

113 AIR SUPPORT OPERATIONS SQUADRON



MISSION

LINEAGE

113 Aero Squadron organized, 26 Aug 1917
Redesignated 634th Aero Squadron, 1 Feb 1918
Demobilized, 31 Mar 1919

137 Squadron organized and allotted to NG, 21 Aug 1921
Redesignated as the 113 Squadron (Observation) on 3 January 1923
Redesignated as the 113 Observation Squadron on 25 January 1923
Disbanded, 9 Jun 1926
Activated 10 Jun 1926

634 Aero Squadron reconstituted and consolidated with 137 Observation Squadron, 19 Oct 1936

Ordered to active service, 17 Jan 1941
Redesignated 113 Observation Squadron (Medium), 13 Jan 1942
Redesignated 113 Observation Squadron, 4 Jul 1942
Redesignated 113 Reconnaissance Squadron (Bombardment), 2 Apr 1943
Redesignated 113 Reconnaissance Squadron (Fighter), 15 Jun 1943
Redesignated 113 Tactical Reconnaissance Squadron, 11 Aug 1943
Disbanded, 30 Nov 1943
Reconstituted, 21 Jun 1945
Redesignated 113 Fighter Squadron, and allotted to ANG, 24 May 1946
Redesignated 113 Fighter Bomber Squadron

Redesignated 113 Fighter Interceptor Squadron, 11 Feb 1951
Redesignated 113
Redesignated 113 Fighter Interceptor Squadron, 1 Jul 1955
Redesignated 113 Tactical Fighter Squadron, 1959
Redesignated 113 Fighter Squadron, 15 Mar 1992
Redesignated 113 Air Support Operations Squadron, 3 May 2008

STATIONS

Kelly Field, TX, 26 Aug 1917
Middletown, VA, 15 Sep 1917-31 Mar 1919
Kokomo, IN, 1 Aug 1921 (1923)
Schoen Field, Fort Benjamin Harrison, Indianapolis, IN, 10 Jun 1926
Stout Field, Indianapolis, IN
Meridian, MS, 27 Jan 1941
MacDill Field, FL, 16 Dec 1941
Key Field, MS, 27 Jan 1942
New Orleans AAB, LA, 5 Feb 1942
Hattiesburg, MS, 23 Jun 1942
Stinson Field, TX, 6 Jul 1942
DeRidder AAB, LA, 27 Jul 1942
Alamo Airfield, TX, 28 Sep 1942
Abilene AAFld, TX, 1 Jul 1943
Esler Field, LA, 13 Sep 1943
Birmingham, AAFld, AL, 14-30 Nov 1943
Stout Field, Indianapolis, IN
Hulman Field (later Terre Haute Air National Guard Base), IN, 31 August 1962

ASSIGNMENTS

Unkn, 1917-1919
Indiana NG, 1 Aug 1921 (originally intended as corps air service, served from 1923 as divisional aviation, 38th Division)
V Army Corps, 17 Jan 1941
67 Observation Group, 1 Sep 1941
77 Observation (later Reconnaissance; Tactical Reconnaissance) Group, 12 Mar 1942-30 Nov 1943
122 Fighter Group (later 122 Fighter-Interceptor Group), 9 Dec 1946
4706 Defense Wing, 6 Feb 1952
33 Air Division, 1 Apr 1952
122 Fighter-Bomber Group (later 122 Tactical Fighter Group), 1 Feb 1953
122 Tactical Fighter Wing (attached to 7122 Tactical Wing until 31 Aug 1962), 1 Oct 1961
181 Tactical Fighter Group (later 181st Fighter Group), 1 Oct 1962
181 Operations Group, 1 Oct 1995
181 Intelligence Wing, 3 May 2008

ATTACHMENTS

66 Observation Group, 12 Dec 1941-20 Jan 1942

WEAPON SYSTEMS

Mission Aircraft

JN-6,
JNS-1,
PT-1,
BT-1,
O-2C, 1927
O-11, 1928
O-2H, 1929
O-17, 1932
O-38B, 1932
O-38E
O-47, 1938
O-49
O-52

O-9, 1941

L-4, 1942

P-39, 1942
P-51, 1946
F-51
F-80, 1955
F-86, 1956
F-84, 1958
RF-84, 1962
F-84, 1964
F-100, 1971
F-4, 1979
F-16, 1991

Support Aircraft

C-47
C-54
T-6

COMMANDERS

Maj Wilbur Fagley, 1 Aug 1921
Maj James C. Patten, 1 Jul 1922
Maj Richard F. Taylor, 10 Jun 1926
Maj Oliver H. Stout, 11 Sep 1932
Maj Cecil F. Reynolds, Aug 1941
Maj Paul A. Zartman, Nov 1941-Jan 1942

Cpt Richard Morrison
Cpt John E. Fehsenfeld, 1946
Capt William Hoelscher, 1947-1952
Maj Richard F. Petercheff
Capt George E. Myers, 1953
Maj Al Coffey
Maj Willard Dunbar
Kenny Merritt
Lt Col Joe Orear
Maj Herb Spier
Lt Col Dale K. Snider, Jr.
Lt Col Patrick Renwick, #2009

HONORS

Service Streamers

Campaign Streamers

Antisubmarine, American Theater

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



113 Observation Squadron emblem



On a white disc with black border the top view of a stylized red and black aircraft moving to left with six black speed lines from wings and red trail extending beyond border; a red ball with black outline at each wing tip connected by a circular red band in front of the plane; the whole design of Indian character. The year will also see the creation and adoption by the 181st Tactical Fighter Group of Lt. Colonel V Galen Farmers proposed Group Emblem. In 1964, the Adjutant General of the State, Maj General John Anderson, would present Lt. Colonel Petercheff a new unit flag bearing Colonel Farmers prize-winning emblem. The emblem carries the motto "We Respond", a statement of the readiness to answer country's or state's call to duty. There is the white wing of a dove on a blue background to denote a desire to maintain peace, a nuclear symbol signifying a capability for unleashing devastating retaliatory power and a bolt of lightning for the ability to strike forcefully and quickly. Also on the emblem are white stars arrayed in the order of the Constellation of the Northern Cross, brightly visible in the Northern Hemisphere akin to the bright distinction of the Indiana Air National Guard among other members of their peer group. (Approved, 5 Jan 1954)

MOTTO

NICKNAME

Racers

OPERATIONS

During the World War the 113 Aero Squadron was organized at Kelly Field, Texas, on August 26, 1917, and redesignated the 634th Aero Squadron, December 30, 1917. This unit was demobilized at Middletown, Virginia, March 31, 1919. In order to perpetuate the history and traditions of the old 113 Aero Squadron which served in the World War, it was reconstituted and consolidated with the present 113 Observation Squadron by direction of the Secretary of War on October 19, 1936. The present Squadron was organized at Kokomo, Indiana, early in 1921, and Federally recognized as the 137th Observation Squadron. Later in the same year it was redesignated 113 Observation Squadron and assigned as Division Air Service. It being difficult to maintain the Squadron at maintenance strength in Kokomo, it was disbanded at that station on June 9, 1926, and on June 10, 1926, was reorganized, inspected and Federally

recognized at Indianapolis.

The 38th Division Aviation, is comprised of the following units: 113 Observation Squadron authorized strength, 31 commissioned officers, 84 enlisted men. Commanding Officer, Maj Oliver H. Stout, A. C. 113 Photographic Section authorized strength, one officer and 20 enlisted men. Commanding Officer, First Lieut. Howard H. Maxwell, A. C. Medical Dept. Detachment (attached) authorized strength, one officer and five enlisted men. Commanding Officer, Cpt Dudley A. Pfaff, M. C.

In the slow starting days after World War I, Wilber Fagley, a pilot in that war came back to his home and rounded Curtis Aviation in Kokomo, Indiana. Fagley envisioned a military air squadron in the State. Through his personal efforts, Indiana was granted authority in 1921 to organize HQ, 181st Field Artillery (Aviation). Formed in Kokomo with a handful of Curtiss "Jennies", the unit was placed under Fagleys command. Maj Fagley did not live to see his dream grow, as he was killed on 30 January 1922 in a private plane mishap. Kokomo honored Indianas early flying pioneer by naming the citys new air patch, Fagley Field, in his honor. Command of the unit was assumed by Maj James C. Patton on 1 July 1922.

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Maj Richard F. Taylor, moved to Schoen Field, Fort Benjamin Harrison due to the units inability to maintain personnel strength in Kokomo. In the Spring of 1927, the squadron moved again, this time to the old Indianapolis Mars Hill airport which was later named Stout Field, in honor of Lt, Richard Stout, a pilot of the 113, who was killed in an airplane crash in October of 1926. Personnel assigned to the unit contributed their own muscle and time to clear the land and the Indianapolis Chamber of Commerce provided financial help in moving hangars and airfield equipment from Kokomo. The move was accomplished with "Liberty trucks" and the supervision was provided by the first full-time caretaker aviation employees. In April of 1927, events started to look very good to military aviators in Indiana. Promotion of a "Flying Circus" in conjunction with baseball games provided some much needed publicity and funds to promote growth and development for the squadron.

In Sep 1927, the squadrons "Jennys" were disposed of. The instruments and engines were removed from their air frames and the wooden carcasses were placed in a pile in the center of the field and burned.

It had been decided at the national level to assign a different type of mission and aircraft to the National Guard and the first O-2C were delivered and assigned to National Guard units during the fall of 1927 and spring of 1928, along with radio sets, bomb racks, and machine guns. Finally, in 1928, upgraded with newer O-11 and equipment, the 113 deployed to Field Training at Godman Field at Ft. Knox, Kentucky, where they spotted targets for the 38th Division field artillery, observed troop movements for the infantry

In 1930 these units were called in State service during the ice flow and flood in the lower Wabash river district. For three weeks during the peak of the flood a detail of five airplanes with necessary pilot and observer crews and mechanics, made daily patrols over the flooded area dropping food and clothing to many isolated families, ferrying doctors and medicines, taking aerial photographs and rendering other assistance in relieving the suffering persons in the stricken

In 1932, the squadron was equipped with the O-17 and the O-38B. Cpt Oliver H. Stout was appointed to the command of the 113 when Maj Taylor crashed and was killed executing a vertical bank at low altitude while flying an observation mission on "State" military duty during the coal mine strikes in Vigo County, Indiana.

The entire squadron was utilized during the great flood of 1937, which inundated much of the southern part of Indiana. Observation flights by the pilots and observers of the 113 gave information to their Guardsmen brothers on the ground as to county roads and state highways which remained open and provided radio relay communications since many telephone circuits had failed

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This organization was again fully mobilized and participated in relief operations during the flood emergency in the Ohio Valley, during January to March, 1937.

In 1938, a fire in Hangar 4, Stout Field almost put the 113 out of the flying business. Six O-38B and the State of Indianas Waco support aircraft were burned. This fire was caused when an aircraft was put in the hangar with its antenna wires crossed. A night mechanic turned a switch to the on position to test the radio and sparks flew! Only a few minutes elapsed before nearly one-half of the Squadrons fleet was destroyed.

Finally, in 1940, a long time dream of the 113 for newer and more adequate facilities was realized when a National Guard expansion program began at Stout Field bringing new runways, taxi strips, parking areas, and an administration building with an airfield control tower. To crown the expansion came the announcement of the assignment of new Douglas O-47s. Unit mobilization calls had been made as America prepared to enter into a World War and expansion plans were halted before the 113 could enjoy its good fortune. On the 17th of January, 1941, the 113 Observation Squadron, 113 Photo Detachment and the 113 Medical Detachment were called to active duty for a period of one year. The Squadron, commanded by Maj Stout, was composed of approximately 150 officers and enlisted men, all from Indiana, and equipped with 15 O-38B and O-38E. By late February that same year, the squadron, after experiencing the mandatory records reviews, shots, orientation classes, and packing equipment and supplies as part of the "call-up" process, received squadron orders to proceed to Key Field,

located in Meridian, Mississippi.

Routine of flying in support of the 38th Division stationed at Camp Shelby, Mississippi continued as the 113 counted the days to deactivation. December 7, 1941 and a Japanese attack on Pearl Harbor brought the count to a halt and the importance of a mobilized National Guard with its aviation squadrons took on a more important role. The 113 was employed flying antisubmarine patrols over the Gulf of Mexico. The threat of submarine attacks had become a real possibility. Eventually, the 113 would distinguish itself by spotting, reporting, and directing a naval unit to the site of an enemy submarine, leading to the destruction of the submarine by the naval vessel. The 113 was awarded a Bronze Battle Star to the American Campaign Medal for this action. Soon the squadron was deploying aircraft throughout the Southeastern coastal states and such flying fields as Gulfport and Biloxi in Mississippi, Lake Charles, Lafayette and New Orleans in Louisiana, and MacDill Air Base in Florida became deployed operational locations for the unit.

Headquarters and Headquarters Detachment, Indiana Air National Guard, was organized on 12 October 1946, as the first air unit of the Indiana National Guard formed after War II. The detachment was commanded by Brigadier General Oliver H. Stout (pre-war commander of the 113 Observation Squadron) and consisted of five enlisted men and ten flying officers. This group of young airmen became the cadre for the new Air Division of the Indiana National Guard.

The Indiana Air Guard began deploying away from home station for yearly Annual Training encampments and for the next three years performed duty at Baer Field, Ft. Wayne, Indiana in August of 1948; Grayling Army Air Field at Grayling, Michigan in August of 1949; and back again to Grayling in 1950.

The climax of the 1949 encampment at Grayling came with the announcement of the winner of the 10th Air Forces General Carl Spaatz trophy to the Indianapolis-based 113 Fighter Squadron. The squadron, led by the commander, Maj Hoelscher, attained the highest scoring marks; maintained an accident free flying and ground support program; flew more efficiently and kept more aircraft available for combat missions than any unit among the five other Air National Guard final competitors. In 1950, General Earl Hoag of the National Guard Bureau handed the trophy to Maj Hoelscher in front of the massed colors and citizen-airmen of Indianas finest unit at what turned out to be the last summer training camp before another call to mobilization.

The contract between the State of Indiana and the City of Terre Haute had been negotiated by Maj General Harold Doherty, the Adjutant General, Colonel John D. Friday, the United States Property and Fiscal Officer for Indiana and Mayor Ralph Tucker. Contracts for building new facilities and improving the runways were advertised and let in April. Milton Rilenge, a Terre Haute contractor won the construction bid for the facilities at the low bid of \$1,269,340. An Indianapolis firm, E.E. Schnitzuis won the paving and field improvement contract with a low bid of \$1,222,438.

It was becoming more evident that Stout Field was not adequate to support the number of units and the increasing number of personnel assigned to them, however, action on the subject could be deferred indefinitely as more important matters had made an appearance on the horizon.

On February 1, 1951, the 122nd Fighter-Bomber Wing and subordinate units were ordered to active duty for a period not to exceed 21 months, in support of the Korean Conflict. On 24 May of 1951, the 122nd Fighter-Bomber Wing was transferred to Baer Field at Fort Wayne, Indiana and the 113 Fighter-Bomber Squadron was transferred to Scott Field, Illinois, with an assignment to the Air Defense Command as the 113 Fighter-Interceptor Squadron. The squadron was equipped with P-51H aircraft (all the 51Ds had been transferred to support the conflict in Korea). At Scott Air Base, the 113 FIS assumed around-the-clock Air Defense alert for the St. Louis, Missouri, metropolitan area.

The 113 demonstrated its ability and prowess at the Air Defense game by becoming the only squadron in the United States to protect their assigned area with 100 percent effectiveness in fending off simulated TU-4 Russian bombers during a mock alert drill in 1952. Also, during this period, many unit pilots, mechanics and support personnel were transferred on an individual basis to overseas combat units. It was not unusual for the 113FIS to fly over 1,200 hours per month while on active duty at Scott AFB, with a surge month peaking to over 2,400 hours.

Supporting this effort proved to be a real challenge to both the pilots and ground support personnel but the real test was the aircraft maintenance sections continuous duty day of twenty-four hours, every day of the week, including weekends. The fourteen-eighteen hour shifts were beginning to have an effect on the ground crews until the idea of "phase periodic inspections" was developed by linechief Jim Caldwell. This new concept of maintenance provided a periodic inspection of the units aircraft at twenty-five hour intervals and soon the idea would be picked up and adopted by the active Air Force but, more importantly, the working day of line personnel now became ten to twelve hours and the morale and safety of all concerned improved. Similar innovations of dedicated enlisted personnel and the flying accomplishment of unit aircrews reflected favorably upon Indiana and the activated 113 Fighter-Interceptor Squadron which, on any given day, would consistently have over 90 percent of its aircraft available for combat training missions.

During their active duty tour the 113FIS deployed to Chicagos O'Hare Airport replacing the regular Air Force fighter unit assigned to the area while that unit converted to a new aircraft. Later the unit deployed to an "under construction" Greater Pittsburgh Airport in Pennsylvania for another thir days of deployed alert duty.

The 113 FIS was released from active duty in November 1952, and their P-51H were transferred to the 85th FIS which replaced the 113 during its departure from Scott Field. The returning Hoosiers would receive an assignment of F-51D and would assume a new title as the 113 Tactical Fighter Squadron with a new commitment to Tactical Air Command.

In early 1953, Captain George E. Myers was named commander of the 113 and in July he led the unit to Volk Field, Wisconsin on the first summer camp since activation. As the pilots flew their F-51s on training missions, the future of the 113 and the realization of the coming of jet powered aircraft into the Air Guard inventory led Colonel Matt Carpenter into discussions with a local manufacturer culminating in the eventual assignment of MSGT Caldwell to the Allison Jet Engine Division plant in Indianapolis as a jet engine trainee- instructor giving the Indiana Air Guards 113 Maintenance Section advance knowledge in jet engine repair and maintenance. The native ability of our Indiana Air Guard personnel to look ahead and be prepared led to a smooth transition into the era of the jet fighter aircraft and the arrival of the first straight wing F-84 jet fighter aircraft at Stout Field. We should note that particular landing made by the squadrons commander, George Myers, was an outstanding piece of flying since the runways at the field were less than 4,500 feet long.

In early 1954, leaders in the Military Department of Indiana determined Stout Field was not adequate to support jet aircraft, and a search for a new home for the 113 began. Several cities in Indiana were investigated, including South Bend, Richmond, Vincennes, Camp Atterbury Training Base, and others, until finally Hulman Field located on the eastern edge of Terre Haute was selected (even though the city administration of that western Indiana community had turned down an initial proposal), and an extensive building program was funded by the Federal and State government and set into motion.

A large maintenance hangar to include operations and training capabilities; a supply building and warehouse; a motor vehicle repair and storage shop and a fire house building, along with ramps, runways and taxiways were soon filling the landscape. By mid 1954, the movement of personnel, supplies and equipment from Indianapolis had begun. Full-time technicians were moving their families to Terre Haute and new hires from the local area were added to the Air Guard family.

The aircraft were soon transferred and the unit began operating from Quonset huts and excess pole barns at Hulman Field with offices in a local American Legion Post and some unoccupied offices and the control tower in the airport administration building on the civilian side of Hulman Field. The downtown National Guard Armory was used to bed down weekend members from Indianapolis and other parts of the State and the airport restaurant, with some help from Air Guard food service personnel, prepared chow and fed the troops on drill weekends.

The 122nd Air Base Group, and 122nd Hospital were finally moved to Hulman Field and Terre Haute in late 1954 with Colonel Matt Carpenter assuming the position as the first Base Commander assigned to Hulman Field. Stout Field, as a military airfield, and the era of "Mustangs Over Indianapolis" ended simultaneously.

The present Commander of the 113 Tactical Fighter Squadron, Lt. Colonel Dale K Snider Jr,

Slowly and surely the steel skeletons of the new facilities rose from the ground and by

November of 1954 the contractors found they were four months ahead of schedule. The runway extension and concrete apron would be done, if the weather would hold, within a month. The main hangar, with its parachute drying tower standing tall and alone in the sky was designed to hold all the administrative and maintenance functions of the transferred unit. The supply building with its four bay warehouse was two-thirds finished. The brick walls of the five bay motor pool looked almost ready for occupancy and the three bay fire/crash house was three-quarters complete. The water pump house and water reservoir grew out of the ground like toadstools and at the far end of the southern part of the complex stood the fuel storage and distribution building. In a matter of days the huge hangar doors would be suspended in space and the mezzanine walk would be given some finishing touches.

The fourteen F-51D and two T-6 were parked and launched from the civilian side of the airport. The pilots worked in the muddy and cold winter months from a temporary operations shack which was shared by the personal equipment crew. A kind of permanent field training site only more so. The shack was just north of the present motor pool building and south of the Base Commanders home (presently the Base Technician Clubhouse), which stood just off of Plum Street, now the site of our Operations and Training building Plum Street? Retired MSGT Ed Tirey said, "That's cause this road runs plumb through the base."

And then, a big moment in the history of the unit came with the announcement of the coming arrival of the F-80 in March of 1955. For the past several months, full-time technicians of the Hulman Field detachment had been rotated and the reservist aircrews had reported to Ft. Wayne, where the runways and facilities were used to accommodate the jet aircraft that were to be transferred to Hulman Field upon completion of the 2,000 foot runway extension and the new concrete parking apron. Flying and maintenance training was conducted at Ft. Wayne until the March drill when two T-33 and seventeen F-80s were flown into the Hulman Airport. Other F-80s would follow in the weeks to come.

Operation Minuteman was conducted in April of 1955 as a nationwide test of alert reaction by the National Guard. More than eighty-five percent of the 200 personnel assigned to Hulman Field reported within two hours. The F-80s were ready for launch and Major Myers, Captain Higbie, Lieutenant Dorsett, and Major Davis (The units Air Force Advisor) were ready to take them into the sky within thirty minutes of the alert notice.

The new year of 1956 opened with a tragic accident. The Air Force Advisor, Maj Reigel W. Davis and the full-time NCO of training for the Hulman based units, Sgt Charles "Chuck" McCloud were flying in one of the units T-33 on a routine navigation training mission to Lowry AFB in Denver, Colorado when the aircraft impacted, at a ninety degree angle, into a corn field near Tower Hill, Illinois. Both men were killed instantly and the unit experienced grief and sorrow at the loss of the two dedicated and professional airmen on that cold, dark day in February.

Maj McMillan led off the 1957 season with a leap out of a burning F-86 over the Wyoming outlands. He had been enroute to Lincoln, Nebraska on a routine proficiency flight from Hill AFB, Utah, when the aircraft belonging to the 113 sprouted flames from its engine. A quick dive to

smother the flames failed, so out went the 4,800 hour flying veteran and after getting an all clear from an Air Force medical team, Maj McMillan headed for his family at their new home and duty station in Terre Haute.

February of 1958 saw some of the members of our fighter-interceptor squadron leave for Travis Field in Savannah, Georgia. Major McMillan, Captains Taylor and Higbie, along with Lieutenants Coffey, Maxim, Krings, and Francis were accompanied by ten support and specialty ground crews, namely: Knecht, McFarland, Terry Mills, Gus Sipes, Skaggs, Virgil Streeter, Don Westerfield, John R. White, and Art Wright. While these folks were in Savannah, the recently appointed Adjutant General, Brigadier General John McConnell, announced the 122nd Wing would become a Fighter-Bomber Wing (Special Delivery) which to Richard Bach in his book "Strangers to the Ground", meant learning about the "Device" and carrying the "Shape". The 113 would soon be accepting the F-84F, which, as the local newspaper reported, meant the unit would be equipped with an atomic bomber.

This new mission was put out of the thoughts of Second Lieutenant Delmar Fentress, who was busy walking away from crash landing his F-86 somewhere in a cornfield near Worthington, Indiana. The routine training flight, the aircrafts instruments and the weather all went sour at the same time. The good news was a shaken pilot with abrasions and minor back injuries would be returned to flying duty later in the year.

In February came the F-84F and Major Petercheff took the last of the F-86s to the Arizona boneyard. Soon there would be twenty of the "HOGs," as they were affectionately called, assigned to Hulman Field.

A new dimension in annual training was introduced for the 1958 edition of annual training when the Indiana Air National Guard announced the opening of an Air to Ground gunnery range at Camp Atterbury, near Edinburg, Indiana. Fifty square miles of once artillery range was handed over from the "gravel grinders" to the "boys in blue" and the first full-time range crew, headed up by First Lieutenant Chester "Pete" Carey, reported to the range with Bob Smith, Bob Woods, and Don Caldwell. The plan was thus. Major Petercheff would lead half of the 113 and 163rd Fighter-Bomber Squadrons to Alpena and perform air-to-air training and the support units would get their ancillary training (weapons firing, records checks, etc) out of the way. Major Bob Hormann, the 122nd Fighter-Bomber Group Commander would command at both Hulman Field and Atterbury Range and supervise air-to-ground training with the other half of both units aircraft and aircrews. Captain Higbie would schedule operations at Alpena while Captain Hettlinger would perform the same chores at Hulman Field. Then at mid-term of the exercise, the aircrews would switch bases.

Two years of planning to alleviate the inconvenience to area farmers caused by the closing of Frye Road (Ed Tireys Plum Street) came to an end as the men of the 122nd Installation Squadron and the Army Reserve 843rd Engineer Battalion cleared trees, stumps and swamp to construct the road bed for the present day by-pass around the east edge of our facility.

The big day in this year of the jet came in November with the formal dedication of the Air National Guard facility, but right in the middle of the celebration came a surprise alert from the Air Defense Command nicknamed, "OPERATION STOPWATCH". The local unit launched two F-80s fifty-five minutes after notification of the first alert and flew fourteen sorties during the four hour test. Pilots and crew chiefs from the Indianapolis area were flown to Terre Haute in an Air Force transport plane on loan to the Allison Flight Test Center. By the close of the alert some 100 members of the 200 member unit had reported for duty.

It was back to the Phelps-Collins Training Site in Alpena, Michigan for annual training, this time under the leadership of Squadron Commander Richard Petercheff. The entire 122nd Fighter-Interceptor Wing was there; the year was 1956 and the Squadron was flying recently assigned F-86A. Fourteen Allison Division employee Guardsmen joined fellow employee Guardsman Petercheff at this encampment. Pilots Lester Roberts, Clark Riddell, Bob Appel were there along with one enlisted Allison employee, Richard Shook, who at this writing is still a member of the unit were in the group. Captain Joe Rolles, Base 'Maintenance Officer, Capt Bob Kadel, Information Officer, Lt Frank Walker of Installations Squadron and Lt Wesley Farmer, Food Services, were some of the names in leadership roles in 1956.

The biggest news of the year concerned the rounding of the F-86, thereby bringing military flying operations at Hulman Field to a halt. This was one of the last major problems Base Commander Matt Carpenter dealt with before his retirement in the month of July. The retirement Brought about the appointment of the full-time operations officer and military commander of the 122nd Air Base Squadron, Major George Myers as new Base Detachment Commander. The house Which had been Colonel Carpenters home during his tenure as the Base Commander was converted into a temporary BOQ. Colonel Carpenter returned to Indianapolis to assume duties as the civilian superintendent of Stout Field. His dedicated professional and personal loyalty to the Indiana Air National Guard since its inception was instrumental in the successful beginning of Air National Guard operations at Hulman Field. He was liked and respected by all who knew him and particularly those who were privileged to serve under his command. But Colonel Carpenter and Major Myers were currently concerned by Governor Craig's grounding order. The frequent near miss situations which were occurring between military and civilian aircraft finally reached a point which could not be safely tolerated without qualified Civil Aeronautical Authority operators on duty. Within a few hours of the Governors announcement, Adjutant General Doherty announced the appropriation of \$26,000 by the State Legislatures Budget Committee to defray the salaries of qualified CAA operators for the remainder of the fiscal year. General Doherty also announced the allotment of \$9,000 from the National Guard Bureau for equipment and instruments and the City of Terre Haute added their city work force and \$3,000 for rehabilitation of the tower facility. The USAF stepped into the picture and within eight days of the grounding order, Captain Jim Porter with 11,000 pounds of instruments and equipment and twelve communications and aircraft control operators from the 3rd Airways and Air Communications Squadron (Mobile) arrived on the scene from Tinker AFB, OK. Four days later, eight silver jets streaked off the end of the runway and the F-86 was operational, just twelve days after operations had been halted. This was certainly good news for the new Air Force Advisor, Major David McMillan, an Air Force pilot with 144 combat missions flown in Korea,

who came on board as the replacement for the late Major Davis.

A new runway extension now gave the base 9,400 foot of takeoff and landing space and another 1,200 feet were in the planning stage. A new feature was added to the airport with the installation of safety barriers on both ends of the northeast- southwest runway. But, again, the unit was sorely tested, when in mid-year tragedy struck down Maj Bill Layne, a combat veteran and twelve year member of the 113 Fighter-Bomber Squadron. Maj Layne, a Lake Central airline pilot was taking off on a training mission when a tire on his aircraft blew out with no opportunity for lifting the plane off the ground. Maj Layne had no option but to ride the plane on a 1,000 foot slide into a drainage ditch, through a light fence, and with a sudden stop became quickly enveloped in flames when a fuel tank ignited as a result of the collision with the ditch. Scores of Guardsmen reported or called into St. Anthony's hospital when the call for blood donors for the popular pilot was made. Maj Layne was transferred to Brooks Medical Center in San Antonio where, in September, he succumbed to his injuries.

The end of the year saw a future Fighter Squadron Commander lying in a hospital in Mobile, Alabama, being treated for cuts and bruises. Lt Les Roberts experienced difficulty in making a ground control approach in rainy weather while delivering a unit F-84F to Brookley AFB for overhaul. The young, twenty-three year old pilot managed to escape the crashed jet shortly before it exploded.

A little more tension and pressure puckering took place on the 15th of December. Maj Earl Higbie was returning from a routine training flight and heading into Hulman Field with his RF-84F when the aircraft experienced a power loss due to compressor stall. Declaring an emergency, Maj Higbie had one of two choices, evacuate the aircraft or find a clear spot to land. The choice was limited, for the aircraft was headed into the outskirts of Terre Haute. Maj Higbie could not risk the possibility loss of life to the civilian population, so he elected do the next best thing. Barely missing telephone transmission lines and touching down smooth an open field with gear retracted, he skidded through two fences and came to a stop, some feet from Indiana State Highway 46, in a cabbage patch. Later Maj Higbie would receive the Indiana Distinguished Service Cross for his actions.

February of 1958 saw some of the members of our fighter interceptor squadron leave for Travis Field in Savannah, Georgia. Major McMillan, Captains Taylor and Higbie, along with Lieutenants Coffey, Maxim, Krings, and Francis were accompanied by ten support and specialty ground crews, namely: Knecht, McFarland, Terry Mills, Gus Sipes, Skaggs, Virgil Streeter, Don Westerfield, John R. White, and Art Wright. While these folks were in Savannah, the recently appointed Adjutant General, Brigadier General John McConnell, announced the 122nd Wing would become a Fighter-Bomber Wing (Special Delivery) which to Richard Bach in his book "Strangers to the Ground", meant learning about the "Device" and carrying the "Shape". The 113 would soon be accepting the F-84F, which, as the local newspaper reported, meant the unit would be equipped with an atomic bomber.

This new mission was put out of the thoughts of Second Lieutenant Delmar Fentress, who was busy walking away from crash landing his F-86 somewhere in a cornfield near Worthington, Indiana. The routine training flight, the aircrafts instruments and the weather all went sour at the same time. The good news was a shaken pilot with abrasions and minor back injuries would be returned to flying duty later in the year.

Two more outstanding achievement awards came to individuals and the unit in this year. The 122nd Tactical-Fighter Wing (Special Delivery) (a new name given with the assignment of an additional mission: assisting in our air defense reaction to an attack on the United States) and all of its squadrons (including a new addition to the Wing, the 112th Tactical Fighter Squadron located in Toledo, Ohio) was presented the Continental Air Command Flying Safety Award for 7,000 hours of accident free flying from 1 April through 30 September of 1958.

Dark Cloud/Pine Cone II pitted the imaginary country of North Saladia (North Carolina) against the enemy from without. An exercise of some 20,000 Army and Air Force active and reserve forces near Ft Bragg. Fourteen men from the 113 participated in the exercise, deploying to

Congaree AFB for the fifteen day exercise. Pilots Dunbar, Besco, and Lamb flew three F-84Fs into the exercise supported by Captain Joe Rolles, who would move on to another job soon after this deployment. The support ground crew consisted of Chubb, Dale Howard, Seger, Sipes, Westerfield, White, Crane, Eames, Willis Johnson and "Wild Bull" Cochran

The Wing deployed a composite force of eighteen aircraft from all three flying units. Under the command of the Wing Director of Operations, Lt. Colonel Ervin Bucher, with a manning allocation of sixty support personnel, the Indiana unit received an overall "outstanding" rating from the USAF Inspector-General, which opened the door for all Air National Guard units to participate in future live fire power missions. "Times over target were within plus or minus ten seconds and all targets were destroyed. The display of precise timing and accuracy of weapons delivery was indeed commendable." so read the IG report. The Wing expended fifty-nine 500 pound bombs, fifty-six napalm fire bombs and 382 rockets in 219 flying hours, all deliveries being live demonstrations. Those doing their thing were John Taylor, Willard Dunbar, Frank Hettlinger, Les Roberts, Bill Schmidt, and Ed Gullion. Specialist and crew chiefs supporting the aircrews were Jack Alvey, Cochran, Golden, Holstine, McFarland, Sheets, Young, Joe

The decade of the 60s began with a streamlined 122nd Tactical Fighter Wing. The three Tactical Squadrons, 163rd at Fort Wayne, 112th at Toledo, Ohio and our 113 became self-sufficient mobile fighter units, capable of deploying with enough non-tactical support personnel to sustain a tactical commitment anywhere in the world. The 113 would absorb most of the total personnel assigned to the former non-tactical units at Hulman Field. Unit commanders would become staff officers to the commander of the 113 Tactical Fighter Squadron, Major Richard Petercheff. The 122nd Air Base Group made up of the Air Police, Operations, and Installations Squadrons along with the 122nd Tactical Hospital would be directed to move their unit designations to Baer Field at Fort Wayne. The 122nd Communications and 122nd Food Service Squadrons were eliminated as organizational entities while the 113 Weather Flight remained in place at Terre Haute.

In 1964, the Adjutant General of the State, Major General John Anderson, would present Lt. Colonel Petercheff a new unit flag bearing Colonel Farmers prizewinning emblem. The emblem carries the motto "We Respond", a statement of the readiness to answer countrys or states call to duty. There is the white wing of a dove on a blue background to denote a desire to maintain peace, a nuclear symbol signifying a capability for unleashing devastating retaliatory power and a bolt of lightning for the ability to strike forcefully and quickly. Also on the emblem are white stars arrayed in the order of the Constellation of the Northern Cross, brightly visible in the Northern Hemisphere akin to the bright distinction of the Indiana Air National Guard among other members of their peer group

Twice now the Howard Maxwell trophy had been awarded to Hulman Field pilots and again in 1968 the outstanding tactical pilot (for 1967) was flying with the 113. Captain Austin "Pete" Snyder took the honor, which turned out to be just the tip of the iceberg. The 181st also earned outstanding tactical organization, outstanding unit, and outstanding aerial achievement awards. MSgt Eldon Roeschlien was presented the outstanding training award. How were we

doing it? Much credit was given to the intra-squadron gunnery competitions conducted by the 113TFS between their four flights. The competitions were instituted by the squadron leadership at the inception of the Wing awards program. All bets were off when the competition was on and a typical flight would launch. "B" flight was such a flight. Under the leadership of Major Gene DeBoer you would find the squadron Top Gun, Ron Byers, and the squadrons number one rocket shooter, Dick Pierce, along with Ritchie Griffith, Gail Morgan, John Bailey, Jim Wilson, and Earl Higbie filling out the entry card. Their competitive spirit and enthusiasm were typical of the operational environment of the late 60s.

Good bye, old 513! Hello, 093! A song title? No, but crew chief Norm Cook was whistling a happy tune! Although he lost his C-47, a faithful companion on many a journey, he gained a C-54. Two more engines than the "Goon"; our flying crew chief would enjoy many comfortable hours of cross country flying in the bigger bird.

Near Fiat, Indiana, a future Base Detachment Commander was plying his trade as a full-time flying instructor with the 122TFG, except today he was watching his F-84F settle into the landscape between a vacant house and barn as he floated to earth, parachute billowing overhead. The engine had frozen and emergency evacuation was required. The pilot was met on the ground by a passer-by and acquaintance Virgil Lines. Lines asked Major Charlie Barnes how he was. "Oh, I'm fine, Virgil. How are you?" came the reply.

The 180th from Toledo had charge of the second Hawaii trip for the 122TFW. "Command Elite II," was a close air support exercise, as had been the first Indiana experience in the Pacific, and A1C David Hampton and SMSgt Paul McFarland were on Lt. Colonel Kenneth "Pappy" Merritt led the 113 Tactical Fighter Squadron to Volk Field on Camp Douglas, Wisconsin in July 1970.

He led twenty aircraft there and nineteen aircraft back. One of the F-84F Thunderstreaks had made the last landing it would ever make during this first week of 1970 annual training. The landing gear experienced a mechanical failure, collapsed and gave pilot Peter "Bravo" Davitto a hair-raising slide into the midst of two unoccupied maintenance trucks parked along the runway. The trucks were destroyed, but the quick reaction and rescue of Pete Davitto from the aircraft, with only minor injury, by the rescue crew of the 181st Civil Engineers fire department ensured that the young officer survived.

The year 1974 saw F-100s and parts of F-100s falling out of the sky, one resulting in tragedy to Fort Wayne pilot Major Jim Clay, who lost his life while flying a mission over the Camp Atterbury air-toground gunnery range. The 181TFG lost an aircraft in March due to engine failure. Captain Will Hendrix pulled his F-100 out from a bombing run on Camp Atterbury when the aircrafts engine failed. Will managed to get some altitude and headed the aircraft back to the Camp Atterbury area. Trimming the F-100s controls to get the aircraft as stable as possible, Captain Hendrix left the aircraft, got a good chute and dropped into the branches of a tree, receiving minor injuries. The aircraft maintained flying trim but shifting winds moved the F-100s heading until it was approaching the ground straight and level over cornfields adjacent and parallel to Interstate 1-65, nine miles south of Columbus, Indiana. The appearance of the

unmanned jet making a soft landing and plowing a long furrow of farmland along the side of the highway caused a semi-truck driver to slam on his brakes, which started a massive traffic jam and closed the interstate for several hours. There were no injuries to anyone other than Captain Hendrix. The Indiana Air National Guards 122TFW commander, General Sefton, ordered a stand-down for a duration of four days to provide time to determine if there were problems that could be identified before other incidents occurred. None were found and flying was resumed.

It is now November 1974 and Captain Howard Maxwell and Captain Chris Caravello eject from the F-100 they are in when its engine loses power on an approach to the Hulman Field runway. Captain Maxwell, the pilot, declares an emergency, advises the controller in the Hulman tower of his intent to head the aircraft toward the rural farmland area nearby and that both crew members are bailing out. Maxwell lands in a muddy field and Caravello in a tree. Both men are treated and released from local hospitals. The aircraft crashes in the rural farmland surrounding Cory, Indiana and burns upon impact. Finally, the last incident of 1974 occurs five days later when Captain Jim Wilson loses a three foot section of wing tip as he flies over the Indiana country about ten miles west of Grissom AFB. The wing tip causes no damage as it drops harmlessly into a wooded area. Despite the loss of the wing tip, Captain Wilson brought the aircraft home safely. However, a police car collided with a private vehicle at the intersection of State Roads 46 and 42 and a city fire truck en route to the emergency landing struck a guard rail on State Road 46. Injuries occurred in both instances, which may prove a point about driving versus flying.

The entire unit was pumped up from the most intensive summer camp flying programs ever attempted. An one day sortie record was set on the Wednesday of the second week of this July encampment. Averaging almost four sorties per aircraft, the twenty-one aircraft available for flying that day turned in a total of seventy sorties breaking the sixty- eight sortie mark set by the 122TFW. To describe the activity, work, planning, cooperation and emotional levels of this particular camp is beyond the capability of this writer but the 0400 to 2200 flight line work day set the schedule and tone for unit support personnel from refuelers, weather watchers, cooks, cops and ops types to those who were there just to help in whatever way they could. Everything fell into place and to say the unit flew nearly 600 hours at annual training just doesn't tell it all.

In October of 1975, the 113 flew nineteen sorties in support of the 101st Airborne Division at Fort Campbell, KY The delivery of live napalm from 400 to 800 foot altitudes and strafing within 600 yards of the front line of battle was told in the May 1976 issue of the Air Reservist magazine.

Six of the unit F-4s in MAPLE FLAG - 82. The use of the Edmonton, Alberta gunnery ranges provided similarity to the densely wooded plains of Central Europe. The 1982 annual training encampment took the men and women of the 181TFG to Alpena, Michigan for a reunion with the 122TFW and 163TFS. The deployment gained a nickname of "SENTRY HOOSIER", and the August movement of twelve of the F-4s from Terre Haute would give both pilot and WSO an

opportunity to fly dissimilar aircraft tactics against Navy A-4 and USAF F-15 aircraft. The year ended with an announcement that reorganization of the Air National Guard had added the 188TFG (F4) of Fort Smith, Arkansas and the 149TFG (F-4) of Kelly AFB, San Antonio, Texas to the 122TFW to make a four squadron tactical fighter wing. There was also a new organization at Hulman Field, as the 181st Combat Support Squadron welcomed the 181st Student Flight to the organizational table. All trainees of the 181TFG and assigned squadrons would be placed into the new flight until completion of their training into a qualified skill level.

Operations building was completed in April, 1985. The two million dollar structure contained a Battle Staff Command Center complex, auditorium, separate flight briefing rooms, intelligence offices, life support, a weather station, parachute shop and safety offices. Congressman John Myers spoke at The formal dedication, which had been designated In memory of Brigadier General Richard Petercheff, former 113TFS and 181TFG commander. At the end of the year a new main gatehouse would be finished and new fencing would protect the base perimeter.

Colonel John C. Schwartz has prepared the 181TFG and 113TFS to meet the challenge of the 80s. He has determined to make the name of Indianas flying "Racers" known throughout the country. More importantly he has vowed to motivate the units under his command to be the best prepared fighting force the Air National Guard of the United States can field. His decision to adopt the designation of "Racers" is most appropriate. The alignment of the 113 Tactical Fighter Squadron to the Indianapolis 500 mile auto race recalls the association of the owner of the Indianapolis Speedway and benefactor of the Hulman Regional Airport as a key player in bringing the Indiana Air National Guard to Terre Haute. Anton Hulman, Jr played a part in the geographical as well as the historical background of the Indiana Air National Guard. The checkered black and white symbolism is easily recognizable as the symbol of challenge and victory throughout the world. The association of the powerful forces at work on the day of the Indianapolis 500 mile race associates the 113TFS to a challenge of the human being against the power of the machine. Mortal against nature, one human intellect and skills against another human intellect and skills, men and women in life and death competition. The racers of the two-mile oval track and the "Racers" of the 181st Tactical Fighter Group and 113 Tactical Fighter Squadron have common thoughts. Our aircrews and weapons systems officers experience common emotions, know only those things that others who have tested the forces of nature with man-made machines know. There is a difference. The "Racers" of the Indiana Air National Guard who fly out of Hulman Regional Airport have a mission. The men and women supporting the tactical flying aircrews are not motivated by the monetary awards so visible in auto racing. There is a personal pride that overrides just winning the race.

181 st FIGHTER WING, INDIANA AIR NATIONAL GUARD, HULMAN
FIELD, INDIANA 17 MAY 2004

On 17 May 2004 at 1827 Zulu (1327 local time), F-16C, S/N 85-1555 Mishap Aircraft (MA 1) flown by Mishap Pilot 1 (MP 1), call sign Rove 1 and F-16C, S/N 86-0260 Mishap Aircraft (MA 2) flown by Mishap Pilot 2 (MP 2), call sign Rove 2 collided in midair, destroying both aircraft. The aircraft were part of a local daytime 4 (Rove Flight) versus 2 (Apex Flight)(similar air) Offensive Counter Air (OCA) sortie at Red Hills MOA (Military Operating Area) to be

followed by a Basic Surface Attack (BSA) mission at Atterbury Range. MA 1 and MA 2 collided during the air-to-air phase of the mission, near the completion of a tactical four-ship turn, at approximately 20,000 feet MSL (Mean Sea Level). MP 1 suffered fatal injuries as a result of the collision. MP 2 ejected safely. The mishap pilots were assigned to the 113 Fighter Squadron, 181st Fighter Wing in Terre Haute, Indiana. Both Mishap Aircraft and debris impacted in the vicinity of Oaktown, Indiana, approximately 40 miles Southwest of Terre Haute. The total estimated value of both destroyed aircraft as configured at the time of the mishap is \$39,738,384.52. While completing a four-ship Tactical 180-degree turn prior to commencing the second OCA scenario, MA 2 struck the formation lead, MA 1. Based on post accident technical analysis, there is clear and convincing evidence that the right external fuel tank and right lower strake of MA 2 impacted the cockpit and radome area of MA 1. The collision shattered the canopy of MA 1, fatally injured MP 1 and ruptured MA 2's right external fuel tank, igniting and destroying both aircraft. There is clear and convincing evidence that the collision was caused by MP 2's momentary loss of situational awareness. MP 2's situational awareness was redirected while he was conducting an on board weapons inventory state check requested by MP 1 approximately half way through the 180-degree turn. During this check, MP 1 descended and reduced his airspeed. There is substantial evidence that MP 1's failure to maintain flight contract parameters in the turn substantially contributed to the mishap. Analysis of computational data of altitude, airspeed, rates of turn and cockpit simulations referenced against voice recordings indicate that, following the weapons check, MP 2 acquired Rove 3 as lead (thinking this aircraft was MA 1). MP 2 did not realize he had lost track of MA 1 since he perceived Rove 3 as MA 1. He then completed the remainder of the turn based on Rove 3, resulting in the mid-air collision with MA 1.

AIRCRAFT ACCIDENT INVESTIGATION F-16C, S/N 86-0226 TERRE HAUTE INTERNATIONAL AIRPORT, INDIANA

25 JULY 2001

On 26 July 2001, at 14:36 Central Daylight Time, 19:36 Universal Coordinated Time, an F-16C, serial number 86-0226, crashed near Parkersburg, Illinois, approximately 65 nautical miles south-southwest of Terre Haute International Airport (IAP), Indiana. The F-16, assigned to the 181st Fighter Wing (181 FW), 113 Fighter Squadron (113 FS), Terre Haute IAP (Hulman Field), Indiana, was part of a four-aircraft ("four-ship") Air Combat Maneuvering (ACM) mission in the Red Hills Military Operating Area (MOA). Approximately 6 acres of a private cornfield were damaged; however, there were no military or civilian injuries in the mishap. The mishap aircraft (MA) was conducting ACM as the third aircraft in a four-ship local sortie. The mishap pilot (MP) was operating in the southwest corner of the MOA when he reported an engine failure. Approximately one and a half minutes later, the MP safely ejected and was recovered one and a half miles northeast of Parkersburg. The MA crashed into a corn field approximately 2 miles east of Parkersburg and was destroyed on impact. The MP demonstrated outstanding airmanship, poise, and situational awareness throughout the mishap sequence. After correctly applying all critical action procedures, the MP remained with his crippled aircraft prior to ejection, long enough to turn away from the small town of Parkersburg, Illinois. The MP's selfless actions, above and beyond required emergency procedures, by deliberately maneuvering his aircraft away from the town only moments before impact, averted a potential

disaster. The primary cause of the mishap, supported by clear and convincing evidence, was a fracture in a portion of the number 7 disk post in the High Pressure Turbine (HPT) section of the jet engine. The disk post is the supporting structure for 72 HPT fan blades. The piece broken from the disk post caused higher stress to the number 7 blade, eventually resulting in the blade cracking and breaking free. The number 7 fan blade, once liberated from its supporting structure, caused catastrophic damage to the HPT and led to the failure of the engine. Once the HPT failed, the engine could not produce thrust nor could it be restarted following critical action procedures. Because the catastrophic engine failure occurred at low altitude, recovery to a useable runway was impossible, regardless of pilot action. Therefore, the MP's decision to eject was prudent and proper under the circumstances.

The 113 Fighter Squadron, 181st Fighter Wing, Indiana ANG can trace its lineage back to the 113 Aero Squadron, organized at Kelly Field, TX on 26th August 1917. Redesignated the 634th Aero Squadron in 1918 and finally demobilized on 31st March 1919, its honor's and lineage was combined (in 1936) with those of the 137th Squadron, Indiana NG, which had activated at Fagley Field, IN during August 1921 (equipped with Curtiss Jennies). Redesignated the 113 Observation Squadron on 25th January 1923, the unit relocated to Schoen Field and then Stout Field (formerly Mars Hill), Indianapolis in October 1926.

Operating a variety of Observation aircraft during the 1930's, eventually the 113 found itself operating Douglas O-38Bs and North American O-47A/Bs when called to active duty on 17th January 1941. Ten days later the unit transferred to Key Field, MS and began flying (assigned to the 67th Observation Group, 3rd AF) ASW patrols with O-47s, O-49s and O-52s. Between 1942 and disbandment at Birmingham Army Air Field, AL on 30th November 1943 the 113 re-equipped with Bell P-39s and redesignated twice, firstly in April 1943 to 113 Reconnaissance Squadron and then to the 113 Tactical Reconnaissance Squadron, 11th August 1943.

Finding itself back at Stout Field, IN at the end of the war, the oldest Indiana ANG unit was extended Federal recognition as the 113 Fighter Squadron (SE) and re-equipped with P-51Ds in April 1947. On 1st February the unit was called to active duty (Korean War) and redesignated as a Fighter Interceptor Squadron ten days later. Operating from Baer Field, Ft. Wayne, IN and Sioux City, IA the 113 eventually arrived at Scott AFB, IL equipped with F-51Hs in May 1951. Seventeen months later the 113 FIS returned to state control at Stout Field and reorganized as a Fighter Bomber Squadron. In September 1954 the 113 made a permanent station change to Hulman Field, Terre Haute, where in the summer of 1955 they began Jet conversion on the F-80C. Flying these until March 1956 when it received F-86As. The 113 FIS converted to F-84F Thunderstreaks and Redesignated 113 Tactical Fighter Squadron in 1958/59. Trained in the Tactical Nuclear role the unit was mobilized as part of the Berlin Crisis from 1st October 1961 to 20th August 1962 (remaining at Hulman Field). In October 1962 the 113 TFS swapped its F-84F Thunderstreaks for recon configured RF-84Fs (but the unit continued operating in the Fighter role!) This period also saw the 181st Tactical Fighter Group being federally recognized as the parent unit of the 113.

In 1964 the unit regained its F-84Fs and continued operating them until re-equipping with F-100D/Fs in September 1971. The unit had the honour to fly the last active AF/ANG F-100 mission when it flew F-100D 56-2979 to MASDC (now AMARC) in November 1979.

In the summer of 1979 the unit had begun conversion to the F-4C Phantom II (actual airframes were EF-4C Wild Weasel aircraft which had been de-modified). By the 1st April 1988 the unit had completed its conversion to more the advanced F-4E version of the Phantom II.

Beginning in April 1991 the unit started its conversion to ex 50th TFW Block 25 F-16C/Ds (last Phantoms left in October 1991) and completed this on 1st July 1992 . During this period the unit designation changed to 113 Fighter Squadron, 181st Fighter Group (15th March 1992) and in June its gaining command changed from Tactical Air Command to Air Combat Command (1st June 1992). On 1st October 1995 the 181st Fighter Group was redesignated as a Wing, this being a force wide change. Since equipping with F-16s the Racers (The 113's nickname coming from the proximity of Terre Haute to the Indianapolis 500 racetrack) have participated in a humanitarian deployment to Romania, provided security for the 1996 Summer Olympic Games and have deployed in support of Operation Southern Watch (operating from Al Jabar AB, Kuwait) and Operation Northern Watch (from Incirlik Air Base, Turkey).

The 113 swapped their Block 25 F-16C/Ds for Block 30s in July/August 1995 and are still equipped with these today. The units vipers are now equipped with LITENING II, a precision targeting pod system designed for Air Force Reserve's and Air National Guard's F-16 Block 25/30/32 Fighting Falcons. This precision targeting system significantly increases the combat effectiveness of the F-16 during day, night and under-the-weather conditions in the attack of ground targets with a variety of standoff weapons.

In 2005, the Base Realignment and Closure commission mandated the end of the flying era for the 181st. On 8 September 2007, the 181st Fighter Wing flew their last training mission out of Hulman Field International Airport. The Block 30 F-16 aircraft were reassigned to the 177th Fighter Wing, New Jersey Air National Guard at Atlantic City Air National Guard Base in September 2007.

A realignment was directed with two new Air Force missions: a Distributive Ground Station (DGS) and an Air Support Operations Squadron (ASOS). On 3 May 2008 the 181st Fighter Wing was redesignated as the 181st Intelligence Wing.

The DGS is an intelligence based mission, monitoring near real time video feed from Predators, Global Hawks and other unmanned aerial vehicles hovering the skies over any military area of operation. The servicemembers will process, exploit, and disseminate the video feed, providing actionable intelligence to the ground commanders and war-fighting forces.

The ASOS will bring unity to joint forces fighting in the Global War on Terrorism. Their mission is to advise the ground commanders on the best way to utilize U.S. and NATO assets for close air

support.

The Slovak Republic visited the 113 Air Support Operations Squadron (ASOS) during the month of February to finalize joint training opportunities during a planning conference. These training opportunities are a result of the creation of a State Partnership Program (SPP) that was established by National Guard Bureau in 1993, and Indiana was partnered with Slovakia in 1994. The SPP encourages long term relationships to build trust between the state and partner nation.

Lt. Col. Patrick Renwick, 113 ASOS Commander, said, "The 113 ASOS and Slovak Republic Tactical Air Control Parties established an enduring relationship over the last year. Our goal is to make both teams stronger by sharing Tactics, Techniques and Procedures (TTPs) during combined training events." During their visit, the four Slovakian Joint Tactical Air Controllers observed all facets of planning, preparations, and execution of a close air support (CAS) training mission. The ASOS loaded their HUMVEEs and support trucks early one morning to convoy the unit and their guests to Camp Atterbury to carry out the scenario based mission. When the team arrived at the range, they immediately began their final equipment preparations for the CAS mission. There were two missions scheduled for the day, with the initial mission being controlled by a member of the 113 ASOS. The Slovakian JTACs observed the first training mission allowing them to inquire and gain knowledge of the control process. With radios chirping aloud with communications between ground team members, and another frequency facilitating direct communication between the ground lead and the aircraft, an untrained ear could easily be distracted. 1st Lt. Marian Blazeniak was assigned to conduct the second control. Blazeniak said it was a valuable experience and he was excited to get that training opportunity on this trip. This planning conference has led to two more joint training events scheduled for 2010. "We look forward to sending seven JTACs to Slovakia in April. The focus there will be a combination of classroom and field skills training culminating in both American and Slovak led Air Strike Control exercises. We will utilize both F-16s from Aviano

Air Force Base, and Slovak Republic L-39 aircraft," said Renwick. Major Rudolf Pevny, Slovak Republic, said he looks forward to the continued relationships with the 113. "I am eager to implement a more scenario based training concept for my Airmen," Pevny said. While many members of the Wing will be heading to Alaska for annual training this summer, the ASOS will be conducting their training in Kansas. "In June, eight TACPs from the Slovak Republic will deploy with the 113 ASOS to Smokey Hill Range, Kansas, to participate in our annual training. While there, they will work side by side with our TACPs, and be blended with our exercise command and control operations. The missions will be dynamic, and the training schedule will be very demanding," Renwick said. "Our equipment and training may be different, but the mindset of the Battlefield Airmen from both countries is the same; organize, train and equip our forces to deploy for combat." When the group was asked about the takeaways from this visit, 1st Lt. Marian Blazeniak said, "Being able to gain better equipment familiarization will help us get more needed items for our Airmen." Even though different types of equipment are used by both countries, there are several similarities. Many items were discussed at length as to the advantages and disadvantages of specific equipment. This was a first time visit to the United States for the

group of Slovakian officers. In addition to learning from their military counterparts, they were very excited to learn about the American culture first hand. They were introduced to chicken wings, sushi, hibachi style cooking, and fried pickles. They were inquisitive in terms of work shifts, lunch hours, traditional homes, family size, and even the current economic status. They were very pleased with the welcoming they received upon arrival, and mentioned several times how comfortable they were here in Terre Haute. Of course a visit to Hulman Field must include participation in good old fashioned camaraderie. They were very excited to attend the first annual 'Racer Idol' during the February UTA, and were able to socialize with and get to know other members of the 181st Intelligence Wing.

USAF Unit Histories
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