 199th and prepare the unit for its follow-on inspection.

Typhoons and fighters usually make for outstanding war stories. Once again in 1990, the 199th packed its bags to deploy to Clark AFB, Philippines to participate in Cope Thunder and Combat Sage. Both exercises demonstrated to PACAF the unit's commitment to excellence. Following Cope Thunder and Combat Sage the 199th worked hard dotting the "i's" and crossing the "t's" to receive an excellent rating from the PACAF IG during the unit's evaluation inspection during January of 1991. Six months later, the squadron successfully deployed eight "Eagles" to Nellis

AFB to participate in Red Flag in July. During this deployment, the 199th Fighter Squadron quickly established itself as a very capable and professional combat team while flying with fighter squadrons that had just returned from "Desert Storm." The "Mytais" always flew in simulated combat scenarios, outnumbered 2 to 1 against Red Flag aggressors. Our tactical success at Red Flag opened many eyes throughout the combat air force and continued the saga of excellence of the 199th Fighter Squadron. Once again, the baton of leadership was passed to Lt. Col. Alan "Bizarre" Robinson on 7 December 1991. Five years after receiving the first F-15, the 199th made another transition to a more combat capable Eagle with the Multi-Stage Improvement Program incorporated, known as MSIP. This improved "Eagle" offered superior avionics and weapons capability to enhance the lethality of this outstanding fighter. Our superb maintenance organization stuffed their A-bags to begin the aircraft transfer process from Holloman AFB, New Mexico, starting in March of 1992 through May of 1992. Col. Robinson quickly prepared the 199th for a very successful Operational Readiness Inspection in December of 1992. After our prosperous O.R.I., PACAF invited the 199th to deploy to Singapore for Commando Sling during the August of 1993. Our involvement in Commando Sling so impressed the PACAF leadership on the guard's professionalism, they open the door for other Air National Guard units from the mainland to begin deploying into the Pacific region other than the Korean peninsula. In July of 1994 the "Mytai's" deployed to Elmendorf AFB, Alaska to participate in Cope Thunder. Cope Thunder once again reinforced the exemplary combat capability of the 199th Fighter Squadron and prepared our unit for its deployment to Turkey that would follow five months later. Since receiving the F-15, the squadron has deployed to the Philippines, Guam, Japan, Korea, Singapore, and Alaska to support PACAF. In September of 1994, Lt. Col. Geoffrey "Thunder" Avery took command of the 199th Fighter Squadron. During his tenure, the 199th has deployed four times for a total of 4 months.

The 199th Fighter Squadron was designated the lead air superiority unit as the Air National Guard deployed to Turkey to support USAFE with Operation Provide Comfort II in December of 1994. The squadron pilots flew their "Eagles" half-way around the world demonstrating the unit's mobilization capability. The squadron flew combat missions within Northern Iraq to enforce United Nation's sanctions against the Saddam Hussein regime. The 199th was the first reserve air superiority unit to fly combat missions since the Vietnam War. This deployment truly represented the citizen-soldier patriotism of the 199th and its maintenance partners because the unit stepped-forward and volunteered to relieve USAFE forces so that they would have an opportunity to spend time with their families over the Christmas season.

Immediately following our return from Turkey, the 199th began its preparation for Combat Archer at Tyndall Air Force Base during April of 1995. Combat Archer allowed our pilots to hone their skills in weapons employment against target drones. This deployment thoroughly demonstrated the readiness of the 199th and our well maintained F-15s. Squadron pilots shot down every drone that flew against our pilots and F-15s.

During November and December of 1995, the 199th participated in a six-week deployment to Howard AFB, Panama, where we flew counter-drug missions using Night Vision Goggles in support of the Drug-Demand-Reduction Program. This counter-drug operation is known as Coronet Nighthawk and has been in existence since the late 1980's. During the deployment, the unit scrambled on fourteen drug-interdiction intercepts to identify and validate potential cocaine

smugglers flying civilian aircraft from South America to remote landing strips in Central America.

Since 1993, the 199th has been and continues to be the lead unit for developing 4-ship night employment tactics with night vision devices for a joint Air Combat Command and Air National Guard "Tactics Development and Evaluation". Pilots from the 199th established tactics and a training syllabus for the combat air superiority forces to effectively and safely train upgrading fighter pilots to employ the "Eagle" at night. The team from the 199th was 60 percent traditional guardsmen demonstrating the war fighting capability and professionalism of the citizen-airman to the combat air force. This all-important test, development and evaluation ascertained the air guards cost effective combat competence even though our guardsmen fly half as much as our active duty partner. Furthermore, the squadron was integral in designing and implementing NVG-compatible lighting for the F-15 cockpit and external covert lighting to enhance the "Eagles" night-time employment capability. The 199th possesses the only operational F-15s with NVG compatible cockpits and external covert lighting within the combat air force.

The most remarkable but least appreciated is that these tests were accomplished by a part-time organization that made two combat deployments, maintained a 24-hour alert commitment of the Hawaiian Air Defense Intercept Zone and still completed the test within the budgeted time frame. The 199th Fighter Squadron is the only operational unit to attempt such an endeavor. I know of no active duty fighter squadron that possesses the pilot talent required or the maintenance expertise to achieve this tremendous accomplishment.

199 fighter squadron used night vision goggles while flying test missions in hi and ms. 1994-1995

Two 199th fighter pilots have been submitted for air medals for their leadership role and outstanding airmanship in leading a search and rescue mission 250 nautical miles east of Oahu at night during March of 1995. Lt. Col. Wayne "Wildman" Wakeman and Lt. Col. Kimo "Kudzu" Kelly (Ret.) scrambled at 0130 hours to locate a civilian aircraft that had made a "Mayday" radio call stating that their aircraft would ditch at sea due to fuel starvation. Col. Wakeman and Col. Kelly quickly intercepted the distressed aircraft and led the Coast Guard C-130 to a successful rescue of three civilian airman after they ditched their aircraft at night in the Pacific Ocean.

Our pilots just returned from Incirlik Air Base, Turkey on 14 April 1996 where we completed the squadron's second 30 day rotation in Operation Provide Comfort II from Incirlik AB Turkey. Fifteen pilots volunteered to fly combat air patrol over Northern Iraq to maintain vigilance over the Regime of Saddam Hussein. The squadron flew 107 combat and combat support sorties to accumulate a total of 366 combat hours during the 30-day deployment.

Lt. Col. Gary "Pork" Peters and Capt. Stan "Pilau" Hong flew to Kadena AFB, Japan in April of 1996 to lead a team of night vision goggle instructors to upgrade the 44th Fighter Squadron on night employment with night vision goggles. Through the hard work of the 199th Fighter Squadron and 154th maintenance organization we have earned the respect of our active duty partners. The 199th Fighter Squadron will continue to lead the combat air force and maintain the most experience night fighting squadron in the world.

Authorized use of night vision goggles during air sovereignty alert mission in Hawaiian Air Defense Intercept zone. 1996

Air National Guard F-16 pilots from the 149th Fighter Wing in San Antonio, Texas, squared off against Guard F-15 pilots from the host 199th Fighter Squadron at Hickam AFB, Hawaii, in September during a two-week exercise called Sentry Aloha. The Sentry Aloha sorties took place more than 100 miles offshore, which allowed for training at supersonic speeds and high altitudes. More than seventy sorties were flown during the exercise. The 149th FW deployed approximately seventy-five pilots and maintainers and six F-16s. Sentry Aloha provides the opportunity for Hawaii Guard F-15 pilots to fly against different types of fighters to meet training requirements.

Goodbye, Old Friend: The Hawaii Air National Guard's 199th Fighter Squadron at Joint Base Pearl Harbor-Hickam has completed its final F-15 training mission. The unit is transitioning to F-22s, the first two of which arrived in July. "It's like saying goodbye to a good friend," said Lt. Col. James Sage, a 199th FS pilot who last week flew in the final training mission. He added, "It was exciting flying it for the last time, and especially against an F-22, but at the same time, the F-15 has always brought me home safely and [it has] been an outstanding aircraft." The ANG unit will operate 20 Raptors. "The 199th [FS] proves that National Guard forces are capable of maintaining a strategic presence with its active duty association and providing a great value to our nation," said Gen. Craig McKinley, National Guard Bureau chief. Monday August 30, 2010

First F-22s Arrive at Hickam: Officials at JB Pearl Harbor-Hickam, Hawaii, got together with senior Hawaii state lawmakers to celebrate the arrival of the first two F-22 Raptors slated to call Hickam home. Hickam is scheduled to receive a total of 20 F-22s that members of the Hawaii Air National Guard's 199th Fighter Squadron will operate, together with members of Hickam's active duty 19th FS, under an active association. "The arrival of the F-22s begins a new chapter in the already close relationship between the Guard and the active duty in Hawaii," said Army Maj. Gen. Robert Lee Hawaii's state adjutant general, at the July 9 event. The stealth fighters are replacing Hickam's F-15s that the 199th FS has flown since 1987. Hickam joins Elmendorf, AFB, Alaska, Holloman AFB, N.M., and Langley AFB, Va., as beddown locations for combat-ready F-22s. 2010

An F-22 assigned to the Hawaii Air National Guard's 199th Fighter Squadron sustained \$1.8 million in damage in a landing incident at Joint Base Pearl Harbor-Hickam last week, reported CBS News. The mishap occurred on Dec. 7 as the Raptor was returning to Hickam from a training exercise after taking part with other Hickam F-22s in a ceremonial flyover during a remembrance ceremony at Pearl Harbor on the 71st anniversary of Japan's surprise attack, according to the report. The F-22 damaged both of its horizontal stabilizers when it scraped its tail on the runway upon landing, states the report. The pilot did not suffer any injuries. The Air Force is investigating the cause of the accident. 2012

Montana Air National Guard F-15s last week handed over responsibility for protecting the airspace around Hawaii back to the Hawaii ANG's 190th Fighter Wing at JB Pearl Harbor-Hickam, Hawaii, reports Montana's Great Falls Tribune. F-15s from the 120th Fighter Wing

deployed to Hickam from Great Falls in August 2010 to cover Hawaii's aerospace control alert mission while the Hawaii Air Guard transitioned from the F-15 to the F-22. Because the Air Force grounded the Raptor fleet for five months in 2011, the Hawaii ANG's 199th Fighter Squadron-together with its Active Duty associate unit, the 19th FS-experienced delays in commencing initial operations with their Raptors, achieving that milestone only last month. As a result, Montana's F-15 deployment stretched from 14 months to more than two years. A detachment of approximately 40 Montana Guardsmen was deployed to Hickam at any one time, and all but a dozen rotated back and forth, according to the newspaper's Dec. 7 report. Upon their return, the 120th FW airmen were slated to exchange their F-15s for C-130s, but that is something Montana lawmakers are still resisting 2012

According to a Nov. 9 announcement from the Hawaii National Guard, the F-22 Raptor force comprising the Hawaii Air National Guard's 199th Fighter Squadron and Active Duty 19th FS at Joint Base Pearl Harbor-Hickam achieved initial operational capability last week. A Hickam photo release notes that the Hawaii-based Raptors are expected to reach full operational capability in December. Brig. Gen. Braden Sakai, commander of the Hawaii ANG's 154th Wing, said, "This is a huge milestone for our combined 154th and 15th Wings. IOC means we are able to deploy a portion of our F-22 Raptors, anytime, anywhere, in support of theater operations." 2012

On 1 February 2008, at approximately 1315 local time, one F-15C and one F-15D aircraft departed Hickam Air Force Base, Hawaii, for a training mission. At 1334, the F-15D, tail number 78-000562, impacted the water 58 miles south-southeast of Hickam AFB. The mishap pilot (MP) safely ejected from the aircraft and the United States Coast Guard successfully recovered him from the Pacific Ocean. The MP sustained only minor injuries. The mishap aircraft (MA) was destroyed on impact and caused no damage to private property. The wreckage sank in an area where the water depth exceeds 15,000 feet and it was not recovered. The MA was based at Hickam AFB, and assigned to the 154th Wing, Hawaii Air National Guard. The mishap mission was flown in Warning Area 193, which extends from 38 to 150 nautical miles south of Hickam AFB. The planned mission for the mishap flight was a basic fighter maneuvers training sortie, involving one-on-one offensive and defensive maneuvering. During the first engagement, the MP maneuvered the MA in a nearly level, maximum G, left hand turn. Subsequently, he commanded full left rudder to initiate a tight, left banked, descending turn. While turning, he noticed his Control Augmentation System (CAS) had disengaged. He reset the switches and the CAS momentarily re-engaged but soon disengaged for a second time. The MP transmitted "knock it off" to terminate the maneuvering so he could investigate the possible malfunction. As the MP attempted to roll out of the left bank and arrest the descent, he noticed the aircraft was not responding to his inputs. He made numerous attempts to regain control of the MA, but all proved unsuccessful. When the MA descended through 6,000 feet without any sign it would respond to his controls, the MP ejected from the aircraft. The AIB president did not find clear and convincing evidence to determine a root cause for the mishap. The AIB president found sufficient evidence to conclude that both rudders on the MA deflected to the left, most likely due to a failure in the Aileron-Rudder Interconnect, substantially contributing to the mishap. The deflected rudders caused the MA to continue in a left hand yawing, rolling turn with sufficient yaw rate to cause the CAS to disengage. The MP was unable to regain control of the MA and he initiated ejection from the aircraft.

The Hawaii Air National Guard's 199th Fighter Squadron and the Active Duty's 19th Fighter Squadron flew a "record-breaking" number of F-22 sorties from JB Pearl Harbor-Hickam, Hawaii, last week. Together the Hawaiian Raptors flew 62 sorties with 12 aircraft, surpassing a typical week's worth of 50 sorties and the previous record of 46 sorties with 14 aircraft, states the release. "Morale seemed to be at an all-time high, with pilots literally grinning from ear to ear," said 19th FS Commander Lt. Col. Justin Spears. "Spirits seemed equally high on the maintenance side. When I went out to the ramp I was continually asked by every maintainer I saw, 'What's the sortie count?' and 'How many are we going to get?'" Spears credited the maintainers for quickly turning the jets, fixing broken aircraft, and running hot pit refuels, during which the pilot stays in the running jet while maintainers rapidly refuel, allowing for quick turnaround between sorties. "Our maintainers got 12 aircraft out on the line and got them flying and ... then launched another 12 and another 12 and kept it going until we got 62 sorties," Spears said. 2015

441118 P-47D 42-29475	BOMAC	landon, Floyd E	1 M E Geneva, NE
441118 P-47D 42-22571	MAC	Farrele, Richard G	1 M E Geneva, NE
441127 P-47D 42-23248	TACMF	Collins, Frank J	Bruning AAF, NE
441220 P-47D 42-29448	CBLMF	Singer, Richard O	7M NW Olten, TX
450124 P-47D 44-32874	LAC	Crocker, Emery B	Dalhart AAF, TX
450202 P-47D 42-23248	KCRW	Laflex, Leander L	8.5M SE Elkhart KS
450212 P-47N 44-87904	CBLTO	Mccalley, Richard E	Dalhart AAF, TX
450311 P-47N 44-87942	CBLMF	Smith, B Adley	15M NW Dalhart, TX
450406 P-47G 42-25254	TAC	Peterson, Richard D	Dalhart AAF, TX
450727 P-47N 44-88191	BOEF	Wareham, Samuel A	East China Sea
450731 P-47N 44-88158	LAC	Rice, Charles N	Ie Shima, Plum Fld
450731 P-47N 44-88146	LAC	Perdomo, Oscar F	Ie Shima, Plum Fld
450815 P-47N 44-88115	LAC	Terrien, John C	Ie Shima, Birch Fld
450827 P-47N 44-88252	LAC	Watson, William G	Ie Shima, Mocha Strip
450828 P-47N 44-88291	BOEF	Lloyd, William L	Okino Erabo Shima/ 1/2mi SE
450908 P-47N 44-88113	GL	Conley, Patrick D	Ie Shima, West Strip
451001 P-47N 44-88211	LAC	Ryan, William F	Ie Shima, West Strip
470802 A-26C 44-35782	GAC	Rau, Harold J	Hickam Fld
500619 F-47N 44-88218	FLMF	Bonham, Carlos W.	MCAB Ewa
500619 F-47N 44-88549	LACGL	Parker, Hunter C.	Hickam AFB
510316 AT-6D 42-85481	LACGL	Garrett, John E.	Hickam AFB
510318 F-47N 44-88810	FLEF	Maguire, Robert B.	Kahuku AB
510510 F-47N 44-88187	CBLEF	Harrison, Archibald M.	Hickam AFB
510613 TB-26C 44-35433	SF	Smith, Russell L.	2 Mi SSW Barking Sands AFB



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