

114th FIGHTER WING



LINEAGE

114th Fighter Interceptor Group, 16 Apr 1956

Redesignated 114th Tactical Fighter Group, May 1970

Redesignated 114th Fighter Group, 1 Jun 1992 15 Mar 1992

Redesignated 114th Fighter Wing, 1 Oct 1995

STATIONS

Sioux Falls, SD

ASSIGNMENTS

WEAPON SYSTEMS

Mission Aircraft

F-94C, 1954

F-89J, 1958

F-102, 1960

F-100D, 1970

A-7D, 1977

F-16C, 1991

F-16D

Support Aircraft

C-47 1946-1967

AT-6 1946-1955

L-5 1947-1948

C-45 1946-1967

B-26 1947-1967

T-33 1952-1972

B-25 1954-1960

C-54 1967-1974

T-29 1973-1975

C-131 1975-1985

C-12 1985-1995

C-26 1995-1997

C-12F

COMMANDERS

Col John L. Schilt, 1963-1966

Col Justin L. Berger, 1966-1980

Col John N. Olson, 1980-1983

Col Philip G. Killey, 9 August 1983

Col Brian C. Bade, 1987

Col Thomas J. Lien, October 21, 1992

Colonel Russ Walz, March of 2006

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

combat duty as a part of Operation Just Cause in Panama during 1989-1990

Decorations

four Air Force Outstanding Unit Awards

EMBLEM

Azure, a bend gules, fimbriated argent, surmounted by a flaming sun of the second fimbriated or and charged in its center with a radar scope of the last garnished brown surmounted by a lightning bolt bendwise of the first. Originating in sinister fess and arched to dexter base a contrail argent garnished or terminating into a falcon brown, breasted argent. In sinister chief a pattern of thirteen mullets arched, the center line of each mullet radiating from the center of the sun, two five and six argent. On the bend in dexter chief an aircraft bendwise of the last emitting a propulsion gules fimbriated or, all within a diminished bordure of the last.

EMBLEM SIGNIFICANCE

The thirteen stars represent the thirteen Charter Officers of the South Dakota Air National Guard. The circle flame signifies jet afterburner, missile and rocket potential, thrust and power for interception. The lightning in the gunsight denotes air-to-air and air-to-ground capabilities. The ultramarine blue represents night with golden yellow signifying day. The white aircraft symbolizes peace and the diving falcon signifies the capabilities of retaliation and swiftness of action.

MOTTO

NICKNAME

OPERATIONS

The mission of the 114th Fighter Wing is to deploy and execute directed tactical fighter sorties to destroy enemy forces, supplies, equipment, communications systems, and installations with

conventional weapons. The Fighter Wing is made up of several functional areas which include the Commander's Staff, Finance, Chapel Services, Safety, Social Actions, Legal Office, Wing Plans, Command Post, and Public Affairs. Each section has a unique and distinct role in accomplishing the mission and providing support to the Commander, Vice Commander, and all assigned units. Two Chaplains and one Chapel Services Support person provide spiritual programs and services for members of the 114th Fighter Wing regardless of religious background or beliefs. In addition, Chaplains provide individual counseling, religious rites, unit visitations, and deployment support to unit members and their families. The Combat Ministry Team (CMT) provides religious support and services to deployed personnel. The first unit Chaplain was Bob Strobel. Financial Management provides financial services to commanders, managers, and all members. The Comptroller is the principal financial advisor to the Air Commander and is responsible for providing accounting, disbursing, reporting, financial planning, and statistical analysis services for the base.

On 16 April 1956 the South Dakota Air National Guard underwent a major reorganization. The 175th Fighter Interceptor Squadron was converted into the following units: the 114th Fighter Group (Air Defense); the 175th Fighter Interceptor Squadron; the 114th Consolidated Aircraft Maintenance Squadron; the 114th Air Base Squadron; and the 114th USAF Dispensary.

A significant change was encountered in the life of the South Dakota Air Guard in May 1970 when the 114th Fighter Group, Aerospace Defense Command, was changed to the 114th Tactical Fighter Group, Tactical Air Command. The F-102s, which had been the challenge for the past ten years, were replaced with F-100D. The mission became that of controlling the combat skies from enemy use and to reinforce the combat forces on the ground. The internal structure remained about the same utilizing a Supply Squadron, Combat Support Squadron, Consolidated Aircraft Maintenance Squadron, Tactical Fighter Squadron, Dispensary, Engineering Squadron, and a newly formed Communications Flight.

Construction-wise in 1977, a new aircraft engine shop/NDI building and motor pool auto maintenance shop were completed — the first new building since the fire station was completed in 1969. Also construction on a new hangar complex was begun.

In May 1985, 12 Aircraft and 330 unit members deployed to RAF Waddington in the United Kingdom as part of the largest ever peacetime deployments to England. For 30 days, personnel joined their counterparts from two other Air National Guard units in flying missions throughout the United Kingdom and Western Europe.

SIoux FALLS, S.D. – More than 275 members from the 114th Fighter Wing, South Dakota Air National Guard, were reunited with family and friends in Sioux Falls on Friday, Sept. 26, after being deployed for several months in support of the United States Air Force's Air Expeditionary Force (AEF) rotation plan. The Airmen were deployed for varying lengths of time to Joint Base Balad, Iraq supporting Combat Air Force operations. All South Dakota F-16 Fighting Falcon jets that deployed to Iraq in early June also returned to Joe Foss Field. In early September, 45 Airmen returned from duty in Kyrgyzstan, Iraq, Kuwait, Qatar and Germany. These Airmen also deployed in support of both the AEF and Expeditionary Combat Support (ECS) rotation plans.

2008

The history of support, or utility, aircraft began when the unit received two C-47s and two AT-6s in 1946. We were never without gas burning, oil leaking, propeller driven utility workhorses until the arrival of the first C-12F turboprop in 1985. There was always a lot of unit pride displayed in all our support birds; exterior, interior, and maintenance wise.

In the earlier days there may have been a few "morale trips", but we certainly would not have enjoyed some of the unit's successes without this fleet. The list of support aircraft is actually longer than our fighters; T-6G (1946-1955), B-26 (1947-1967), L-5 (1947-1948), C-45A (1946-1967), B-25K (1954-1960), C-47A (1946-1967), C-540(1967-1974), T-29A (1973-1975), C-131B (1975-1977), C-131D (1977-1985), C-12F (1985-1994), C-12J (1993-1995), and finally our C-26B which arrived in 1995.

While many of our personnel went on deployments or to the National Guard Bureau, we have also flown our Governors and Adjutant Generals on many official trips. Our crews also supported the "state mission" by flying flood control missions, dropping feed to starving cattle stranded by blizzards, and emergency medical flights. Some of these old birds had their own personalities and loyal fans. Our old C-47 "Gooney Bird" # 0-93222 was (perhaps) immortalized in a song, "Hello Miami Tower", written by LtCols Marv Randall and Gale Fisher which was based "somewhat" on fact. Marv Randall and DK Koller do an excellent rendition of this musical masterpiece. One of Duke Coming's last requests of DK was to hear him sing "Hello Miami Tower." The Triple Deuce went on to AC-47 gunship duty in Vietnam after a distinguished Air Guard career.

There are many stories and memories associated with the support fleet. On one occasion a runaway C-47 prop broke off and came through the fuselage. It cut Duke's left pants leg without injuring him. There were many mercy flights in the days before air ambulances (or any ambulances in rural South Dakota) resulting in lives saved.

Although there were several "dual qualified " pilots, a few flew only the support aircraft for most of their aviation career. Among them were BG Westburg (after his F-102 days), Col Wilson, LtCols Bresee, Van Ger Pen, Yeager, Jacobson, Kuck and Moen. Flight engineers who could fix nearly anything on these "old birds" were SMSgt Hurley and Spars, MSgts Kenyon, Chase, Aulner, Grocott and Evans. Many others joined in when there was extensive maintenance or refurbishing. When Lyle "Keg" Kenyon retired, his fellow crew chiefs gave him an oversized ball-peen hammer, a roll of baling wire, and a screwdriver. The outstanding safety record our utility aircraft enjoyed is certainly due to the professionalism of the pilots and mechanics alike.. The arrival of the C-12 brought a new concept; leased aircraft. Brian Lane, our contract mechanic, became a part of this unit until the departure of the C-12] in 1995 and his retirement. Years before this Brian had been a traditional guard member of the SDANG. Unfortunately, the

C-12 did not have snow tires, which Gale Westburg and Dick Rayburn discovered after becoming stuck in a South Dakota snowdrift.

There are many interesting and colorful stories associated with the support birds. If you have ever wondered if a C-47 could take off with only one engine, the answer is 'yes' but you will not find this maneuver in the flight manual. And I'm quite sure it only happened once in history. Our C-131 remains on active duty as a permanent display in the Air Force Museum at Wright - Patterson AFB, Ohio, proudly displaying its Air Guard markings. Not only have the utility aircraft of this unit been an important part of our history, they have contributed significantly to the success of our unit's assigned mission.

In May of 1967, the dependable C-47 was replaced with the first four engine propeller-driven aircraft for the 114th. The C-54 was rapidly refurbished by the men of the 114th for both cargo and passenger carrying capabilities and soon became known as the "Flagship South Dakota."

During the period 1972 to 1974, the SDANG transferred the last assigned T-33 trainers, and a T-29 was received to replace the C-54.

On 26 September 1985, the C-131, which has been the unit's support aircraft since 1975, departed for the Air Force Museum. The last of the South Dakota Air National Guard's "heavy weights" was replaced by a new Beechcraft C-12.

September of 1985 saw the last of the "heavy weight" support aircraft; the C-131. The destination of its final flight was the USAF Museum at Wright-Patterson AFB, OH. A Beechcraft C-12 direct from the assembly line replaced the C-131.

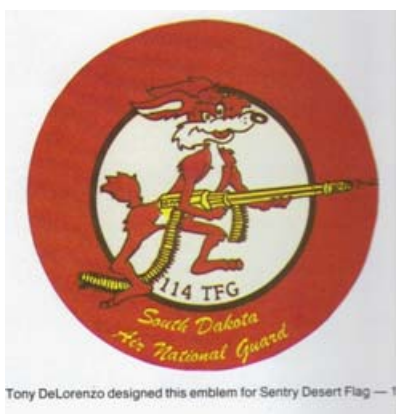
A dozen F-16s with the South Dakota Air National Guard's 114th Fighter Wing in Sioux Falls fled winter winds for two weeks of tactical flying and weapons training in Arizona. The South Dakota jets arrived at Davis-Monthan AFB, Ariz., on Jan. 11 to participate in the annual deployment-readiness training, according to a base release. They launched their first sorties from their temporary home on Monday, Davis-Monthan spokeswoman SSgt. Angela Ruiz told the Daily Report. During the winter months, the Arizona ANG's 162nd FW in Tucson hosts flying units from northern states in a deployed-style detachment at Davis-Monthan, taking advantage of Arizona's weather and live-fire training space, such as the 1.7 million-acre Barry M. Goldwater Range. The South Dakota rotation runs to Jan. 25. Next month, the detachment plans to host 10 F-16s from the New Jersey ANG's 177th FW near Atlantic City. 2014



1970 brought a change to the crest with the onset of TAC.



The first Group Crest approved in 1965



Tony DeLorenzo designed this emblem for Sentry Desert Flag — 11

Air Force Order of Battle

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Sources

ANG Unit History. South Dakota. *The Coyotes: A History of South Dakota National Guard*. Cropp, Richard. Educator Supply Company. 1962. Mitchell, South Dakota.