

## 121 FIGHTER SQUADRON



### MISSION

#### LINEAGE

121 Observation Squadron designated and allotted to National Guard, 30 Jul 1940

Activated, 10 Apr 1941

Ordered to active service, 1 Sep 1941

Redesignated 121 Observation Squadron (Light), 13 Jan 1942

Redesignated 121 Observation Squadron, 4 Jul 1942

Inactivated, 18 Oct 1942

Redesignated 121 Liaison Squadron, 2 Apr 1943

Activated, 30 Apr 1943

Inactivated, 7 Nov 1945

Redesignated 121 Fighter Squadron (Single-Engine) and allotted to Air National Guard, 24 May 1946

Federally recognized, 2 Oct 1946

Redesignated 121 Fighter Squadron, Jet, 16 Jan 1950

Redesignated 121 Fighter Interceptor Squadron, 10 Feb 1951

Redesignated 121 Fighter Bomber Squadron, 1952

Redesignated 121 Fighter Interceptor Squadron, 1 Jul 1955

Redesignated 121 Tactical Fighter Squadron, 1 Nov 1958

Redesignated 121 Tactical Fighter Squadron (Special Delivery), 10 Aug 1960

Redesignated 121 Tactical Fighter Squadron

Redesignated 121 Fighter Squadron, 16 March 1992

#### STATIONS

Bolling Field, Washington, DC, 10 Apr 1941

Owens Field, SC, 23 Sep 1941

Lexington County Aprt, SC, 8 Dec 1941

Langley Field, VA, 26 Dec 1941

Birmingham, AL, 18 Oct 1942  
Vichy AAFld, MO, 30 Apr 1943  
Morris Field, NC, 8 May 1943  
Raleigh-Durham AAFld, NC, 27 Aug 1943-18 Feb 1944  
Oran, Algeria, 20 Mar 1944  
Telergma, Algeria, 17 Apr-9 Jul 1944  
Pomigliano, Italy, 24 Jul 1944 (A flight at St Tropez, France, 1 Sep 1944, Lyons, France, 15 Sep 1944, and Vittel, France, 3 Oct 1944-1 Mar 1945; D flight at Vittel, France, 7 Oct 1944-1 Mar 1945; other flights at various points in Italy during period Sep 1944-May 1945)  
Florence, Italy, 6 Oct 1944  
Verona, Italy, 3 May 1945  
Manerba, Italy, 16 May 1945  
Florence, Italy, 16 Jul-Aug 1945  
Drew Field, FL, 25 Aug 1945  
Muskogee AAFld, OK, 13 Sep-17 Nov 1945  
Andrews AFB, MD

#### **ASSIGNMENTS**

District of Columbia NG, 10 Apr 1941  
65 Observation Group, 1 Sep 1941-18 Oct 1942  
76 Reconnaissance Group, 30 Apr 1943  
Eastern Theater of Operations, 5 Jan 1943  
I Air Support Command (later I Tactical Air Division), 11 Aug 1943  
Third Air Force, Dec 10, 1943  
AAF, MTO, Mar 1944  
Twelfth Air Force, 25 Feb 1945  
Third Air Force, 25 Aug-7 Nov 1945

#### **ATTACHMENTS**

Fifth Army after 30 Sep 1944  
Two flights assigned to US Strategic Air Forces in Europe, 1 Nov 1944, to Ninth Air Force, 29 Nov 1944, and to First Tactical Air Force [Prov], 22 Dec 1944-1 Mar 1945, with attachment to Sixth Army Group, Sep 1944-1 Mar 1945  
Fifth Army to Jul 1945

#### **WEAPON SYSTEMS**

##### **Mission Aircraft**

O-38  
O-47  
O-49  
O-52  
O-58  
B-18  
L-4

L-5  
L-6  
RA-24 1943-1944  
A-20, 1944  
L-5, 1944-1945  
UC-78, 1945  
F-47, 1947  
F-84, 1949  
F-94, 1951  
F-51, 1952  
F-86, 1954  
F-86, 1955  
F-86, 1957  
F-100, 1960  
F-105, 1971  
F-4, 1981  
F-16, 1989

#### **Support Aircraft**

A-26  
C-47  
AT-6  
L-5

#### **COMMANDERS**

Maj James L. Higgs 10 Apr 41-May 41  
Maj Clifford C. Hutchison Aug 41-Dec 41  
Maj Wayne H. Stout  
Maj Willard W. Millikan  
Maj Erwin A. Young, Jr.  
***Cpt Griffin B. Holland, 1954***  
***Cpt Robert E. Railey***  
Cpt Robert E. Railey October 1956  
Maj Thomas F. Hoade, Nov 1964  
Cpt Gerald W. Gorrie  
LTC Vincent M. Hungerford, 30 Jun 1971  
Maj Robert B. Simpson  
LTC Ralf C. Kuehnel  
LTC Harold Hobart, Jun 1987  
LTC Shiban, 11 Feb 1990  
LTC Donald O. Pettit, 20 Sep 1992  
LTC Duane Lodrige, 21 Aug 1994  
LTC Richard Prosek, 28 Jul 1996

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

Antisubmarine, American Theater

Rome-Arno

Rhineland

North Apennines

Po Valley

### **Armed Forces Expeditionary Streamers**

### **Decorations**

In Nov 1991, the men and women of the 113<sup>th</sup>, and its subordinate units received the Air Force Outstanding Unit Award for the period of 1 Jul 1990 through 30 Jun 1991. Everyone assigned to the Wing during any part of the period was authorized to wear the AFOUA ribbon. This was the first AFOUA awarded to the 113th. It is given to numbered units for meritorious service or exceptionally outstanding achievements clearly setting the unit above other similar units.

In Mar 1993, the 113<sup>th</sup> Fighter Wing was again awarded the Air Force Outstanding Unit Award for exceptionally meritorious service, from 1 Jul 1991-30 Jun 1992.

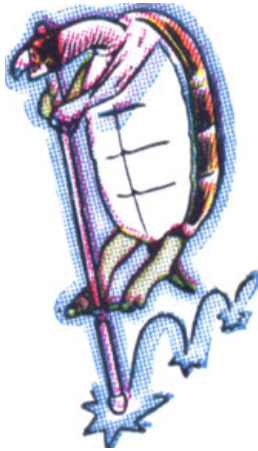
Late in 1994, the 113th FW was again awarded the prestigious Air Force Outstanding Unit Award.

By the end of 1995, the 113th Wing was notified it had won its fourth straight Air Force Outstanding Unit Award. The award was based in part on inspection results from the Quality Air Force Assessment

## **EMBLEM**



During the 121 OS days, the unit had a circular squadron insignia of a bumblebee with a spyglass in its hands looking to the earth. The patch was described as, "Ingenuity, tirelessness, persistence, fortitude, and nature of stinging retaliation to any attempts to injure its work, suggested by the central theme of a bumblebee. The spyglass indicates observation work. The helmet might suggest the dome of the Nation's Capitol (Washington, DC is the home of 121 OS, which was originally composed of Washington men exclusively.) The stars give further emphasis to the aerial aspect. The border represents the flag of the District of Columbia. The expression on the face of the bumblebee portrays confidence and determination."



On October 25, 1943, the 121 Liaison Squadron received approval for a new mascot insignia. This was a caricatured tan and brown turtle riding a pogo stick, leaving a trail of hops or impact marks in black, all outlined in light turquoise blue. The insignia faced toward the front of the aircraft. The significance was that the turtle depicted a slow but sure travel, as characterized by the story of "The Tortoise and the Hare" in Aesop's Fables. The limited range of liaison airplanes was depicted by the short hops the turtle made on the pogo stick.

On a light blue disc, over a stylized aircraft black, a shield, white, thereon four stars, light blue, in its upper division; the lower division of the shield, divided equally into three red stripes and two white stripes; above the shield, a hand, in armor, yellow, grasping two lightning flashes white. (Approved 4 Sep 1951)

During 1971, a new squadron insignia was developed for the 121 Tactical Fighter Squadron. This was a caricatured ferocious turtle hurling a thunderbolt in its upraised right hand, and clutching two similar thunderbolts in its left hand, while balancing on its right foot on the red border and raising its left foot. There were also three five-pointed stars in the lower left quadrant of the background. This insignia combined elements of the World War II 121 Liaison Squadron emblem with those of the currently authorized 121 Tactical Fighter Squadron emblem. The red and white background and the stars alluded to the flag of the District of Columbia, which was based upon the coat of arms of George Washington. The expression and stance of the turtle were fitting for a combat unit. The thunderbolts showed a connection with the fighting power of fighter aviation squadrons, and alluded to the popular name of the F-105D that equipped the unit, the "Thunderchief."

After the 121 received its Phantoms, SSG Walter Brinkley, Jr. used his graphic design skills to develop an F-4D patch on his own that was unique to the DCANG. The patch, with a centrally located outline of a Phantom over red and blue circles and black and white trim, featured the phrases Phantom Fighter and F-4D, along with images of the Capitol, the Lincoln Memorial and the Washington Monument in its lower right corner to signify the DCANG's identity.



The red, white and blue F-16 patch currently worn by the fighter pilots of the DCANG was designed in 1989 by 1LT Jeffrey A. Rindin, one of the unit's Viper pilots. Rindin felt the upgrade to the F-16 was a significant change, and he undertook the design on his own using his architectural training. He combined elements of the family crest of George Washington and the District of Columbia's outline, as well as the image of the Fighting Falcon to develop a striking new design for the DCANG. The patch first became available in 1991.

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

The original members of the 121 OS, both officers and enlisted, were handpicked and came from all professions. The early newspapers described the members of the 121 Observation Squadron as, "made up of former lawyers, athletes, private pilots, and business and professional men of many fields." The initial unit was comprised of approximately one-third college graduates, while most of the other members had high school degrees. The 121 OS conducted its flying training at an airport in Beltsville, MD with the use of two aircraft, along with four others at Boiling Field.

During the first year of the 121's existence, the flying officers completed their standard eight-month army training at either Barksdale, Kelly or Maxwell Fields. They were then commissioned second lieutenants. The flying officers for the 121 Observation Squadron included 1LTs Henry C.

B. Clagett, Jr., Laidler B. Mackall, George E. Patching, Patrick Ready and Cyril L. Alden; along with 2LTs. Marion R. Klyce, James V. Williams, Jr., John A. Victor, Jr., Marcel Lindheimer and Jack Herrick. The observers for the 121 were 2LTs. Alvin R. Barnert, Theodore I. Colyer and Haywood R. Faison, Jr.

During the summer of 1941, the 121 remained under district control, but by 1 Sep 1941 the 121 was on active duty. On that date, the 121 OS was called to federal service at an induction ceremony at the National Guard Armory in Washington, DC. At the end, the members were dismissed to spend the day with their families. Beginning the next morning, they prepared to move to Fort Bragg, NC. The 121 OS was first based at Camp Simms in Washington, DC. When it was there, the flying training was restricted to the Washington metropolitan area, along with some cross-country trips.

The 121 transfer to Fort Bragg was by motor convoy, by air and by train, beginning on 11 Sep. When the 121 OS left, it had 21 officers and 108 enlisted. When it arrived at Fort Bragg, the 121 trained under simulated war conditions. Earlier, when the 121 OS was at Boiling, it had two O-47Bs and one AT-6A. When the unit moved to Fort Bragg, these three aircraft went with them while additional aircraft were assigned.

When the 121 OS arrived at Pope Field, NC by 14 Sep 1941, it had difficulty locating a permanent hangar. Members lived in five-bed pyramidal army tents at Fort Bragg's "Ghost City," which was located near Pope. The 121 moved to Owens Field, Columbia, SC on 23 Sep. It was joined by the 105<sup>th</sup> and 112<sup>th</sup> Observation Squadrons. These three formed the 65<sup>th</sup> Observation Group whose assignment was flying reconnaissance missions with the First Army Corps. At this time, the 121 had 19 officers and 105 enlisted, and five aircraft. When the 121 OS arrived in Columbia, the unit functioned actively as an aerial observation squadron. The 121 participated in the Carolina Maneuvers of fall 1941. The 121 was assigned 13 aircraft, and there were 13 pilots in the squadron. Because of the threat of enemy submarine attacks along the coastline of the United States, many observation squadrons initially flew antisubmarine patrols. The 121 was involved in this until Oct 1942.

On 8 Jan 1944, the 121 moved to Hampton Roads, VA for shipment overseas. On 10 Feb, the 121 was sent on board ship 0622-BB at Camp Patrick Henry to the MTO as part of the Army Air Force's Fifteenth Air Force. The 121 moved several times during its tour overseas. It supported the Army in north Africa, northern Italy and France until Germany surrendered in May 1945.

On 23 Jun 1945, the 121 was given shipment #22011 -Z for reassignment to the United States. The 121 left Naples, Italy on 13 Aug to return to the United States by water aboard the Wakefield. The squadron arrived at the Base Port of Entry on 22 Aug, and departed Camp Myles Standish, MA on 23 Aug for Tampa, FL. The 121 was reassigned to the Continental Air Forces with an authorized strength of 17 officers and 149 enlisted. By 25 Aug, the 121 was reassigned to Third Air Force, and sent to Drew Field, FL (Assembly Station). It next moved to Muskogee Army Air Field, Muskogee, OK, from 13 Sep to 7 Nov 1945, where the unit was inactivated.

The War Department authorized the District of Columbia National Guard to activate the following air units: the 113th Fighter Group HQ, the 113th Air Service Group HQ, Detachment "A" 113th Air Service Group, the 121 Fighter Squadron (SE) and an Attached Utility Flight, the 121 Weather Station (Type A), and the 113th AC&WS.

These would be manned and equipped according to War Department Tables of Organization and Equipment. Aircraft would include 25 P-47 four A-26s, two C-47, two AT-6 trainers, and two liaison aircraft.

Summer training, began in 1947. The report stated flying operations would start in July 1946, and be arranged so as to not interfere with the individual's civilian vocation. The document further noted an application was made for use of Boiling as the base for the District of Columbia National Guard air units.

The 121 was authorized effective 27 May with 32 officers and 98 airmen. A Utility Flight was assigned to the squadron, with six officers and 29 enlisted. When the 121 accepted applications during 1946, over 400 pilots applied.

On 13 Jun 1946, the Chief of the National Guard Bureau submitted a letter to the District of Columbia Air National Guard outlining Stage One for Manning for federal recognition. The memo stated, "The primary stage initial manning of squadron level units for federal recognition requires a minimum of 25% officers and 10% enlisted." Classifications stated every fighter squadron should have eight officers and 13 enlisted; each light bomber squadron should have eight officers and 15 enlisted; each utility flight should have two officers and three enlisted, and each service group should have three officers and 14 enlisted. The personnel were to be "capable of organizing a National Guard fighter or bomber squadron" to maintain five P-47s or P-51s, two AT-6s, and one C-47 for a fighter squadron, or three A-26s, one C-47 and two AT-6s for a bomber squadron.

The District of Columbia Air National Guard was inspected for federal recognition in the District Building on Indiana Avenue in Washington, DC on 2 Oct 1946. The unit complied with National Guard Bureau requirements and was recommended for federal recognition, provided certain changes were made with the facilities. The 121 Fighter Squadron (SE) was federally recognized along with the Utility Flight on October 2 at Andrews Army Air Field.

On 15 Dec 1946, the 121 Fighter Squadron (SE) flew its first mission. The first two planes to take to the air were flown by 1LTs. Lyman N. Fairbanks, Jr. and Allen C. Shepard. They were led by LTC Glenn E. Duncan, who was the senior air instructor assigned to the 113th Fighter Group and a regular Army officer

At first, the 121 was equipped with training aircraft, but by Feb 1947, the 121 received its first nine P-47Ds.

The 1947 summer camp was at Andrews. It began on 10 Aug and ran for 15 days. There were



200 civilians attending. During the encampment, the members lived in tents. It was hoped that each pilot would receive four flying hours daily for 60 hours. The DCANG maintained 28 P-47s, four B-26s, four AT-6s and four C-47s. In addition to the flying training, all phases of operating a complete Guard unit were taught. Engine and aircraft mechanics, operations, radio, and other subjects were a refresher to the veterans who enlisted.

By Nov 1947, the DCANG announced it was looking for 25 more pilots and 289 enlisted to bring it to its authorized strength. Pilots would train for 32 to 37 weeks at Randolph Field, TX, beginning on 1 Mar.

On 9 Nov 1947, a mock force of 20 B-26 bombers from the 55<sup>th</sup> Bomber Wing crossed the Delaware Bay to attack the Nation's capital. The enemy "threat" was repulsed by 32 P-47s scrambling from Andrews with members of the 113<sup>th</sup> Fighter Group. At that time, the 113<sup>th</sup> was made up of three squadrons, the 121 from Washington, the 104<sup>th</sup> from Baltimore, and the 149<sup>th</sup> from Richmond. This was the largest exercise in the history of the Air National Guard to date.

On 18 Jan 1948, a DCANG C-47 transport, flown by 1LT Charles R. Ryerson, crashed on takeoff. On board during the training mission were 1LT Theodore M. Williams, the co-pilot; SSG Harry E. Hovermill, and a female naval reserve yeoman, who was a passenger. After the aircraft reached an altitude of 30 ft., it suddenly veered, flew through trees, and struck a one-story equipment building 200 yards from the end of the runway at Andrews. Ryerson was killed, and the other occupants were seriously injured. A corporal in the building was admitted to the Andrews hospital for lacerations.

During 1948, the 113<sup>th</sup> Fighter Group left for its second two-week summer encampment. It went to Dover AFB, DE from 31 Jul to 14 Aug. The units attending were Headquarters, 113<sup>th</sup> Fighter Group; the 121 Fighter Squadron (SE); the 121 Utility Flight; the 121 Weather Station "Type A"; the Headquarters Detachment 213<sup>th</sup> Air Service Group, and the Detachment "A" 213<sup>th</sup> Air Service Group. The 1948 camp was attended by 1,300 National Guardsmen from the District of Columbia, Virginia, Maryland and Delaware. This was the first these units were assembled for summer training, and among them were 403 District of Columbia Air Guardsmen.

During the middle of camp, 1LT Clifton M. Eisele, Jr. achieved the highest score in gunnery. At the end, the 121 "White House" Squadron placed first in the aerial gunnery competition, and had fired 25,000 rounds of ammunition while flying 700 hours.

On 25 Apr 1949, 1LT Elmer Mercurio took off from Andrews in an F-47D for an evening mission with LTC Millikan and 1LT Michael Encinias. Mercurio's Thunderbolt dove suddenly, and crashed at Fair Haven, MD, four miles from North Beach. Mercurio was killed. He was a veteran of the European Theater of Operations with 60 missions in the P-51.

On 8 Nov 1949, the National Guard Bureau announced F-84C were allocated to the Air Guard, and the 121 was readied for transition with deliveries to begin on or about 10 Dec. The F-47D

were reassigned to other Air Guard units. One went to the 104<sup>th</sup> Fighter Squadron, and two to the 149<sup>th</sup>. Five of the F-47Ds assigned to the 121, were kept for training. Delivery of the F-84C occurred at a rate of two per day until 24 F-84Cs were delivered. Arrangements were made for a fuel servicing unit and a C-22 auxiliary power plant, along with the necessary JP-1 fuel and storage facilities.

The 121 completed its conversion to the F-84C by 28 Jan 1950. The 121 became the first all-jet fighter squadron of the Air Guard when the last F-84C was delivered. On 29 Jan, Headquarters, DCANG announced the 121 had completed its conversion. As the last of the F-84Cs were turned over to the 121, 12 Air Guard pilots left for Mitchell Air Force Base on Long Island to undergo high-altitude pressure tests in chambers. These were required before the pilots were permitted to check out in the jets.

In Apr 1950, the DCANG announced its summer camp would be divided between two locations. The 121 would conduct camp at Andrews, under the command of LTC Millikan. The other units would complete their encampment at Byrd Field near Richmond, VA, under the command of Col. Mackall. This arrangement was because the runways were not long enough for jet fighters at Byrd.

On 7 May 1950, an F-84C flown by 1LT Forrest G. Thompson crashed while attempting a three-jet takeoff. The three intended to fly cross-country to Miami, FL. The F-84 flown by Thompson suffered a power loss while at a speed of 100 m.p.h.. It went off the runway, over an embankment, tore off its landing gear and came to a stop in a nearby wooded area. The fuel on board caught fire while Thompson escaped, and the plane burned. The other pilots, 1LTs T. O. Batey and R. G. Braswell, departed Andrews safely.

On 31 Aug 1950, 2LT Michael Alkire was killed when his F-84C crashed near Emmittsburg, MD. He was flying as wingman for 1LT William W. Hall and was on a night formation flight during a thunderstorm. Just before ten o'clock, Alkire departed the formation when Hall entered a cloud. When Hall flew out of the cloud, his wingman was not there. Alkire crashed on a farm.

On 15 Oct 1950, the Utility Flight of the 121 Fighter Squadron, Jet was inactivated.

On 19 Dec 1950, by direction of the President and the Secretary of Defense, 121 Fighter Squadron, Jet, ordered to active federal service at Andrews, as of 1 Feb 1951. They were to serve for 21 consecutive months, or such other period as may be authorized by law, unless sooner relieved. These units were assigned to Continental Air Command.

During the Korean War, the 113<sup>th</sup> was ordered into active federal service. By direction of the President, and under the authority conferred by the Selective Service Extension Act of 1950. The 121 Fighter Squadron remained at Andrews under the command of LTC Millikan.

As of 11 May 1951, the 121 was assigned to the 1050<sup>th</sup> ABW for special and summary court-martial jurisdiction.

The first levies for personnel were made during May 1951. Pilot levies against the three assigned tactical squadrons were heavy. Very nearly all pilots, almost without exception, went to Korea. 1LT R. G. Braswell of the 121 was killed during a mission against the North Koreans.

During the Korean call up, LTC Millikan, the commander of the 121, was assigned by the Air Force as Commander of the 33rd Fighter Group (Air Defense Command) at Otis AFB, MA in June 1951. He later became the Deputy for Operations of the 33rd Fighter Wing.

The 121's F-84Cs were not acceptable for the unit's new air defense mission, and the 121 converted to the F-94B in July 1951.

Pilot transition training for the 121 to F-94Bs took place at Alpena, Michigan, an established National Guard training site, where the squadron had the distinction of shooting down its first airplane, a F-51H target tug. Acceptance of the aircraft was unequivocal, as it replaced the ground-loving F-84C in two squadrons and brought the third into the jet age as it replaced their obsolescent Mustangs. Yet the new fighter did require a change in attitude for the pilots, as for the first time they were no longer in a single seat aircraft but in a fighter that had a radar operator that told him where and how to go. At this time, these radar operators were for the most part regular Air Force officers and recent graduates of the ATC schools at Tyndall and Moody AFB's. Among other things, these Regular USAF officers helped to break up the "good ole boy National Guard Flying Club" attitude that was prevalent in some of the squadrons.

A problem that continued for as long as the unit had F-94Bs was a shortage of ground-handling equipment and special tools for proper maintenance. Although this hindered maintenance, it was not critical due to the ordered reductions of authorized aircraft. The possession of F-84Cs and F-94Bs concurrently did much to magnify maintenance problems. All ground-handling equipment, spare parts and special tools for the F-84C were shipped to units in Air Training Command and Air Defense Command.

On 6 Feb 1952, the 113<sup>th</sup> FIW, including all support groups and squadrons, was inactivated at New Castle and reverted to the Air Force. Personnel rendered surplus were absorbed within other units under Air Defense Command. The 113<sup>th</sup> returned to state status and was reactivated at Andrews. LTC Millikan, who led the 121 FIS on active duty, was named the commander of the 113th FIW upon reorganization and promoted to Col. He remained the commander until Jan 1973. The 121 was relieved from assignment to the Eastern Air Defense Force-Air Defense Command, and further reassigned to the 4710<sup>th</sup> Defense Wing.

On 15 Mar 1952, an F-94B flown by Cpt Harry S. Allen crashed on the runway at Andrews after a routine training flight. The radar operator, 1LT John J. F. Fenimore, Jr., was killed instantly. Allen was taken to the Boiling Hospital, but died from his severe injuries and burns.

The 121 was reorganized on 16 Jun 1952 with 107 officers and 233 enlisted personnel.

The 121 was on active duty until 31 Oct 1952. In Nov 1952 it returned to state control. The authorized strength was 30 officers and 123 airmen. It was reequipped with the F-51H.

As of 1 Jan 1953, the 121 had two F-51Hs and eight pilots. Thirty-eight hours of flying were accomplished during Jan. As time went on, additional aircraft were received and more pilots were assigned or attached. Flying gradually increased to 219 hours in Jun. Air-to-air gunnery was handicapped due to the shortage of equipment. Proficiency, instrument, and navigational training were flown in the Texans.

A rebuilding program netted 450 officers and airmen by summer camp in 1953. There was an incredible lack of aircraft with only ten F-51Hs. Camp occurred in July at McGuire AFB, NJ. An advanced detachment prepared the site for the main body that included units from Baltimore, New Castle, and the District of Columbia. This encampment was a field operation requiring the assembly of tents, the stringing of several miles of electric and telephone cables, and the positioning of equipment. Personnel were housed in permanent barracks. The camp was accomplished under partial field conditions. All maintenance, armament and operations were performed in tents. Gunnery practice was over the Atlantic, ten to 65 miles from Ocean City and Atlantic City, NJ.

On 2 Jan 1954, Col Millikan established a transcontinental west-to-east record for the 2,530 miles from Los Angeles International Airport in California to Idlewild Airport in New York. His time was four hours, eight minutes and four seconds. This was faster than the record from 26 Jan, 1946 by Col William H. Council flying a P-80 with wing-tanks and one refueling. The average speed for Millikan was 615 m.p.h., using only one refueling at Offutt Air Force Base, NE. One standard operational F-86F was borrowed. The fuel was 850 gallons. Millikan climbed and headed east. The Sabre's drop-tanks were released over the desert near Ouray, CO, and new tanks were added at the refueling at Offutt. Hanging the tanks and servicing the Sabre was accomplished by Air Guard personnel in five minutes and 26 seconds. While over a gunnery range near the western shore of Lake Michigan, Millikan dropped the second drop-tanks. As the record-breaking F-86F streaked over the finish and passed the official timer at Idlewild, the engine flamed-out from a lack of fuel. An engine-out landing was made at Idlewild where fuel was procured, and the flight continued to Mitchel AFB, where the press, radio and television were. The flight kicked-off a nationwide National Guard recruiting program, and procured thousands of dollars worth of free publicity for the Air Guard.

On 5 Jan 1954, 2LT Warren B. Brown, was killed when his F-51H went down on a farm near Bridgeton, NJ. He was returning to Andrews after a routine flight when his P-51 crashed, slid 450 yards, and burst into flames. Brown was thrown 50 ft. He was the first pilot to enter the Air Force Aviation Cadet Program from the DCANG. Brown was buried at Arlington Cemetery.

Col Millikan flew the first F-86 to Andrews on 14 Mar 1954. He received the F-86A at Albuquerque, NM, and made the flight in four hours, including two refueling stops. By mid-Apr, the squadron had four F-86s. The remaining F-86As were in service before summer camp.

Their ability to maintain the newly-assigned F-86s returned quickly after a jet engine and airframe maintenance refresher course. This was accomplished by an F-86A Mobile Training Detachment from Chanute AFB, IL and additional instruction from technical representatives from North American assigned. The F-86A was excess to the needs of the Air Force, and when the unit requisitioned property, the supply problems began.

In Jun 1954, the 121 deployed to Otis for field training after the squadron obtained its F-86s. Was housed at the Camp Edwards Installation, a deactivated Army base nearby. Flying operations simulated combat conditions. The flightline portion was conducted from tents at Otis. During the camp, Cpt Clifton M. Eisele, Jr. bailed out of his F-86s at 400 ft. after his engine flamed out. He was briefly hospitalized for arm bruises. The DCANG flew its F-86As more than 200 hours during summer camp.

On 5 Apr 1955, Cpt John J. Redlon was killed when his F-86A crashed in the Chesapeake Bay, one mile from the shore near Long Beach, MD. Redlon was on a training mission after departing Andrews early that afternoon. He crashed one half-hour after takeoff.

In 1955,1956 and 1957, the annual training was at Travis Field, Savannah, GA. Travis, being a permanent training site, greatly eased the preparations. Sufficient operational buildings, barracks and office space were available, which reduced the problem to merely positioning personnel. Summer camp occurred from 9-23 Jul. When the DC ANG attended in 1955and 1956, Capt. Holland was the commander of the 121.

On 2 Nov 1955, it was announced that adequate numbers of F-86E were transferred to the Air Guard to allow for the transition of some units to newer jets. Because of this, the 121 switched from the F-86A to the F-86E, and planned for 25 F-86s. As 1955 drew to a close, the 121 began its conversion. The first F-86E was received 24 Nov. The unit's F-86As were transferred to the California Air National Guard at Van Nuys, and were, in most cases, with the concurrence of the commander of the California Air Guard, accomplished without performance of a transfer inspection as required by technical orders. This was authorized if all parties agreed.

On 23 May 1956, the 121 scrambled its F-86Es as a windup to a Jet Indoctrination Program presented to city and county officials near the greater Richmond area. This was because the 149th Fighter Squadron of the Virginia Air Guard was converting to jets.

In Apr 1957, the Wing had 24 F-86Es and two T-33As. Col Millikan test flew an F-86E that DCANG mechanics had modified to F-86F standards by installing a more powerful jet engine rated at 6,300 lbs. of thrust. Soon a program to convert the assigned F-86E to F-86Fs began. The official go-ahead was received, and the conversion started that spring. This required a larger jet engine and the removal of miscellaneous pieces. Changes were needed in the electrical and hydraulic systems, along with additional sheet metal work. The airframe, remained the same. A major project was encountered in procuring the parts and engines for the upgrades, which was accomplished by the 113th's air technicians. This conversion required 176 work hours per aircraft.

Approximately one-half of the unit's F-86E had been converted to "F"s when word was received the unit would convert to the F-86H. The F-86Fs went to the California Air Guard. The conversion of the remaining F-86Es would be completed by the California Air Guard. California sent a team to train for the conversion. The F-86Es and F-86Fs transferred to California as the F-86Hs were received.

The DCANG began its conversion to 24 F-86Hs in November 1957. The 121 flew the F-86E until December.

Summer camp for 1958 was at Travis from 20 Jul to 3 Aug. The training included air-to-air gunnery over the Atlantic, instrument flying, and ground-controlled interception. In attendance were F-86s from the DCANG, Maryland, Delaware and West Virginia.

In Feb 1960, the 121 participated in a firepower demonstration with the Army at Ft. Lewis, WA. The Wing provided close air support for aggressor and friendly battle groups of the Fourth Infantry Division. This demonstration provided an opportunity to perform the mission the Wing had trained for, deploying aircraft and ground crews over great distances in support of ground forces.

In mid-Mar 1960, BG Millikan flew the first F-100F with Maj Robert P. Pasqualicchio, the air advisor, to Andrews from George AFB, CA. An Air Force Training Detachment instructed pilots and ground crews in flying and maintaining the new jets. Beginning in Apr, the 121 transitioned from the F-86H to the F-100C/F without losing combat capability.

On 11 Sep 1960, Maj Robert P. Pasqualicchio jumped free of his F-86H while on the ground when the starting unit caught fire as Pasqualicchio was preparing to start the aircraft. Two DCANG airmen received minor injuries while extinguishing the fire on the parking ramp. A1C James J. Pennington, Jr., a crew chief, was struck by an exploding fuel line. A3C Edward E. Lattimore, Jr. suffered smoke inhalation.

By Oct 1960, the 121 received 13 F-100Cs. By the end of the year, the 121 was scheduled to receive 14 more, to bring the strength to 27 F-100s. There were 41 pilots assigned. Ten of the F-86Hs went to the Puerto Rico Air National Guard, five were scheduled for reclamation, and one was to go to the University of Maryland campus. The remaining ten were reassigned to other locations in the country. By Nov 1960, 17 pilots of the 121 were checked out in the F-100Cs.

Because of the Berlin Crisis in Germany, as of 1 Oct 1961, by direction of the President, under authority conferred by Public Law 117 of the 87th Congress, the 121 TFS ordered to extended active duty for 12 months, unless sooner relieved by proper authority, at Andrews.

The DCANG was called to federal service to augment the nation's regular forces for the third time since it was founded in 1940. These units were relieved from assignment to the District of Columbia and reassigned to Twelfth Air Force. The 121, with its F-100Cs, was called to active

duty, but continued to be based at Andrews.

In early Nov 1961, the 121 returned from a 20-day exercise at Nellis Air Force Base, NV. under the leadership of Maj Railey. While at Nellis, the 121 completed 500 weapons events and flew 367 hours, 40 minutes. Twenty-six squadron and three attached pilots took part. A breakdown of the weapons events showed the following: 143 rocket, 72 skip-bombing, 126 high-angle dive-bombing, 150 strafing, and 24 dart target events. The squadron proved most successful with the air-to-air dart target. Railey praised the work of the support personnel, pointing out their major role in the squadron's successful deployment. The squadron had an average of 11 aircraft in commission at all times out of 13 for the Operational Readiness Exercise. Bad weather, caused the loss of seven days of the exercise, or 40 sorties.

In late Nov 1961, ten F-100s, 15 pilots and 65 airmen departed for Myrtle Beach, SC for a week of intensive training to become qualified because air-to-air dart missions could not be performed at Andrews. All aircrews qualified in the events necessary to upgrade to operationally ready status. This required 163 aircraft hours and 133 sorties in one week.

In Feb 1962, the 121 deployed to Myrtle Beach, S.C. for four weeks of weapons training with the 354<sup>th</sup> TFW. The purpose was for training with conventional and special weapons delivery. This was the third in a series of joint Army and Air Force operations testing the quick strike abilities of coordinated air-ground forces, which centered around Albrook Air Force Base in the Panama Canal Zone. Exercise Banyan Tree III was a three-day maneuver that included land and air action against aggressor forces in Panama's Rio Hato training area. It involved an airborne battle group of more than 1,000 troops, supported by troop carrier, jet reconnaissance and fighter aircraft.

On 13 Feb 1962, 1LT Ralph F. Reichlin of the 121 was killed when his F-100C crashed off the coast of South Carolina, about 18 miles south of Myrtle Beach.

In Mar 1962, 1LT Philip D. Shade of the 121 ejected from an F-100C over a North Carolina lake. He left the burning F-100 during a training mission from Myrtle Beach. The ejection took place at 8,000 ft., and sent Shade into a lake where he landed in 15 ft. of 35-degree water. He swam through a half-mile of water with the aid of his life raft before touching ground. Once ashore, Shade was located by a passing motorist who drove him 30 miles to the nearest hospital in Belhaven, NC.

The pilots of the 121 a part of the former DCANG serving on active duty, devastated a simulated battlefield on the Ft. Benning Range in mid-May 1962 with rockets and bombs. The 121 flew close air support for army troops conducting maneuvers. The impressive display of pinpoint accuracy was held before a thousand spectators, including numerous civilian and military dignitaries and student officers. Between 3,000 and 4,000 army troops were involved. The F-100S unloaded 500-lb. bombs, fired rockets, and dropped napalm. The 121 was called to strike targets for which army firepower was not effective, or attack targets beyond the army's range. Robins AFB was the staging site for the aircraft.

Beginning 28 May 1962, the 121 participated in exercise Clear Lake in northern FL. The 121 flew air support for 1,000 paratroopers from the 101<sup>st</sup> Airborne Division who parachuted into the exercise area at Eglin Air Force Base, FL.

On 15 Jun 1962, it was announced that the end of active duty was scheduled for 24 Aug.

The unit deployed from 5-18 Aug 1962 to Hunter Air Force Base, GA. During this deployment, the 113<sup>th</sup> participated in its last major "campaign" for its active duty tour, Swift Strike II in the Carolinas, even though the Wing would be demobilized on 24 Aug 1962. It brought together all three fighter squadrons of the 113<sup>th</sup> for the first time. Swift Strike II was a joint Army and Air Force exercise which simulated conditions that provided maximum opportunity for joint operations compatible with contingency requirements of both Army and Air Force elements. When the 113<sup>th</sup> participated in Swift Strike II, it was the largest joint Army-Air Force exercise since Korea. The 113<sup>th</sup> supplied the fighter component for the red air force as the red aggressor forces clashed with the blue defensive forces. The 113<sup>th</sup> earned praise from active Army and Air Force leaders for furnishing the "best air support" they ever received. Elaborate planning involving thousands of hours of staff work were involved in executing this exercise. 2LT William Gray was killed during this exercise simulating close air support with the Army. As of 24 Aug 1962, the 113<sup>th</sup> was relieved from assignment to Tactical Air Command and reassigned to the District of Columbia National Guard. The same applied for the 121 TFS.

As of 13 Oct 1962, The 121 TFS was assigned to the 113<sup>th</sup> TFG, which was federally recognized on 15 Oct 1962.

By Apr 1963, the 121 trained its pilots in air-to-air refueling. They used this to fly non-stop to Volk for annual training in July. This was the first the unit refueled in-flight.

The 1963 summer encampment was at Volk from 20 Jul to 3 Aug. It was attended by 600 members of the 113<sup>th</sup> and Air Headquarters, along with 17 F-100s. The 121 was flown in nine flights in C-97s and C-124s by Air Guard units from Delaware, Pennsylvania, New Jersey and Minnesota. During this camp, 314 sorties were planned. These missions included 184 air-to-ground, 72 air-to-ground gunnery, 32 air-to-air target, 26 instrument and 36 deployment and redeployment missions. On each air-to-ground sortie, all pilots completed at least three rocket passes, two dive-bomb passes, two skip-bomb passes, and four strafing passes. The air-to-air dart operations, which began on July 29, were staged over Lake Michigan near Sheboygan, WI. All firing was conducted between 20,000 to 30,000 ft.. More than 21,000 20mm cannon shells were fired. The pilots also dropped 650 25-lb. smoke bombs and shot 470 rockets at ground targets at the nearby Harwood Gunnery Range.

In Nov 1963, the 121 participated in Operation Canecutter. It flew its F-100Cs to Puerto Rico with ANG tanker refueling to demonstrate its ability to deploy long distances. Twelve F-100s from the 121 along with six other F-100Cs from St. Louis' 131<sup>st</sup> TFG, deployed nonstop from Andrews to Ramey Air Force Base, Puerto Rico in an all-Air National Guard operation. The



purpose was to increase the deployment capability and reaction time of the air crews, to provide practice for in-flight refueling, and to test long-range navigational procedures. Inflight refueling was provided by Air Guard KC-97 tankers from the 126th Air Refueling Wing from Chicago; Wilmington, OH; and Milwaukee. The flying time for the jets was four hours and 20 minutes. Despite a rainstorm that hampered landing, the 121 F-100Cs flew nonstop to Ramey on 22 Nov, refueled twice in midair, and became the first Century Series aircraft with the Air Guard to deploy over the water.

On 8 Jun 1964, Cpt Donald A. Ross was killed during a night mission when his F-100C crashed in a marsh, 12 miles southwest of Camp A. P. Hill, VA. Ross was on a training mission with two other F-100Cs. He was able to eject from the F-100, but was killed on impact with the ground.

In Aug 1964, after more than a year of training and planning, the 121 deployed its F-100s nonstop to Europe, with air refueling by ANG KC-97s from Illinois and other states, for the 4,600 mile journey known as Operation Ready Go. This was designed to test the Air Guard's capability to deploy overseas quickly to support the regular Air Force in emergencies. Approximately 700 Guardsmen from 23 states and the District of Columbia participated in this all Air Guard operation. The 113<sup>th</sup> was the keystone. About 170 members from the 113<sup>th</sup> were in the spotlight during the operation because of their role in this historic event. Nineteen pilots from the 113<sup>th</sup> flew F-100Cs across the Atlantic, along with 12 RF-84s from the Alabama ANG, and were the first Air Guardsmen to complete a nonstop deployment to Europe. This was accomplished in slightly over nine hours, with three midair refuelings, and returning to Andrews in a similar manner. While in Europe, the 121 was located at Hahn AB in Germany.

BG Millikan observed in 1961 during the Berlin Crisis that it took several days to deploy fighters to Europe using island-hopping techniques. Because of this, he conceived and led the flight to Europe. He called it a well-executed mission which proved the Air Guard's readiness. These flights were accomplished with perfection despite inhospitable weather upon arrival in Europe, which caused the last 13 aircraft to divert to other bases in Germany and England. As a result, the second cell of six F-100s, led by Maj James M. Kennedy, was diverted to Ramstein AB, 50 miles south of Hahn; and the third, led by LTC Clifton M. Eisele, Jr., was diverted to Lakenheath Royal Air Force Station, 100 miles north of London. Operations were cancelled due to poor weather the next day, but cleared to allow the two diverted cells to fly to Hahn that afternoon and the next day. The weather improved so that some aircraft could fly in support of the Army on the 14th, but as the redeployment was scheduled for the 15th, not everyone could fly.

On the return, two F-100Cs aborted to Torrejon AB in Spain due to mechanical problems, and reached Andrews a day after the others. For the return, the 113<sup>th</sup> departed by way of Lakenheath where they were delayed until the 17th by high winds and bad weather in the refueling areas. Once the aircraft were airborne, high winds forced a diversion of the strike force to Lajes Air Base in the Azores. The weather and high winds cleared on the 19th, and the F-100s from Lajes made it across to Andrews in slightly more than six hours. Stopovers from both trips were made at Lajes. This was the first nonstop transatlantic crossing by an Air Guard tactical fighter unit. It proved the proficiency of the 121 at air-to-air refueling, and the feasibility

of deploying Air Guard tactical fighter units to Europe to augment the regular Air Force on short notice. This was the first time an Air Guard unit made an over-water flight in Century Series aircraft with in-flight refueling to Europe. The exercise occurred August 8 to 22.

On 7 Nov 1965, an escapee from St. Elizabeth's Hospital ran across the runway at Andrews just as Capt. Lawrence A. Horton was landing his F-100 at 180 m.p.h.. Horton pulled back on the stick, gave the aircraft full power, and took off again in an attempt to avoid hitting the man. Observers said the F-100 skipped over the patient. Air Police turned the man over to the Park Police who took him back to the hospital.

Sixteen F-100s from the 121 successfully completed their first all jet air-to-air refueling in early November 1965 with an operation that began over Flat Rock, VA, and ended over Spartansburg, SC. The mission was led by BG Millikan and accomplished with KC-135s. All fighters were refueled from SAC tankers with approximately 52,000 lbs. of fuel in 45 minutes.

From 15-19 Feb 1967, seven F-100s from the 121 deployed to Myrtle Beach AFB, SC to train with the AIM-9B Sidewinder missile along with the dart target. The lack of support facilities, bad weather, and the absence of rescue facilities in the Andrews area when using live ammunition made the deployment necessary. On the way to their destination, two F-100s, piloted by Maj Phillips F. DuLaney and Maj Donald L. Pope, were refueled in midair at night by KC-135s.

President Johnson called 14,600 Air Guardsmen into federal service, including the 121. They were ordered to active duty on barely 24 hours notice, yet more than 98 percent were on duty by the deadline. The Wing was called once again to federal active duty on January 26. The 113th, was never ordered to deploy. Nevertheless, personnel from the Wing were assigned to 51 military installations, and the main body went to Myrtle Beach Air Force Base, where the 113th established a Replacement Training unit, training F-100 pilots for service in Southeast Asia. Twenty members of the Wing went to Japan, 120 to South Korea, and 148 to Vietnam.

On 27 Jan 1968, the 113<sup>th</sup> was activated. The DCANG exercised command over groups in Niagara Falls, NY; Atlantic City, NJ; and Columbus, OH. The four units comprised several thousand people. The announcement from the White House was made on 25 Jan, and members of the unit began registering at Andrews at noon on 26 Jan, and reported for active duty the following day.

About 200 members of the 113th participated in a four-week exercise which deployed from Andrews to MacDill to provide special flight training for the unit's fighter pilots. They departed 10 Mar 1968 and were scheduled to return 6 Apr 1968, after completing the daylight aerial tactical training and night attack drills necessary to meet Tactical Air Command standards. This involved four sorties in each of the day and night segments for each pilot at the Avon Park Gunnery Range.

In March 1968, the 121 was ordered transferred, along with two New Jersey squadrons, to Myrtle Beach to form a Tactical Air Command F-100 Replacement Training Wing. These were

the only Air Guard F-100 units called in Jan that were not assigned to duty in Vietnam and Korea, although individual DCANG pilots volunteered for such duty.

At the time of the call up in January 1968, Lt. Col. Sherman E. Flanagan, Jr. was the commander of the 121. During a combat mission he flew in an Air Force F-100D on July 21, 1968 in Vietnam, he was shot down by ground fire over the A Chau Valley and killed

On 27 May 1969, the 113<sup>th</sup> was transferred to its home at Andrews for deactivation, and the 121 Tactical Dispensary returned. Personnel from the 113<sup>th</sup> returned to Andrews for release. As of 31 May, the 121 moved to Andrews. Most personnel from the South Korean and South Vietnam bases returned to Andrews by 3 Jun for release on 18 Jun. Demobilization ceremonies were on 18 Jun honoring the 113<sup>th</sup> for its active duty service.

As of 18 Jun 1969, the 113<sup>th</sup> was relieved from extended active duty with Tactical Air Command and returned to the District of Columbia National Guard. The 121 was relieved from assignment to the 113<sup>th</sup> TFW and assigned to the 113<sup>th</sup> TFG. The 121 was also relieved from active duty to Tactical Air Command and returned to the District of Columbia National Guard. At the same time, the 119<sup>th</sup> Tactical Fighter Squadron was relieved from assignment to the 113<sup>th</sup>.

In Mar 1971, it was announced the DCANG would transition into the F-105D. Four pilots checked out in the aircraft, and leading the list was BG Millikan, the Wing Commander, along with Col. Kennedy, the Wing Director of Operations, LTC David M. Ehrlich, the 121 Operations Officer, and Maj Joseph E. Hall. Transition training occurred at McConnell AFB, KS over 12 weeks. As a result, the summer camp for 1971 was held at Andrews. A modified "Texas Plan" was used for the annual training, giving each member more flexibility with camp dates.

On 1 Jun 1971, the first two F-105s were flown to Andrews. Brig. Gen. Millikan and Col. Kennedy flew the two fighter-bombers non-stop from McConnell. Their flight from Kansas included an aerial refueling from a KC-97L tanker from Tennessee's 134<sup>th</sup> Air Refueling Group

In Jul 1971, the 121 began its conversion to the F-105D.

When the 121 transitioned into the F-105D, the major problem for the squadron was not a lack of pilots, but of operational aircraft. Throughout 1971 and 1972, the 121 Squadron had pilots who were required to fly the A-37B with the Maryland Air Guard's 175<sup>th</sup> TFG to log sufficient flying time. Another problem was the maintenance required for the earlier F-100 typically was 23 hours per flying hour. The F-105D required an average of 57.3 hours per flying hour, or a factor of 2.5.

During Aug 1973, the 121 participated in one of the largest joint National Guard and Army Reserve exercises since World War II, held at Ft. Stewart, GA. Over two weeks, 64 close air support sorties were flown in support of friendly forces.

The 1976 annual training was at Phelps-Collins from 12-26 Jun. Approximately 500 officers and

airmen attended with 23 F-105Ds. During the camp, the F-105D pilots were to fly 400 sorties, many over the Camp Grayling gunnery range, 40 miles west. In 50 of those sorties, the F-105Ds were armed with eight 500-lb. bombs. For the remaining sorties, they carried 25-lb. practice bombs and 1,000 rounds of 20mm shells which were fired from their gatling gun at a rate of 6,000 rounds per minute. A total of 478 hours and 406 sorties were flown. The pilots practiced ground attack tactics, close air support missions, and air combat maneuvering in the restricted air space over Lake Huron.

LTC David M. Ehrlich bailed out safely from an F-105D, seconds after flames erupted. Ehrlich was on a routine training flight on 23 Feb 1977 to the NAS Patuxent, MD operating areas over the Chesapeake Bay when a red warning light flashed. Ehrlich immediately headed the plane toward the naval air station, located 60 miles southeast of Andrews. While Ehrlich piloted the F-105D on the return, he heard several loud explosions, followed soon by the loss of controls. He then bailed out. The plane was traveling at 500 knots and cruising at 19,000 ft. when he ejected. Despite bailing out over water and damaging his parachute, Ehrlich landed on the ground, east of the station. The F-105D crashed in the bay, midway between the shores. Ehrlich was rushed to the naval hospital at Patuxent, and then to the Malcolm Grow Hospital at Andrews, and treated for a dislocated shoulder, a fractured arm, torn ligaments and back injuries. He was hospitalized for several weeks.

On 26 Nov 1977, Col Kampschorr parachuted to safety just before his F-105D crashed near Byrd Field, in Richmond, VA. The 45-year old Vietnam veteran was on a training mission to MacDill AFB in Florida when his F-105 developed mechanical problems, about 20 minutes after he took off from Andrews. Kampschorr radioed Byrd he noticed irregularities, and said he would attempt an emergency landing. As he was making a final approach, his controls froze, and he bailed out five miles away at 2,000 ft. The plane glided for two miles, sheared trees, crashed near a dairy farm, and broke into two pieces. Some rounds of ammunition exploded. Kampschorr suffered a bloody nose and injuries to his left heel. He was treated at Langley AFB, VA, and released.

The 1978 annual training was at Phelps-Collins from 9-22 Jul. On 12 Jul 1978, Capt. John J. Pesch, Jr., was killed when his F-105 crashed and burned near the north end of the runway. While returning from a training mission as part of a flight of four, Pesch completed a south-to-north pass over the field and entered onto the downwind leg when his F-105D went out of control. The aircraft suddenly veered to the right and went down in the trees, east of the north end of the runway. No other persons were injured in the 9:30 a.m. crash, and property damage was limited to the airplane and trees.

The 113th TFW deployed eight F-105Ds from 20 Oct to 4 Nov 1979 to George AFB, CA to accomplish low-level awareness training (LLAT), low-level navigation training, tactical weapons delivery in a strange location, and composite strike operations with Wild Weasels, as well as to increase the basic proficiency for selected pilots.

In Mar 1980, the Air Force announced the 121 would convert to the F-4D During fiscal year

1981. The anticipated manning would include 20 or more Weapons Systems Officers, with grade authorizations of lieutenant through lieutenant colonel. The 121 was scheduled to receive 24 F-4Ds. The F-105Ds, would be transferred to the military aircraft storage center at Davis-Monthan.

Maj James V. Mullen, was killed on 11 Jul 1980 when his F-105D crashed while on a gunnery and bombing training flight near the Dare County Military Reservation gunnery range in North Carolina. Mullen was flying as Number Three in a formation. After making his second strafing run and without making radio contact, Mullen crashed. No one else was injured in the 12:30p.m. incident, and property damage was limited to the airplane and uninhabited marshland.

On 24 Jan 1981, a major non-fatal accident occurred when an F-105D from the 121 struck a 1,000-foot television broadcasting antenna.

On 13 Jun 1981, the first F-4D arrived at Andrews from Kunsan Air Base, Republic of Korea. It joined two Phantoms on loan from the North Dakota Air Guard. These three were used to train maintenance personnel in anticipation of the other 19 Phantoms scheduled to arrive throughout the coming year. The first F-4D sortie for the 121 was flown in Jul 1981 at Andrews. All Phantoms were in their new home by Dec 1982, and all came from Kunsan. The DCANG also received an F-4D flight simulator.

By Aug 1981, the 121 sent eight pilots to McConnell for Initial Qualification Training in the F-4D.

Over 16-30 Jan 1982, seven F-4Ds and 75 personnel from the 113<sup>th</sup> deployed to NAS Key West, FL to upgrade the aircrews in their air-to-air capability.

The 22nd and last F-4D arrived at Andrews on 23 Mar, 1982, and the unit was in a C-3 mission ready status in the Phantom by 31 Mar.

From 16 Jan to 13 Feb 1983, 60 members of the 113<sup>th</sup> TFW participated in week-long missions in both low-level navigation and air-to-ground, as well as dissimilar air combat tactics, against F-5 Aggressors and F-16s at MacDill AFB, FL. The purpose of the deployment was to enhance the proficiency of aircrews from the 113<sup>th</sup> during the bad weather in the Washington, D.C. area. Six F-4Ds were flown to MacDill, and aircrews were assigned for one-week periods. Support personnel rotated after two weeks. The intent was to fly approximately eight sorties per day.

On 3 Jun 1983, the Wing deployed 12 F-4Ds and 295 personnel to RAF Finningley in Doncaster, England. This was in response to the Checkered Flag program, but it coincided with the NATO exercise, Central Enterprise, in which the 121 F-4Ds hit targets in Germany, Belgium and the Netherlands over four days, and also Coronet Shield. Its purpose included low-level navigation in the buffer zone, landing at a NATO base, and flying a sortie over a range on the return to base. The deployment consisted of a seven and a half hour nonstop, air-to-air refueled flight for the Phantoms. This marked the first crossing for Air Guard F-4Ds where all primary aircraft

made the crossing successfully. Support personnel traveled on Military Airlift Command C-141s. While at Finningley, aircrews from the 121 flew over 170 sorties in eight days. Some were into the buffer zone between NATO and the Eastern Bloc countries, and others were from alternate bases. The exercise lasted until June 18. The 113<sup>th</sup> was in England to become familiar with the flying conditions it might encounter should there be a call to Europe. Training included low-level, air-to-ground gunnery, and over-the-water refueling. When the 113<sup>th</sup> deployed to the United Kingdom, it was the Wing's first major overseas deployment in 20 years.

In Oct 1983, the Wing converted its F-4Ds and trained its personnel to operate the system of air-to-ground laser target designation and bomb guidance called Pave Spike. By 1984, the 113<sup>th</sup> became the first flying unit in the Air Guard to qualify with the Pave Spike Precision Attack Laser Designator.

The 113<sup>th</sup> TFW deployed six F-4Ds and 90 people to Eglin AFB, FL from 27 Nov to 10 Dec 1983. The purpose was to fire AIM-7 and AIM-9 missiles under the Tactical Air Command Combat Echo program that implemented the USAF Weapons Systems Evaluation Program. The mission was to demonstrate the capability of the 121 to employ AIM-7 and AIM-9 missiles using profiles that maximized combat realism and provided aircrews with the greatest possible training benefit.

During January through March 1984, the 121 launched an aggressive training and qualification program with Pave Spike. This was accomplished ahead of schedule, with fewer sorties than planned. Following this, the 121 deployed 16-30 Mar with six F-4Ds and 98 personnel to the Green Flag 84-2 exercises at the Red Flag complex at Nellis. Green Flag is an electronic warfare oriented exercise, similar to the munitions-oriented Red Flag. It emphasizes communications jamming and electronic countermeasures in a European combat scenario. Green Flag is training to increase combat effectiveness and survivability. It incorporated extensive electronic warfare, requiring the unit to modify its aircraft with "Have Quick" UHF radios, and train its aircrews in minimal time. The exercise involved fighting while jamming the enemy's radar, having the Wing's radios jammed, and similar events. This was a highly successful exercise, and an opportunity to drop laser-guided bombs. DCANG pilots flew 61 sorties.

After a five year absence, the DCANG's F-4Ds and 500 men and women returned to Alpena for annual training from 21 Jul to 4 Aug 1984. The theme was intensive training with a strong emphasis on safety, and the Wing operated from an ORI scenario. Twelve Phantoms left Andrews. The 121 flew 182 of the 244 scheduled sorties, despite losing two days to bad weather. The unit had the rare opportunity to drop live ordnance. The Weapons and Munitions Branch loaded 385 practice bombs. The unit completed 72 live, high-explosive, 500-lb. bomb drops at the Grayling Range, although that was threatened by weather. Chemical warfare defense training was conducted for aircrews.

The 113<sup>th</sup> TFW participated in the Fleet Air Defense exercise Seabat 1-85 from 4-8 Dec 1984 with seven F-4Ds, 16 pilots, and 21 support personnel, which proved successful. The 113<sup>th</sup> deployed from Naval Air Station Oceana, VA. The first two days of the exercise were air-to-air,

and the second two included attacking a warship with simulated laser-guided bombs along with air-to-air training.

The annual training for 1985 was 12-25 May at Travis. This was the first deployment to Travis in the F-4D, four years after the last tour. The encampment was supported by over 800 personnel. During the first week, the 113th participated, along with active and reserve units, in the major exercise Solid Shield, a Joint Chiefs of Staff exercise. Various scenarios were enacted along the Atlantic as a land, sea and air battle progressed. Solid Shield emphasized command, control and communications, and the new joint message format, JINTACCS (Joint Interoperability Tactical Command Control System). During the second week, the unit participated in the Ninth Air Force exercise Quick Thrust. This tested the capabilities of the 113<sup>th</sup>, as well as other units, under field conditions, and emphasized flying training. It allowed the 113<sup>th</sup> to work with Ninth Air Force as the Quick Thrust exercise headquarters were at Travis. The 113<sup>th</sup>'s F-4Ds were involved in bombing missions, with F-16s from Ninth Air Force providing combat air patrol, under the direction of an AWACS to intercept intruders.

The 121 made its first Maverick air-to-ground missile sortie on 2 Jul 1985.

The year 1986 saw the 121 increase to 24 F-4D Phantoms.

The 113<sup>th</sup> TFW participated in the US Army National Training Center's exercise Air Warrior from 23 Feb to 9 Mar 1986, located at George AFB, CA. The missions included air-to-ground and close air support sorties. The 113<sup>th</sup>'s aircrews also had the opportunity to drop 500-lb. bombs, laser-guided bombs, and fire Maverick missiles and 20mm shells on the Ft. Irwin and 29 Palms ranges. The 113<sup>th</sup> participated with 103 members and seven F-4Ds.

During the 113th's Coronet Kiowa deployment from 19 Apr to 3 May 1986, 12 F-4Ds flew to NAS Keflavik with air refueling and no stops enroute for both alert and dissimilar aircraft training. Checkered Flag training was accomplished for the 140 deployed maintenance personnel which included extensive training on the AIM-7 and AIM-9, flare and chaff build-up, and Avionics Mode 4 training. Two F-4Ds were on alert throughout the two-week period. This deployment produced 293 flying hours. During this deployment, six F-4Ds deployed from Keflavik, Iceland to Lossiemouth, Scotland, along with 20 aircraft maintenance personnel, to participate in the NATO exercise, Elder Forest. Training there included low-level training, aircraft attacks, and intercepts. The aircraft departed Iceland, refueled over the North Sea, and accomplished surface attack missions on the Royal Air Force (RAF) at Benbecular in northwestern Scotland. While at Lossiemouth, the 113<sup>th</sup> flew sorties against the RAF's F-4s.

The 113th TFW participated in an air-to-air WSEP exercise at Tyndall AFB, FL from 5-16 Jan 1988. There were eight F-4Ds involved. AIM-7 and AIM-9 missiles were fired under the Tactical Air Command Combat Archer program using profiles that maximized combat realism, and provided the 113th's aircrews with highly beneficial and realistic training. The aircraft, aircrews and maintenance personnel performed in an exceptional manner. The high-quality results prepared the unit for the simultaneous Ninth Air Force unit Effectiveness Inspection and

Standard Evaluation Inspection in April.

From 10-24 Sep 1988, 12 F-4Ds and 196 Air Guardsmen from the 113th deployed to NAS Keflavik, Iceland. The Phantoms were refueled by two KC-10s from Seymour Johnson, which transported the members. The flight lasted six hours. The 113th deployed under the Checkered Flag training program, which maintained its capability for deploying worldwide. While the 113th was in Keflavik, it augmented the air defense of Iceland by flying with the 57th FIS's F-15s intercepting and photographing Soviet aircraft. Two 113th aircraft scrambled from alert in response to a Soviet TU-95 Bear bomber. The 113th flew against the Eagles of the 57th as they prepared for the William Tell competition at Tyndall. This was also known as Coronet Wizard.

While in Iceland, 60 members also deployed to Norway to participate in the Navy's Second Fleet exercise Teamwork-88, a major NATO exercise. Six F-4Ds and 18 aircrew, including BG Davis, deployed to Bardufoss AB, Norway from 18-21 Sep. In addition, 46 maintenance personnel went directly from Andrews. The 113th flew 31 sorties as aggressors against simulated targets, which were allied ships. As the aggressors, the air crews flew demanding low-level routes through Norwegian fjords into the exercise areas. Enroute, they were attacked by US Navy F-4s and F/A-18s, US Air Force F-15s and Norwegian Air Force F-16s.

The 113th deployed ten F-4Ds to Muniz Air National Guard Base in San Juan from 12-21 Feb 1989 to participate in the Navy's Fleet Exercise 89-2. More than 120 maintenance, aircrew and support personnel participated. The detachment commander was LTC Robert J. Spermio. The Phantoms attacked warships up to 500 miles from land, and engaged Navy F-14 and F-18 in close combat.

During 1989, the 113th deployed to Alpena for annual training. This marked the final deployment of the F-4D, which were replaced by F-16As. About 425 personnel and nine of the Wing's 20 aircraft arrived at Phelps-Collins on 5 Aug and they returned on 19 Aug.

The 113th received its first F-16As in September 1989. The Wing held formal ceremonies on September 16 to accept the first Fighting Falcons. At the time, it had three F-16s, and the 113th would have 18 authorized, with an official conversion date of January 1.

On 6 Jan 1990, the 113th bid farewell to 22 Weapons Systems Officers at a going away party. With the departure of the F-4D in favor of the F-16, the WSOs saw the end of yet another era with the DCANG. The last F-4D number 588, left Andrews on 26 Jan. The Phantoms were sent to the boneyard for conversion to target drones.

The first five F-16s arrived in Jan 1990. Five more followed in Feb, and another five in Mar, and the last F-16 arrived in Apr, giving the Wing 20 aircraft. The conversion was well underway with maintenance beginning an extensive training program. Most of the F-16s from MacDill where the 113th's mechanics performed rigorous acceptance inspections. During 1990, when the 121 transitioned from the F-4D to the F-16A/B, 26 pilots went through a three-month training course at McConnell to learn to fly the newly assigned F-16s



During Operation Desert Shield, the 113<sup>th</sup> was in a conversion, and not eligible for deployment to the Middle East, although several individuals volunteered in backfill assignments, and a few were ordered to duty.

During Oct 1990, Col Pochmara announced the 121 was increasing its fleet of F-16s to 24.

From 22 Oct to 16 Nov 1990, the 121 TFS deployed five F-16s, eight pilots and 30 maintenance personnel to Gulfport, MS, for three weeks to increase the pilots' air-to-air skills using the Air Combat Maneuvering Instrumentation Range. The mission was highly successful and provided excellent training. While the 121 was at Gulfport, it flew its F-16s as the "Red Air" for the Ninth Air Force Inspector General during the New Orleans' Air National Guard Operational Readiness Inspection.

The 113<sup>th</sup> completed its first major deployment with the F-16A in Jun 1991 when eight aircraft and 82 operations and maintenance personnel participated in the Red Flag exercises. This was the first deployment to Red Flag in over ten years. Each exercise involved different aircraft, including Air Force Aggressors and NATO forces, and hundreds of personnel from regular and Reserve/Guard units. The pilots flew a variety of missions against realistic targets. Weapons personnel loaded the aircraft in different configurations, including live ordnance. The 113<sup>th</sup> scored a 97 percent success rate in destroying targets.

On 27 Nov 1991, an F-16A from the 121 went down in the water off North Carolina, but the pilot, Maj Robert F. Lake, ejected safely and was recovered. The Falcon was on a routine training mission near the Dare County gunnery ranges when the accident happened. The F-16A crashed at 9:05 a.m. where the Alligator River meets the Albemarle Sound. Lake parachuted into the water, and was recovered by a local fisherman who took him to a marina. A helicopter flew him to the Portsmouth Naval Hospital. Lake suffered no injuries, and was in excellent condition. The cause of the accident was not known, but there were indications the engine failed at low altitude.

The 113<sup>th</sup>'s largest deployment of 1993 was to Afyon, Turkey from 25 Sep to 9 Oct where it participated in a major NATO exercise. The unit took 194 people and eight F-16As half-way around the world, and lived in tents for 13 days in the high desert that was a bare base. The unit proved it could complete the job despite the most austere and sometimes trying conditions. This deployment was part of the NATO exercise Coronet Dominator. The 113<sup>th</sup> transported 75 tons of equipment to support the F-16As for 91 hours of flying over the course of 15 days.

BG Pochmara, the 113<sup>th</sup> commander, announced the 113<sup>th</sup>'s conversion to the F-16C/D in Dec 1993.

In Jan 1994, the 113<sup>th</sup> received its first F-16C during the unit training weekend. The 113<sup>th</sup> now operates 20 of the newer F-16Cs and one two-seat F-16D. The model of the F-16C currently

used by the 121 FS is the Block 30, which came from the USAF at Ramstein Air Base in Germany.

The 113<sup>th</sup> deployed to Hickam Air Force Base in Hawaii from 1-17 Nov 1994 for exercise Sentry Aloha. The 121 flew six F-16Cs to Hickam to provide dissimilar adversary support for the Hawaiian ANG prior to their deployment to Turkey as part of the United Nations' Operation Provide Comfort II. The 113<sup>th</sup> provided the Hawaiian F-15s with realistic enemy tactics and weapons to better prepare for their overseas operation. In addition, the Hawaiian F-15s reciprocated with similar support for the 113<sup>th</sup>'s F-16Cs during their AMRAAM (Advanced Medium Range Air-to-Air Missile) upgrade training as part of the unit's F-16C conversion.

The 121 FS became the first ANG F-16 squadron to deploy to Operation Southern Watch in Mar 1995. The squadron was accompanied by maintenance and ground personnel from the 113<sup>th</sup> FW. In theater, F-16 pilots averaged more than 10 combat sorties each and accumulated 400 hours in more than 100 combat sorties. While deployed to the middle east, the squadron participated in a ten day joint exercise with the United Arab Emirates. The exercise, called Iron Falcon, 96, demonstrated flying capabilities and practiced command and control with UAE partners. The squadron maintained a 99.6 percent fully mission capable rating during the deployment.

In Nov 1995, the 121 deployed seven F-16Cs to Tyndall AFB, FL for ten days to participate in the Air Force's Combat Archer program, formerly known as the Weapons System Evaluation Program (WSEP). The mission was to evaluate the unit's ability to load and fire air-to-air missiles against drones simulating enemy air tactics and flight profiles. The 121 performed flawlessly, firing three AIM-120 Advanced, Medium-Range Air-to-Air Missiles (AMRAAM) and five AIM-9M Sidewinder missiles, without a single loading crew, maintenance, aircraft or pilot error.

In Mar 1996, about 90 members of the 113<sup>th</sup> Wing participated in Operation Southern Watch for 30 days in the Middle East, one of the most important real-life missions the unit has ever received. Six F-16Cs and ten pilots from the DCANG enforced the No-Fly Zone over southern Iraq, provided a presence in the United Arab Emirates, and took part in the Joint Task Force operation called Iron Falcon.

On June 27, 1996, Capt. Chris Rose safely glided his crippled F-16C onto the 7,200-foot runway at the Elizabeth City Coast Guard station in North Carolina. He was part of a four-ship formation returning to Andrews from the Dare County Range when his engine failed. Rose stayed with the Viper after it experienced engine failure at 14,000 feet above the range where earlier he had trained in bomb delivery. Before landing the F-16, Rose jettisoned his two fuel tanks which were later recovered by ground support crews. Instead of ejecting, risking civilian casualties and property damage on the ground, Rose demonstrated outstanding airmanship and professionalism by calmly performing the aircraft's recovery.

An Air Force accident investigation board determined in December that pilot error and a poorly designed component led to November's incident where 20 mm shells from an Air National Guard F-16 rained down on a New Jersey school. Part of the problem was a "poorly designed

pilot-vehicle interface," according to a news release. The D.C. Guard F-16, flying out of Andrews AFB, Md., was on a nighttime training mission. At the Warren Grove Weapons Range in New Jersey, Maj. Roberto Balzano's gun accidentally discharged. The pilot's F-16 used the same trigger for both the laser target marker and the gun. While lining up for a strafing run, Balzano "pulled the trigger to laser mark his intended target," the report explained. This was deemed pilot error, because Balzano had been warned not to use the laser marker during his preflight briefing. He "lost awareness that the aircraft's gun was selected and armed," the investigation determined.

Eight rounds hit a school four miles away. Five penetrated the roof. No students were in the school at the time, and no one was injured. The investigation also found that "using the same trigger for both laser marking and firing the aircraft's gun significantly increases the risk of human error." In response, aircraft software will be modified to prevent repeats, and the Air Force is changing the tactics used at the Warren Grove range. "Aircraft at the range will be restricted as to when they can arm weapons, and flight plans will be altered to point weapons toward unpopulated areas," the release stated. 2005

An F-16 of the District of Columbia Air National Guard's 121 Fighter Squadron maneuvers to intercept a Civil Air Patrol Cessna 172 during air defense exercise Fertile Keynote near Patuxent, Md., Aug. 28, 2012. F-16s on alert at JB Andrews, Md., home of the squadron, have scrambled more than 3,700 times for potential air threats to Washington, D.C., since 9/11, according to Air Guard officials. Training against CAP aircraft simulates the "low and slow" aircraft that most commonly stray into the restricted airspace of the nation's capital. 2012

27 June 1996 An F-16C makes a dead-stick landing at Elizabeth City Air Station following an engine failure. Capt Chris H. Rose of 121 Fighter Squadron was returning from a training mission when his engine suffered a flameout at 13,000 feet, but he was able to jettison his fuel tanks and glide for 15 miles to a successful landing with the assistance of his three wingmen and air traffic controllers. For his outstanding airmanship he was awarded the Koren Kolligian Jr Trophy.

Two F-16Cs assigned to the District of Columbia Air National Guard's 113th Wing last week collided in midair during a routine training mission off the coast of Chincoteague, Va., about 70 miles southeast of Washington, D.C. The Coast Guard recovered one pilot who ejected from his aircraft following the Aug. 1 collision, according to the unit's release. The second aircraft was able to return home to JB Andrews, Md. Medical personnel evaluated both pilots at Andrews; they released one and transferred the second to Bethesda Medical Center in Bethesda, Md., for further treatment of minor injuries, states the release. "We are extremely fortunate to have lost only metal, and not the life of one of our airmen," said Brig. Gen. Marc Sasseville, 113th WG commander. "I wish a speedy recovery to our pilots, who serve their country with professionalism and dedication" he said. The cause of the mishap is under investigation. There have been 17 Class A F-16 crashes, meaning an accident that results in more than \$1 million in damage, from Fiscal 2010 through late June 2013, according to Air Force Safety Center statistics. 2013

AIB Found Pilot Error Caused F-16C Collision Investigators determined instructor pilot error caused the midair collision of two District of Columbia Air National Guard F-16Cs during a night intercept training sortie over the Atlantic Ocean on Aug. 1. The instructor pilot was demonstrating an intercept maneuver against a non-maneuvering F-16 "target" for the benefit of a third pilot undergoing upgrade certification, according to the AIB report released Dec. 18. Instead of following established procedures, the instructor approached too fast with insufficient vertical and horizontal separation, ramming the target and causing its pilot to eject, according to the report. Investigators cited "overconfidence, inadequate crew rest, fatigue, and lack of discipline" as key factors in a summary accompanying the report. The loss of F-16, serial number 86-0357, was estimated at \$23 million. Despite severe damage to the right wing, the instructor safely recovered the aircraft, flying it back to JB Andrews, Md. Both aircraft are assigned to the 121 Fighter Squadron there. 2013

A 12-ship of F-16s from the New Jersey Air National Guard's 119th Fighter Squadron and the District of Columbia Air Guard's 121 FS deployed to Kunsan AB, South Korea, along with some 200 airmen. The units will train alongside airmen with the 8th Fighter Wing and their South Korean allies. The deployment makes up a theater security package, which arrived at the base in late May and will fly from Kunsan through August. The integration thus far has been "exceptional," said Lt. Col Tim Hassel, the commander of the 119th FS in a release. The TSP deployment helps keep the number of jets on the peninsula at a steady state, and the ANG units fully integrate with Kunsan's 8th FW to prepare for any contingency on or off peninsula. "This is an amazing opportunity," said Lt. Col. John Cosgrove, the 119th Expeditionary Aircraft Maintenance Unit officer-in-charge. Cosgrove said the TSP deployment gives air guardsmen the opportunity to work 40-60 hours a week on jets, rather than just weekends back home. 2014

District of Columbia Air National Guard aerospace control alert F-16s recently scrambled for the 5,000th time since Sept. 11, 2001, in defense of the nation's capital, unit officials announced "Every day that we come down here to the alert facilities ... we arrive with the mindset that today is the day ... my actions are going to prevent an attack on our nation's capital," said Lt. Col. John Vargas, 113th Wing ACA detachment commander at JB Andrews, Md. Stricter flight restricted zones were instituted over the National Capitol Region following the 9/11 terrorist attacks when the unit began 14/7 alert. Since then, the unit has responded to more incidents than NORAD's other continental alert sites combined. "If you add up all of their alert calls and double that, that doesn't come close to the amount of activity we have had," said 113th Operations Ground Commander Col. Mark Valentine. The 5,000th scramble occurred March 21. 2015

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Air Force Unit Histories

Created: 22 Dec 2020

Updated:

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