

195 FIGHTER SQUADRON



MISSION

LINEAGE

410 Fighter Squadron constituted, 25 May 1943
Activated, 15 Aug 1943
Inactivated, 7 Nov 1945
Redesignated 195 Fighter Squadron, and allotted to ANG, 24 May 1946
Extended federal recognition 195 Fighter Squadron (Single-Engine), 29 Sep 1946
Federalized and placed on active duty, 1 Mar 1951
Returned to state control, 11 Dec 1952
Redesignated 195 Fighter-Bomber Squadron, 1 Jan 1953
Redesignated 195 Fighter-Interceptor Squadron, 1 Jul 1955
Redesignated 195 Air Transport Squadron, 1 Oct 1961
Federalized and placed on active duty, 1 Oct 1961
Released from active duty and returned to California state control, 31 Aug 1962
Redesignated 195 Military Airlift Squadron, 8 Jan 1966
Redesignated 195 Tactical Airlift Squadron, 1 Apr 1970
Inactivated, 30 Sep 1974
195 Tactical Airlift Squadron withdrawn from California ANG, 1983 (Remained inactive)
195 Tactical Airlift Squadron allotted to Arizona ANG
Redesignated 195 Tactical Fighter Training Squadron, 1 Jan 1984
Extended federal recognition and activated, 1 Feb 1984
Redesignated 195 Fighter Squadron, 16 Mar 1992

STATIONS

Westover Field, MA, 15 Aug 1943
Norfolk, VA, 23 Oct 1943
Richmond AAB, VA, 13 Feb-14 Mar 1944

Woodchurch, England, 4 Apr-27 Jul 1944
Tour-en-Bassin, France, 30 Jul 1944
St-James, France, 20 Aug 1944
Reims, France, 21 Sep 1944
Le Culot, Belgium, 24 Oct 1944
Venlo, Holland, 14 Mar 1945
Lippstadt, Germany, 20 Apr 1945
Illesheim, Germany, 21 May-Jul 1945
Sioux Falls AAFld, SD, 4 Aug 1945
Seymour Johnson Field, NC, 20 Aug 1945
Mitchel Field, NY, 28 Sep-7 Nov 1945
Van Nuys Airport, CA, 16 Sep 1946 – 31 Jan 1948
Lockheed Air Terminal, Burbank, CA, 1–29 Feb 1948
Van Nuys Airport, CA, 1 Mar 1948 – 30 Sep 1974
Tucson International Airport, AZ, 1 Feb 1984
Tucson Air National Guard Base, AZ, 1991

ASSIGNMENTS

373 Fighter Group, 15 Aug 1943-7 Nov 1945
146 Fighter Group, 16 Sep 1946
146 Composite Wing, 1 Oct 1950
27 Air Division, Air Defense Command, 1 Mar 1951
146 Fighter Wing, 1 Jan 1953
146 Fighter-Interceptor Wing, 1 Jul 1955
146 Air Transport Wing, 1 Oct 1961
146 Military Airlift Wing, 8 Jan 1966
146 Tactical Airlift Wing, 1 Apr 1970 – 30 Sep 1974
162 Tactical Fighter Group, 1 Feb 1984
162 Fighter Group, 16 Mar 1992
162 Operations Group, 1 Oct 1995

WEAPON SYSTEMS

Mission Aircraft

P-47, 1943–1945
F-51, 1946-1953
F-86, 1953-1961
C-97, 1961-1970
C-130, 1970-1974
A-7
F-16

COMMANDERS

LTC Elbert L. Harris, #1974
LTC Cassaro

LTC Al Mosher, 1985
LTC Alex Mahon, 1987
LTC Steve LeFebvre, 1989
Maj Ulay Littleton
LTC Denis Ficarra
LTC Kurt Tek
LTC Edward P. Maxwell, Feb 2006 - Sep 2007

HONORS

Service Streamers

Campaign Streamers

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

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Rhine River, 20 Mar 1945

French Croix de Guerre with Palm
Aug 1944

Cited in the Order of the Day, Belgian Army
1 Oct-17 Dec 1944
18 Dec 1944-15 Jan 1945

Belgian Fourragere

EMBLEM



MOTTO

NICKNAME

Flying Guanacos
Warhawks

OPERATIONS

Combat in ETO, 8 May 1944-4 May 1945.

1948 the 62nd Fighter Wing, the 146th Fighter Group, the 115th Bombardment Squadron (Light), and the 195 Fighter Squadron moves to Lockheed Air Terminal, Burbank, CA.

The 195 Fighter Squadron (62nd Fighter Wing) returns to Van Nuys ANG base a short time later due to limited ramp space at Burbank, which proved a burden to the Wings mission.

1 Mar 1951: Called to active duty as part of the Korean War call-up but remained based in Van Nuys.

1 Dec 1952: 195 FBS returned to state control.

Called to active duty as part of the Berlin Crisis call-up to conduct worldwide airlift missions from its base in Van Nuys, 1 Oct 1961.

1 Sep 1963: Returned to state control.

When in the Arizona was authorized to organize a replacement training unit to train A-7D pilots for the Guard, the new squadron was given the numerical designation of the 195 TAS, which had been inactivated as a California ANG unit on 30 September 1974.

The 195 Fighter Squadron was formed in as the 195 TFTS, the second squadron assigned to the 162 TFG. Commanded by LTC Cassaro, it was equipped with the A-7D/K. The mission of the 195 was to train combat-ready pilots for the Air National Guard.

In 1985, leadership fell on the shoulders of LTC Al Mosher, under whose command the unofficial nickname of "the Flying Guanacos" was temporarily coined.

The squadron was the last of the Replacement Training Units (RTUs) in that aircraft. The last A-7 class graduated in Jul 1991.

Conversion from the A-7D/K started in 1991 when the 195 FS started to receive many older block 1, 5 and 10 airframes from other USAF units. The mission of the unit was to train combat-ready pilots for the Air National Guard (Replacement Training Unit or RTU). This mission

remained after the conversion, but the older airframes were not quite suited to fulfill this mission. However, this transition was quite short-lived since the squadron had to disperse its airframes already a year later. It became a strictly academic squadron with no aircraft assigned at the time.

During the same period the ANG started with training foreign non-NATO pilots. Six aircraft from the 148th FTS were designated to begin a school for those students. This group of aircraft and an initial cadre of instructors formed what would later become IMT (International Military Training). The squadron had no official number or designation.

USAF F-16C block 25 #84-1284 from the 195 FS is seen armed with live AIM-120s & AIM-9M deploys the speed brakes in preparation for landing at Davis-Monthan AFB on August 20th, 2010 after a sortie in support of Operation Noble Eagle. [Photo by James O'Rear]

In 1995 the ANG Staff decided to transfer this school into the 195 TFTS. Thus the squadron regained its aircraft and started flying again. This time these airframes were all block 15 models, giving the squadron a better opportunity in its task.

A growing movement to train non-NATO pilots precipitated a change in the group. Six aircraft from the 148 TFTS were designated to begin a school for those students. Under the command of LTC Ron Shoopman, this group of aircraft and an initial cadre of instructors formed the beginnings of what would later become IMT (International Military Training.) The squadron had no official number or designation. Command of the squadron changed to (then) Maj Ulay Littleton. They installed new software in the jets and worked diligently to make deadlines in preparation for the first students to arrive in 1992. Housed in semi-permanent trailers just east of the operations building, this squadron took on the name of the "International Military Training Squadron" or IMT. The 195 became an academic-only squadron for a short period of time. In 1995, the designation of the 195 TFTS was transferred to the squadron. As the Air Force underwent its reorganization, eventually became the 195 Fighter Squadron. But the International Military Training sign can still be seen hanging over the entrance of the building. There is general confusion about IMT and the 195. Some think they are two distinct units, but to many they are synonymous. In reality, all of the squadrons in the Wing could wear the patch. For now, the 195 FS is proud to share the name of International Military Training Squadron.

The 195, commanded by LTC Denis Ficarra, is still at the forefront of international training. The squadron has 25 officers and 5 enlisted personnel permanently assigned. The unit's aircraft are the oldest F-16s flying the F-16A/B block 10 with PW220F engine. Thirteen are assigned currently but the squadron is on the precipice of growing by up to 50% to meet the increasing demands for training.

The squadron is still an RTU, and continues to offer several courses for pilots of non-NATO countries. The students of the 195 FS vary in experience, as well as nationality. Some students are here to convert from some other fighter to the F-16A, some have never flown fighters at all. Others are upgrading to multi-ship Flight Lead or are becoming instructor pilots themselves.

Some come to get refresher training by using our simulators, and some come to get current in Air Force instrument procedures. Past and present customers include Singapore, Portugal, Indonesia, Bahrain, and Thailand.

The 195 FS developed the world's first International Advanced Weapons Course (IAWC). This course is designed to take experienced pilots and give them an advanced look at employing the F-16A. Upon graduation, these pilots should be able to go home and pass on the knowledge gathered here at the 162nd to other pilots. This is in hopes of increasing the capabilities of our coalition forces, should they be required. IAWC is a unique program to the 195 FS.

In 2006 the squadron started converting to block 25 airframes. As one of the last block 15 airframe squadrons within the ANG and the USAF all together, it was decided to mothball the latter completely. Therefore the squadron started receiving newer block 25 airframes that were becoming available from other squadrons, as the 144th FW, 944th FW and 177th FW. The mission of the squadron stayed exactly the same, just being able to perform in a more modern manner with the added capabilities of the block 25 airframes.

USAF Unit Histories

Created: 12 Oct 2010

Updated: 21 Jan 2021

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *Vanguard 50, 146 Tactical Airlift Wing, 1924-1974.*