

# 138<sup>th</sup> FIGHTER SQUADRON



## LINEAGE

484<sup>th</sup> Bombardment Squadron (Dive) constituted, 3 Aug 1942  
Activated, 10 Aug 1942  
Redesignated 505<sup>th</sup> Fighter Bomber Squadron, 10 Aug 1943  
Redesignated 505<sup>th</sup> Fighter Squadron, 30 May 1944  
Inactivated, 17 Oct 1945  
Redesignated 138<sup>th</sup> Fighter Squadron, and allotted to ANG, 24 May 1946  
138<sup>th</sup> Fighter Squadron (SE) extended federal recognition 28 Oct 1947  
Redesignated 138<sup>th</sup> Fighter Squadron (Jet) 12 Jan 1950  
Redesignated 138<sup>th</sup> Fighter Squadron, 10 Apr 1950  
Redesignated 138<sup>th</sup> Fighter Bomber Squadron, 1 Nov 1950  
Redesignated 138<sup>th</sup> Fighter Interceptor Squadron, 29 Oct 1953  
Redesignated 138<sup>th</sup> Tactical Fighter Squadron, 1 Nov 1958  
Redesignated 138<sup>th</sup> Fighter Squadron 15 Mar 1992

## STATIONS

Hunter Field, GA, 10 Aug 1942  
Drew Field, FL, 6 Feb 1943  
Walterboro AAFld, SC, 3 Jul 1943  
Rice AAFld CA, 17 Sep 1943-9 Mar 1944  
Fowlmere, England, 5 Apr 1944-8 Oct 1945  
Camp Myles Standish, MA, Oct 1945  
Syracuse, NY

## ASSIGNMENTS

339<sup>th</sup> Bombardment (later Fighter Bomber; Fighter) Group, 10 Aug 1942-17 Oct 1945

## WEAPON SYSTEMS

### Mission Aircraft

A-24, 1942  
P-39, 1943  
P-51D, 1944  
P-47D, 1948  
F-84B, 1950

F-51H, 1950  
F-94A, 1950  
F-94B,  
F-86H, 1957  
A-37B, 1970  
A-10A, 1979  
F-16A  
F-16B  
F-16C  
F-16D

### Support Aircraft

T-6  
C-47

### ASSIGNED AIRCRAFT SERIAL NUMBERS

P-47: 549406

F-86: 22122

#### P-51B

42-106626	42-106676	42-106784	42-106918	43-24773
42-106645	42-106676	42-106784	42-106920	43-24796
42-106646	42-106678	42-106806	42-106920	43-6439
42-106653	42-106699	42-106807	42-106936	43-6771
42-106657	42-106700	42-106812	42-106937	43-7009
42-106657	42-106720	42-106819	42-106946	43-24796
42-106657	42-106725	42-106920	42-106946	42-106676
42-106664	42-106745	42-106842	42-106946	42-106676

#### P-51C

42-103305	42-103331	42-103742	42-103756	43-25038
42-103314	42-103559	42-103742	42-103955	

#### P-51D

44-11204	44-13616	44-13946	44-14239	44-14656
44-13367	44-13616	44-13987	44-14326	44-14662
44-13369	44-13624	44-14023	44-14383	44-14705
44-13370	44-13630	44-14052	44-14387	44-14705
44-13377	44-13632	44-14069	44-14413	44-14729
44-13379	44-13634	44-14071	44-14433	44-14731
44-13385	44-13680	44-14072	44-14433	44-14731
44-13391	44-13828	44-14086	44-14542	44-14734
44-13413	44-13847	44-14092	44-14554	44-14734
44-13471	44-13881	44-14113	44-14622	44-14745
44-13556	44-139##	44-14115	44-14624	44-14776
44-13613	44-13911	44-14170	44-14656	44-15001

44-15001	44-15318	44-15558	44-72152	44-72512
44-15039	44-15345	44-15558	44-72255	44-72679
44-15168	44-15368	44-15598	44-72384	44-72713
44-15168	44-15427	44-15616	44-72384	44-72713
44-15306	44-15427	44-72065	44-72437	44-72725
44-15315	44-15467	44-72084	44-72449	44-73074
44-15318	44-15498	44-72098	44-72477	

P-51K  
44-11363  
44-11363

F-51H				
44-64234	44-64376	44-64524	44-64566	44-64638
44-64371	44-64505	44-64530	44-64592	44-64707
44-64373	44-64516	44-64561	44-64605	44-64713

F-94  
515479

F-86H				
52-2085	53-1233	53-1314	53-1376	53-1509
52-2090	53-1234	53-1330	53-1383	53-1527
52-2092	53-1274	53-1334	53-1403	
52-2094	53-1279	53-1335	53-1408	
52-2116	53-1292	53-1344	53-1494	
52-2120	53-1302	53-1365	53-1495	

A-10  
780670  
780609  
780634  
780690  
780634  
XX691

609 THUNDER HOG  
626 THE BURDEN  
634 THUNDERBOLT WARRIOR  
636 CANADIAN AIR SHOW  
649 HOG WASH  
650 HOG WILD  
651 MISS PIGGY  
652 PIG PEN  
653 COWBOYS  
658 BOSS HOG

659 HOGS BREATH  
 670 SATAN'S REVENGE  
 671 FLYING RAZOR BACK  
 684 THUNDER TURTLE  
 685 EAGLE ON MT  
 689 ALL AMERICAN HOG  
 690 PIG OUT  
 691 BIG FOOT  
 692  
 706 THE BEAST . . . AGAIN  
 707 HOGS IN SPACE  
 708 SWINE TREK  
 711 CRAP SHOOTER  
 712 HUG YOUR HOG TODAY  
 721 PANZERKNACKER

F-16

78083	79352	87272	84290	86249
79349	79366	87285	83141	85547
79351	79368	87286	84214	85556
79382	79337	87339	84225	85568
79388	87364	87341	84235	85569
79399	87384	87344	84253	85482
79401	87371	87349	84291	85483
79403	87382	88409	84248	85565
79404	87386	87338	83157	85432
79406	87279	86288	84227	85548
79420	87365	86369	84231	85554
80504	87235	87273	84242	86042
79340	87253	87275	85420	85570
79394	87255	87248	84245	85563
80488	87256	83155	85551	85561
80493	87261	83162	85560	
79335	87264	84215	85566	

**ASSIGNED AIRCRAFT TAIL/BASE CODES**

A-10: NY  
 F-16: NY  
 MQ-9: NY

**UNIT COLORS**

Dark and blue and yellow  
 Blue and white checkerboard

F-86H yellow trim out-lined in black on the tail, nose, and wing tips

F-86H "The Boys From Syracuse" were painted in white. The seat headrest was red.

A-10 "The Boys from Syracuse" in black Gothic script on engine nacelle

## **COMMANDERS**

LTC Michael C. Maione

Maj Curtis J. Irwin, 1 Nov 1950

Maj Frederick Helterline, 1 Jan 1958

LTC Frank J. Hardy

LTC Trudeau, 1974

LTC William Gregory, 1977

November 1950 saw a change in the ANG set-up in Niagara. The 207th Air Service Group was eliminated and the base went under the Wind Base Plan. The units were: Headquarter, 107FW

Col Robert Kirsch 107th Medical Group

Col Wade Ellis 107th Air Base Group Col Henry Harper 107th Maintenance and Supply Group

LTC Joseph Manske

These changes were announced by Major General Karl Hausauer. Other Commanders are 107

FW, LTC Max Wolfson, 136 FS, Major Richard Hintermeier, 138th, LTC Michael Malone

(Syracuse) and 139th, Major Frederick Zilly (Schnectady). On November 26, 1948 it was

announced that Major Frederick Ploetz would be the new instructor for pilot training for

guardsmen. This was announced by Major General Kenneth Cramer, Chief of the National

Guard Bureau,

## **HONORS**

### **Service Streamers**

American Theater

### **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

Germany, 10-11 Sep 1944

Outstanding Unit Award

May 1983

## **EMBLEM**

New unit insignia used 16 Jul 1967

## **EMBLEM SIGNIFICANCE**

The original winning artwork submitted by Mr. Howard Brooks. The insignia represents the minuteman, symbol of the National Guard, riding a "THUNDERBOLT" the nickname of the 138th Fighter Squadron's first aircraft, the P-47D. The original was facing left, but over the years has been reversed.

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

Combat in ETO, 30 Apr 1944-21 Apr 1945.

Michael C. Maione, ex U.S. Navy Commander, veteran of the aerial fighting over Guadalcanal, contacted an Army Air Force officer, Col. Wilhelm Frudenthal, who found in Maione one of his better recruits. In time, Maione would be commissioned a Lt. Colonel in the New York National Guard, and would both organize and lead the small band of men that became the "Boys from Syracuse."

The first meetings were held at the West Jefferson Street Armory. In the beginning, they had little more than desire: no planes, no ground support equipment, no base, in fact (at first) there was no pay; yet a growing number of volunteers began attending Thursday night meetings at the Armory.

Through Maione's tireless efforts and enthusiasm, the small group of WWII veterans became Federally recognized on 28 Oct 1947. The original membership was sixteen officers and thirty-five enlisted men. Early in March, 1948, the unit, designated as the 138th Fighter Squadron Single Engine (SE), moved onto the old Army Air Corps base that is now Hancock Field.

The first unit aircraft, a flight of four, arrived over Hancock Field on 8 Mar 1948. They were diverted to Amboy Airport near Camillus which did not have ice on its runways. A few days later, Col Maione flew the first P-47 onto the runway at Hancock Field, and unit flying operations truly began. The P-47s had flown in from Tinker AFB, Oklahoma, where they had been in storage. They were simply more war surplus to the infant U.S. Air Force, but they were much more highly regarded in Syracuse. They would be used for a mission that well suited them: air-to-ground attack.

The 138th Fighter Squadron SE was organized for fighter-bomber work from the beginning. In time, support aircraft, such as T-6 and a C-47, would join the large "Thunderbolts."

The first summer camp for the unit was exactly that: the Guardsmen pitched tents on a corner of the field near the corner of Townline and Molloy Road. Gradually, the unit began to venture

further away; many early summer camps were spent at Dover, DE.

1949 2Lt Robert T. Mankey killed in hooded instrument flight, when P-47 crashed near Georgetown, NY.

6 Jun 1950— Unit alerted but not mobilized. Fall of 1950 — F-84s are returned to Air Force duty in Korea and unit began transition to F-51

F-84B would prove to be a mixed blessing for the unit. They were early models of a radically new technology (the first U.S. jet, the Lockheed P-80, had flown only five years earlier), and they were not the capable performers that latter models would become. The complicated hydraulics systems, the new and relatively untried power plant, and the general lack of knowledge and experience with jet-powered aircraft gave the early F-84s a well-deserved reputation as a "mechanic's nightmare."

When a Republic test pilot flew the unit's first F-84 to the field, pilots and crew chiefs were already training at Shaw AFB, South Carolina. When the Air Force took the jets back into the active inventory in Nov 1950, more than one crew chief gave thanks that the replacements would be propeller-driven aircraft. The replacements were as sleek, and nearly as fast, as the primitive "Thunderjets." They would equip the 138th for about four years that included an important change in the unit mission.

As an experiment in March 1953, both the 138th and a fighter unit with the California ANG began a program of five-minute runway alerts with the available aircraft. Once an alarm sounded, the pilots had no more than five minutes to become airborne to intercept any intruder aircraft. On a rotating basis, the 138th kept several aircraft on such an alert status during daylight hours, and their success with the program led to two important milestones. The 138th FIS commenced replacing their "alert birds," their F-51Hs with the arrival of their first F-94A on October 29, 1953. One of the programs instituted by the National Guard Bureau and the USAF to improve retention, morale and to enhance the role of the Air National Guard in the eyes of America's young people was a system where a young man could join an ANG unit as an enlisted man, and then when he became old enough he could test and if qualified, enroll in the Aviation Cadet training program. Upon receipt of his wings, the participant would then return to his sponsoring ANG squadron and not be thrown into the regular Air Force pipeline. Not only did this prove to be an excellent recruiting tool, but it also has proved to have created some of the highest quality officers in the service. Those who have the experience as an enlisted man that is coupled with an officers training in leadership.

The first accomplishment was a change in mission; no longer would the 138th operate as a fighter-bomber squadron; henceforth they would perform the vital mission of aerial defense, with reassignment to the Air Defense Command (ADC).

Secondly, after four years of service (and many hundreds more airframe hours than the design called for), the "Mustangs" would be replaced with newer aircraft jets would return to Hancock Field, and they would never again leave. The replacements were F-94Bs.

28 Apr 1956 2Lt Gordon W. Simonds was killed in training flight when his T-33 trainer crashed into Skaneateles Lake.

1955 26 Nov — 2Lt John J. Kesel, 1st Member of unit to complete Aviation Cadet Training was killed when his F-94 crashed into Onondaga Lake while returning to base on alert mission.

1956 28 Apr — 2Lt Gordon W. Simonds was killed in training flight when his T-33 trainer crashed into Skaneateles Lake.

15 Jun 1956— ADC Runway Alert Test for unit is terminated.

1957 31 Jan — 1Lt Martin Bullard killed on cross-country flight — F-94 crashed in bad weather while approaching Langley AFB. Also killed was ILt Edward Bacchi, from Air Advisor' Office.

4 Sep 1957— ILt Giles A. Charlebois killed near Amboy Center, NY when F-94 failed to come out of spin and crashed during training flight.

Dec 1957 1st of F-86H arrive and unit begins transition to new aircraft. By Jun 58, 23 F-86H's had been assigned.

*9 May 1958— ILt William J. Kreig loses his life when his F-86 is reported missing on a cross-country training flight and presumed crashed in the Atlantic.*

10 Nov 1958 — Group receives "Mobilization" orders, assignment to Tactical Air Command.

In 1958, the 138th was re-equipped for a familiar mission ground attack. This time, the planes would be faster and deadlier than anything previously issued to the 138th. The F-86H. The F-86s would carry 138th pilots over far more territory than New York State; they would fly twice across the Atlantic; they would be deployed to New Mexico and (for shorter visits) to South Carolina, Florida, and Puerto Rico. The Sabrejets would be the only aircraft used by the 'Boys from Syracuse' during both of their callups to active duty.

1959 9 May ILt William J. Kreig loses his life when his F-86 is reported missing on a cross-country training flight and presumed crashed in the Atlantic.

**1960 Dec Group named as most operationally ready F-86H unit in the country and is awarded the National Guard Association Trophy first such award for a NY ANG Unit.**

**1961 Apr — 138th Ftr Sq named winner of Commander's Trophy as most outstanding single NY ANG unit.**

**Aug 1961 Unit alerted for activation in Berlin Crisis call-up of Reserve Forces.**

The summer of 1961: The "Boys from Syracuse" were looking as good as the weather in April,



It was announced that the unit would receive both the Governor's Air Trophy and the Commander's Trophy as the single outstanding ANG unit in New York State. The previous year's annual training at Volk Field, Wisconsin, had been successful. Three years of F-86 operations were behind them, and the present looked like continued smooth sailing. But on 25 August, Secretary of Defense Robert McNamara officially notified 145 units, the "Boys from Syracuse" among them, that 1 October 1961 was "M-Day."

By month's end, the Guardsmen had reported for extended active duty, had been in-processed, had packed their bags and equipment, and were as ready as they could be for deployment to Europe.

1 Oct 1961 Mobilization ceremony at Hancock Field. 11 NY ANG units are activated and called to duty with the Air Force.

16 Oct 1961 Advance party of 1 Officer and 46 Airmen depart for Phalsbourg, France.

28 Oct — 3 Nov 1961 Main body of men, planes and pilots head for Europe, largest deployment of fighter aircraft to Europe since WWII. Pilots flew ground support missions for combat elements of 7th Army.

The unit's Sabrejets, with newly-installed TACAN navigation systems, departed Hancock Field on 28 October. They were not equipped for aerial refueling, which necessitated en route stops at Loring AFB, Maine (where they joined with other deploying ANG units), Goose Bay, Sondrestrom, Keflavik, and Prestwick, Scotland, before a final landing at Phalsbourg, France.

53-1330 - Crashed, on take-off at Hancock Field, NY, 31 OCT 61, 1 fatality.

It was the largest single deployment of fighter aircraft from the United States to Europe since WWII, and it would provide NATO ground and air forces with much needed conventional support at a time when the Regular Air Force concentrated on tactical nuclear weapons delivery.

The 138th had been attached to the 102 Wing from Massachusetts; as the only F-86-equipped organization mobilized, it was the only complete ANG wing serving in Europe. Their mission was to support the 7th U.S. Army, and to continue to train in tactical air-to-ground missions while deployed. These included 30-day TDYs to Wheelus Field, Tripoli, in Libya. Radar penetration missions were flown in cooperation with another deployed NY ANG unit, the 152nd Control Group. In the words of the official history, "familiarization flights through the air corridors to Berlin" were also flown.

52-2092 - Crashed, 1nm N of Phalsbourg AB, 13 JAN 62, fatalities unknown.

17 Apr 1962 Capt William G. Kelly killed in the crash of his F-86 while on a ground support mission in West Germany. 53-1234 - Crashed, close air support, near Kirm, West Germany, 17 APR 62, 1 fatality

Jul — Aug 1962 Main body of personnel is returned by MATS aircraft from Europe to Syracuse.

20 Aug 1962 Group is deactivated and returned to inactive status under control of New York Air National Guard.

17 Oct 1962 While approaching at Hancock Field, following a night flying mission, ILt George Woyciesjes was killed when his F-86 flamed out and crashed.

After a year of active duty that included training with an F-86-equipped Luftwaffe unit based at Leek, the Guardsmen were notified that demobilization would return them to the United States in July and August, 1962. They had deployed far more rapidly than anyone expected ten thousand men carried overseas within a month, combat-ready upon arrival. The Air Force, USAFE, and NATO clearly had not planned for such a rapid deployment, and had not had the lead time necessary to fully prepare bases for the Guardsmen's arrival. In time, the adjustment problems were worked out; more than one active-duty serviceman remarked that by the month's end, the Guardsmen could not be distinguished from their full time counterparts, and were completely integrated into the European operating environment. It was compelling testimony to the continuing state of the Air National Guard's preparation and training, its readiness and capabilities. The message was clear, and was not lost on the "landlords" who built the Berlin Wall: American reserve forces were ready, on short notice, to augment in-place forces at any time in any place.

By the time of the demobilization ceremonies on August 19, 1962, at Hancock Field. A formal 90-minute ceremony on the morning of 19 August 1962 returned the "Boys from Syracuse" to Syracuse, to New York state control, to interrupted civilian lives. Fewer than 1% of those called to active duty had been discharged before mobilization.

The Sabrejets that had served the unit and the country so well in Europe would continue in service until the end of the decade. In 1964, 138th personnel deployed to China Lake Naval Air Station, California, for DESERT STRIKE; that combined a number of other ANG F-86 units in the 901st Composite Squadron.

Sep 1966 Flying operations temporarily relocated to Griffiss AFB, Rome, NY while runway improvements at Hancock Field are made.

Throughout the decade of the 1960's, the 138th deployed its pilots, planes, and support personnel in training exercises. From 28 August to 11 September 1965, the unit trained at Volk Field, Wisconsin; in February 1966, 138th planes flew from MacDill AFB, Florida. In 1967, the "Boys from Syracuse" participated in two major joint-services exercises dubbed CLOVE HITCH. The first, CLOVE HITCH I, found the 138th flying missions from Myrtle Beach AFB, South Carolina, in support of ground forces; the second, CLOVE HITCH II, took the unit members to Ramey AFS, Puerto Rico, for a larger combined forces exercise.

16 Jul 1967— New unit insignia used.

On 11 April 1968, an unexpected announcement informed the 138th that the unit was, once again, being called to active duty. In response to the North Korean seizure of the U.S.S. Pueblo, President Johnson activated a number of ANG units, some of whom deployed to Southeast Asia,

as of 13 May 1968.

9 May 1968 174th Hqs, 138th TFSq, 174th Maintenance notified of activation and deployment to Cannon AFB for Pueblo Crisis. 3 Jun 1968 Completed loading for Cannon AFB, NM. Col Irwin named Wing Commander of activated Air National Guard Forces based at Cannon AFB.

3 Jun 1968— Completed loading for Cannon AFB, NM. Col Irwin named Wing Commander of activated Air National Guard Forces based at Cannon AFB.

The 174th was split, with the 138th Tactical Fighter Squadron and its maintenance organization joining the Maryland ANG to form the 140th Tactical Fighter Wing under the command of Col. Irwin and assigned to Cannon AFB, New Mexico. The remainder of the 174th Tactical Fighter Group remained at Hancock Field.

While in New Mexico, the elderly F-86s were used to help in the training of Air Force Forward Air Controllers who were urgently needed in Viet Nam. Col. Irwin returned with his men to Syracuse on 20 December 1968.

In March 1970, the unit received official notification of a new aircraft being assigned to the unit; for the first time in twelve years, the "Boys from Syracuse" would fly new aircraft. The new unit planes were A-37Bs. Deliveries began in October; within six months, sixteen pilots were fully qualified in the A-37.

The A-37 was the first unit-acquired aircraft capable of aerial refueling, and the 138th pilots were no longer limited to the range of their planes; deployments further away from Hancock Field were now possible and feasible. Ironically, the chronic fuel shortages of the mid-1970s forced curtailment of many flying activities.

On 8 January 1971, Lt. Monforte ferried the unit's last F-86H to White Plains. A flying era ended.

During the 1970s, the extended capabilities of the A-37s did permit more extensive training activities, such as the May 1971 operation BRIGHT SHIELD unit aircraft flew combined sorties to New Jersey's Warren Grove range, refueled off the coast, and proceeded to No-Man's Land in Massachusetts for a second air-to-ground attack.

From 20 to 30 July, thirty-three pilots from the unit flew 98 sorties totaling 240 flying hours in support of operation GUARD THUNDER. In October, marking the first full year of A-37 operations, pilots flew 116 hours during 83 sorties as part of operation GUARD FLEX.

In June 1972, the unit returned 10 aircraft, half its authorized strength, to the Air Force for PROJECT ENHANCE, for delivery to the South Vietnamese Air Force. Eventually, new aircraft from the Cessna factory at Wichita Falls replaced the lost planes, and restored the C-1 combat-ready status of the unit.

1972 — Capt Richard Monson killed in crash of A-37 at Fort Drum.

1974 — Lt Col Trudeau assumes command of 138th TFS. Succeeds Lt Col Frank J. Hardy who was named 174th's Dep Comdr of Ops.

Oct 1974— Capt William Havener was killed in A-37 crash at Fort Drum Gunnery Range.

1977 — Lt Col William Gregory, new commander of 138<sup>th</sup> Tactical Fighter Squadron.

In April 1978, the unit sent aircraft and support personnel to Nellis AFB, Nevada, for a RED FLAG exercise, an ongoing aerial combat program run by the U.S. Air Force.

Apr 1978 Capt Rhoden saves A-37 from near disaster at Fort Drum. For his heroic action he is awarded the Air Medal.

In 1979, it was formally announced that the 174th would receive new aircraft the A-10. On 1 July 1979, the reorganization of the "Boys from Syracuse" transformed the unit from a Group to the 174th Tactical Fighter Wing, with elements in Massachusetts (the 104th TFG) and Connecticut (the 103rd TFG).

Following their return to the United States, 174th personnel deployed to Patrick AFB, Florida for the first of many such A-10 training missions. In early September, the "Boys from Syracuse" participated, for the first time, in "Gunsmoke" gunnery competition among Tactical Air Command Units; "Gunsmoke '81" was held at Nellis AFB, NV. In the fall, the wing was represented at MAPLE FLAG X, a joint forces exercise held at Cold Lake Canadian Forces Base.

*From 28 February to 14 March 1981, 174th TDY personnel became the first ANG A-10 unit to deploy to Germany. The operation was christened CORONET SAIL, and marked another opportunity for the "Boys from Syracuse" to train with their Luftwaffe counterparts; twenty years-earlier, 138th pilots had trained alongside Luftwaffe pilots while stationed at Phalsbourg.*

*1983 was another busy year for deployments: the Civil Engineers travelled to Eglin AFB, Florida-SNOWBIRD '83 brought the 174th to Davis-Monthan AFB, Arizona; an April/May Patrick Deployment was followed by another pre-ORI site survey (this time the 174th would be tested in Gulfport, Mississippi, at the Primary Field Training Site (PFTS). Their hard work and planning was again rewarded with an excellent rating.*

Nov 1983— Unit deploys to Gulfport, LA for ORI.

1984 Mar — 8, A-10's and 20 pilots participate in "Exercise Air Warrior, NTC Calif.

May 1984— Unit deploys to Lechfeld, Germany "Coronet Giant".

Jun 1984— 174 becomes host base as 4789th departs Hancock.

In 1984, the wing returned to Germany; this time as part of the largest A-10 deployment ever by

the Air National Guard. Some twenty-four aircraft, part of a joint deployment by the 174th and the 128th TFW of the Wisconsin ANG, participated in operation CORONET GIANT. Again, American and Luftwaffe pilots trained together and flew joint sorties.

More recent travels have found the "Boys from Syracuse" in such far-flung outposts as Panama (for CORONET COVE) and Alaska (for GOLDRUSH '85). For the first time in their history, the Wing's aircraft flew a long-distance flight, comparable to an overseas deployment, depending on their newly-installed Inertial Navigation System alone, without navigation help from other aircraft. In 1986, the Base Civil Engineers travelled twice to Eglin AFB, Florida. Their first two-week deployment was part of annual training that included the Rapid Runway Repair, live ordnance exercises not possible at Hancock Field. They returned to Eglin in June, the first ANG unit invited to

1985 Mar — Unit deploys to Panama Canal Zone, "Coronet Cove".

Nov 1986— Unit deploys to Volk Fid, WI for ORI, rated EXCELLENT.

1987 Sep — Unit deploys to Lechfeld, Germany "Coronet Rocket".

2 August 1990 Iraqi troops cross the border into Kuwait. This marks the beginning of the  
Members of the 174th Tactical Fighter Wing are encouraged to update their personal affairs.

12 August 1990 The 174th steps up training and readiness in lieu of activation.

28 November 1990 The first members of the 174th are called to active duty, eighteen services personnel are to go to the Gulf.

30 November 1990 174th pilots are put on alert for duty in the Gulf.

30 November 1990 The first 18 members of the unit leave for the Gulf.

9 December 1990 The unit is scheduled to be deployed 6 January 1991.

18 December 1990 Two more unit members, Lt. Colonels Purple and Richter leave for the Gulf via commercial airlines.

27 December 1990 The unit activation date has been moved from 4 January 1991 to 29 December 1990.

2 January 1991 Two hundred and sixty two members of the unit board a DC-10 for deployment to Saudi Arabia. 1400 Hours. The first of eighteen F-16s start taking off for the Gulf; in little over an hour all planes are gone. Brigadier General Mike Hall, Commander of the 174 TFW7 and nineteen unit members go to Griffiss AFB to board two KC-10s heading for the Persian Gulf.

3 January 1991 Twenty eight members of the 174 TFW/MMS depart for the Gulf region via C-141. All F-16s deployed arrive safely at Camel Lot in Al Kharj; Saudi Arabia., during a very intense sand storm. Thirty-seven more 174 TFW/MMS personnel leave Hancock Field.

9 January 1991 One hundred and five additional members leave for duty in Saudi Arabia.

13 January 1991 The 174th loses an F-16 due to mechanical failure; the pilot ejects safely. An additional six personnel from 174 TFW/MMS depart for Saudi Arabia.

14 January 1991 Six more members of the 174 TFW deploy to AOR for a grand total of 516 deployed personnel.

16 January 1991 Pilots of the 174th take part in the second wave of the bombing attacks., all

return safely.

- 31 January 1991 Nearly 20 more members of the 174th unit are called to active duty.
- 4 February 1991 Seventeen unit members deploy via four C-141s. Small groups return to the states but are reassigned to other TAC bases. Langley AFB, VA; Shaw AFB, SC; George AFB, Homestead AFB, Myrtle Beach AFB, Eglin AFB.
- 26 February 1991 Maj. Denny Miller makes it back to base after his plane A/C 391 is damaged by a surface to air missile.
- 1 March 1991 The 174th is informed it may be there a while. First in; first out policy is implemented. 174th pilots pick up CAP mission over Iraq. Flying continues seven days a week.
- 20 March 1991 20 members of the unit return, 300 people gather to welcome them home.
- 26 March 1991 Brig. Gen. Hall is back from the Gulf. He says unit will return in stages.
- 11 April 1991 Maj. John Androski ejects from his F-16 after the nose tire and left main tire blows out and the plane goes off of the east side of runway.
- 16 April 1991 The first mass return of the 174th, 228 people return onboard Hawaiian Airlines in the early morning hours.
- 17 May 1991 CAP and alert missions cease for the 174th. Jets are prepared for redeployment.
- 19 May 1991 Fifteen F-16s return to Hancock Field; 2 are delayed for three days in Spain with mechanical problems.
- 3 July 1991 With the return of Lt. Col. Robert Purple and Lt. Col. Paul Richter all members of the unit are finally home.

1995 - Deployed to Incirlik, Turkey in support of Operation Provide Comfort II and Operation Northern Watch.

1997 - Deployed to Andoya, Norway in support of Coronet Alternator and Adventure Express.

1997 - Deployed to Incirlik, Turkey in August and October to support Operation Northern Watch.

2000-2001 - Deployed twice to Saudi Arabia in support of Operation Southern Watch.

2001 - Flew air defense missions over the Northeast United States and sent hundreds of personnel to New York City in response to World Trade Center and Pentagon attacks.

2002-2003 Deployed a total of 364 personnel to 26 CONUS and OCONUS locations in support of its Air Expeditionary Force rotation (AEF), Operation Noble Eagle (ONE), Operation Enduring Freedom (OEF), and Operation Iraqi Freedom (OIF).

More than 190 members of the New York Air National Guard's 174th Fighter Wing left Hancock ANGB in Syracuse June 4 on the unit's final F-16 deployment to the Middle East before transitioning to a new mission later this year. The four-month tour is the unit's eighth to Southwest Asia since 1991 and its first since January 2007, Syracuse's Post-Standard reported June 4 about 500 wing personnel will rotate in and out of the combat theater on this deployment, the newspaper said. Upon returning, the wing will begin to convert this fall from flying F-16C to operating MQ-9, wing spokeswoman 2nd Lt. Greta Lewis told the Daily Report June 4.

According to Rep. Dim Walsh (R-N.Y.), he has secured House Appropriations Committee approval for more than \$10 million to support upgrades and construction for the New York Air National Guard new unmanned aerial vehicle mission in Syracuse. Per BRAC 2005, the 174th Fighter Wing is losing its F-16s; the wing is in the midst of its last deployment to Southwest Asia as an F-16 unit. It will be taking up MQ-9 operations. Walsh said in a Dune 25 release "Throughout my tenure in Congress, I made it a priority to upgrade their facilities and ensure that they have the best base possible. The Reaper mission is the final piece of the puzzle that firmly establishes Hancock ANGB as a critical part of our defense and our community for years to come." According to the release, half of the \$10 million appropriation, if approved by the full Congress, would convert existing facilities to house the UAV operations center, ground control station, and associated squadron functions, and the rest would alter the facility's Air Support Operations Squadron buildings "to meet new training and operation requirements."

The New York Air National Guard's 174th Fighter Wing yesterday started its 18-month transition from the F-16 to the MQ-9 with the departure of the first two F-16s for good from the wing's home at Hancock Field ANG Base, near Syracuse. These F-16s are headed for a new assignment at Edwards AFB, Calif., and represent the beginning of the end of the 174th's F-16 mission, according to a release by the New York State division of Military and Naval Affairs. Col. Charles Dorsey, the wing's vice commander, said it was "bittersweet" to see the first F-16s go, as the unit has been flying Vipers since 1988. But added that the unit is "excited to open a new chapter of combat aviation" with the coming MQ-9 mission. More F-16s will depart Hancock as the transition progresses, and wing members are supposed to begin training with MQ-9s in 2010. Nearly 200 of the wing's airmen and 14 of its F-16s returned home in August from the unit's eighth and final rotational deployment to Southwest Asia with F-16s.

From Fighter to Attack Wing: The New York Air National Guard's 174th Fighter Wing, which transitioned from the F-16 to the MQ-9, conducting its first Reaper mission in Afghanistan in December 2009, will be converting to an attack wing, according to a New York National Guard release covering a visit to the unit last week by Air Force Gen. Craig McKinley, NGB chief. (Note: USAF activated its first modern-day attack unit a Reaper unit at Creech AFB, Nev., in 2006.) The last of the 174th's F-16s left Hancock Field in March. Last fall, Hancock also became home to the field training detachment that provides MQ-9 maintenance training for active and reserve airmen. 2010

Guardsmen Flying Reapers in Combat: As of Tuesday, airmen of the New York Air National Guard's 174th Fighter Wing at Hancock Field ANGB in Syracuse have entered steady-state operations flying MQ-9 in support of operations in Afghanistan. According to a wing release the focus of these missions is "primarily on providing overwatch of American soldiers and marines on the ground." The New York Air Guardsmen control the Reapers over Afghanistan from ground stations in Syracuse, sending commands to the aircraft in theater through satellite networks. The New York wing is the first Air Guard unit to operate MQ-9s, having shed its F-16 flying mission in June 2008 per BRAC 2005. It also opened the Air Force's sole MQ-9 maintenance schoolhouse in October.2009/2010

Hancock's Final Viper Flights: The New York Air National Guard's 174th Fighter Wing at Hancock Field near Syracuse flew its last F-16 missions last week, sending off its last fighters on

March 6, according to a Post-Standard report Media were on hand March 2 as many of the unit's veteran pilots took their final flights in the unit's Vipers. Per BRAC 2005, the 174th FW had to shed its fighters. Since learning its fate, the unit has picked up a new mission, operating the MQ-9 Reaper. It began flying MQ-9 combat missions over Afghanistan in December 2009.

Members of the New York Air National Guard's 174th Fighter Wing in Syracuse began flying training sorties with MQ-9 out of the Wheeler-Sack Army Airfield on the grounds of Ft. Drum. Federal Aviation Administration approval for these flights came earlier this month, enabling the first sortie to occur on Oct. 18, according to wing officials. These training flights will support the new MQ-9 formal training unit that is scheduled to begin operating at Hancock Field, the wing's headquarters, in November. Initially, the wing will conduct approximately three training sorties per week from Wheeler-Sack in the special-use airspace in that area. The Air Guardsmen of the FTU will train active duty, ANG, Air Force Reserve, and foreign military MQ-9 pilots and sensor operators. Ft. Drum is located near Watertown, which is north of Syracuse near eastern shore of Lake Ontario. 2011

Hancock Field Gets Reaper Schoolhouse: The New York Air National Guard's 174th Fighter Wing at Hancock Field in Syracuse will host a schoolhouse for MQ-9 Reaper pilots and sensor operators, announced Air Force officials Thursday. The MQ-9 formal training unit will add 44 full-time personnel and five contractors to Hancock Field, they said. The wing already operates the remotely piloted MQ-9s in combat over Afghanistan, from Syracuse, and it trains MQ-9 maintenance personnel from across the active duty component, Air Guard, and Air Force Reserve. The new schoolhouse will instruct MQ-9 operators from across those three components, too. "The addition of the pilot training mission is a natural extension of our MQ-9 Field Training Detachment which has been active since October 2009," said Col. Kevin Bradley, 174th FW commander. Wing officials have said MQ-9 training flights would take place over the Adirondack Mountains in northeastern New York. 2011

*Twenty-six aircraft per squadron. Sabres were flown from Logan Airport, MA, Barnes Field, MA, and Hancock Field, NY to Phalsbourg Air Base, France, by 102d TFWg pilots. Aircraft returned to their U.S. bases by 20 July 1962.*

*138th TFS - Yellow*

*505th Fighter Squadron*

*Code: 6N*

*Callsign: Upper (A Group)*

*Slapjack (B Group)*

October 1, 1961 marked the date the 138th Tactical Fighter Squadron and its wing and group supporting elements were called to active duty with the United States Air Force. The "Boys From Syracuse" were quickly deployed to Phalsbourg Air Force Base, France where it aided in bolstering the strength of the Free World in the face of the Russian threat to Berlin. While in Europe, air crews flew ground support missions for combat elements of the Seventh Army and



were later cited by the Seventh for the professionalism in the manner in which they conducted such missions.

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Mar - Unit moves to former Army Air Force facilities at Hancock Field.

15 Mar -30 P-47B Thunderbolts arrive at Hancock. 20 May - Lt Col Michael Maione, Unit Commander, makes first squadron flight over Syracuse on Memorial Day.

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2Lt Robert T. Mankey killed in hooded instrument flight, when P47 crashed near Georgetown, NY.

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29 Oct - Korean conflict over, return of jet aircraft, assignment of first F-94

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26 Nov - 2Lt John J Kesel, 1st Member of unit to complete Aviation Cadet Training killed when F-94 crashed into Onondaga Lake while returning to base on alert mission.

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Dec - 1st of F86H Sabrejets arrive and unit begins transition to new aircraft. By Jun 58, 23 F86's had been assigned.

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10 Nov - Group receives "Mobilization" orders, assignment to Tactical Air Command.

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Dec - Group named as most operationally ready F-86H unit in the country and is awarded the National Guard Association Trophy - first such award for a NY ANG Unit.

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3 Jun - Completed loading for Cannon AFB, NM. Col Irwin named Wing Commander of activated Air National Guard Forces based at Cannon AFB.

1970

Riot Control training begins.

1977 Mar - Lt Col Paul Schempp assumes command of 174th Tactical Fighter Group.

The 174th Tactical Fighter Group, originally designated as the 138th Fighter Squadron, was officially organized on October 28, 1947 as the first Air Guard flying unit in New York State. The birth took place, not at any airport which would befit a flying unit, but at the West Jefferson Street Armory, home of the 108th Infantry, New York Army National Guard. When the 16 officers and 35 airmen met that night in October of 1947, the unit was given Federal Recognition. This was the start of the Air National I Guard in New York State. Commander of the unit was Lt Colonel Michael C. Maione, formerly a Lieutenant Commander with the U.S. Navy during World War II.

The unit received its first aircraft in March of 1948. The plane was the P-47D Thunderbolt.

Second Lieutenant Robert T. Mankey, a veteran of forty combat missions during World War II and a Senior at Syracuse University, lost his life when the P-47 he was piloting entered a low cloud formation and crashed south of Syracuse on December 11, 1949.

While on an air defense mission, Second Lieutenant John J. Kesel, a LeMoyne College student, was killed when his F-94 hit a snow squall and crashed into Onondaga Lake on November 26, 1955. He was returning from an active air defense mission.

Second Lieutenant Gordon W. Simonds lost his life when his T-33 plunged into Skaneateles Lake on April 28, 1956. The Lieutenant was employed as a mechanical engineer.

A veteran of World War II, pilot and father of three children, First Lieutenant Martin J. Bullard died when his F-94 crashed into a wooded area as he was making an emergency landing at Langley Air Force Base, Virginia, on January 31, 1957, in bad weather.

First Lieutenant Giles A. Charlebois of Glens Falls, New York, a veteran of the Korean War and a student at Syracuse University, lost his life when his F-94 failed to recover from a spin and crashed into a remote wooded area near Amboy Center, New York.

First Lieutenant William J. Krieg was lost when his F-86 disappeared off the coast of New Jersey while on a routine navigational proficiency flight from Myrtle Beach AFB, South Carolina to Syracuse. Father of five children, he lived in Skaneateles and was employed as a manufacturers' representative.

Captain William G. Kelly Jr. was killed when his F-86 crashed while he was flying a close support mission for ground combat elements of the Seventh Army during the Berlin Crisis Call-Up to Europe. He was married and had two children.

A resident of East Syracuse, Lieutenant George Woyciesjes lost his life attempting to land his flamed-out jet at night at Hancock Field. He refused to bail out fearing the powerless jet would crash into the neighboring homes. A graduate of East Syracuse High School, he was a veteran of the Berlin Call-Up.

Captain Richard H. Monson, a resident of Tully, New York died when his A-37B Dragonfly crashed into a wooded area near Fort Drum, New York. The captain was employed as an air technician and was survived by his wife and two children.

While qualifying for air-to-ground gunnery, Captain William P. Havener lost his life when his A-37B crashed at Fort Drum. Father of three children, he lived near Chittenango and was employed by Link Singer, Inc.

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Apr - Lt Col Maione promoted to Colonel and elevated to Deputy Wing Commander.

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28 Dec - Activation of the 107th USAF Infirmary.

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1963

Jun - 174 CSSq Commanded by Lt Col Robert E. Robischon is cited as outstanding unit in NYANG for 1963 - Winner of commander's Trophy.

1965

1 Dec - Second consecutive year, Hancock Air Guard Commander's Trophy - 174th Material Squadron. Maj Gen Lewis Curtis, Commander, NYANG made presentation at Hancock Field.

15 Dec - Col Curtis J. Irwin accepts Gen Lewis Evans Boutwell Award as most combat ready jet fighter unit of 102nd Fighter Wing, Mass.

1966

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1969

Col Irwin attends reception at the White House held by the President to honor Reserve Components that were so quickly called to Active Duty in the Pueblo Crisis of 1968. 1969 - Formation of NCO Counsel (five man) to advise commander.

1970

Riot Control training begins.

1971

Surprise visit made to base by Maj Gen J.T. Robbins, TAC's Vice Commander, to discuss A-37 and combat status of the unit.

1972 - Capt Richard Monson killed in crash of A-37 at Fort Drum.

1974 - Lt Col Trudeau assumes command of 138th TFS. Succeeds Lt Col Frank J Hardy who was named 174th's Dep Comdr of Ops.

Oct 1974- Capt William Havener was killed in A-37 crash at Fort Drum Gunnery Range.

1977 Mar - Lt Col Paul Schempp assumes command of 174th Tactical Fighter Group.

1977 - Lt Col William Gregory, new commander of 138th Tactical Fighter Squadron.

29 October 1965

A burning North American F-86H Sabre fighter of the 174th Tactical Fighter Group, New York Air National Guard, based at Syracuse, New York, crashes into two house trailers in a trailer park next to Route 28, Poland, New York, NE of Utica, critically burning Mrs. Alberta Eaton, a 19-year-old pregnant woman, in one dwelling, who is blown 15 feet from the structure by the impact blast. She is transported to hospital with first and second-degree burns, state police reported. The second trailer was unoccupied at the time of the crash. The Sabre pilot, Capt. William R. Kershlis, Jr., 34, of Ithaca, who ejected safely, landing NE of Poland, telephoned his base at Syracuse to report that he seemed to be alright.

Search Continues for Crashed Reaper in Lake Ontario The New York Air National Guard's 174th Attack Wing in Syracuse on Wednesday asked the Air Force for air support in locating one of the wing's MQ-9 Reaper remotely piloted aircraft that crashed on Tuesday in Lake Ontario during a training mission. The wing made the request for any available aircraft, including helicopters, reported Syracuse's The Post-Standard, citing a wing official. New York National Guard spokesman Eric Durr told the Daily Report there were no Air Force aircraft performing the search yet, as of mid-day on Nov. 13. A Coast Guard helicopter had searched for the downed Reaper on Tuesday, but had to call off the search due to bad weather, according to the newspaper. The unarmed Reaper went down inside the confines of military special-use airspace in the eastern end of Lake Ontario, about 20 miles northeast of Oswego, N.Y., during a training sortie supporting the wing's MQ-9 schoolhouse, Col. Greg Semmel, the wing's commander, told reporters during a Nov. 12 briefing. The wing, located at Hancock Field, launches Reapers from Fort Drum's Wheeler-Sack Army Airfield in Watertown, which is north of Syracuse and east of the lake. 2013

Officials called off searching for the MQ-9 Reaper remotely piloted aircraft that crashed last fall in Lake Ontario because currents since have spread the debris over too wide an area, reported Syracuse's Post-Standard on Monday. The Reaper, assigned to the New York Air National Guard's 174th Attack Wing in Syracuse, went down during a training sortie from Wheeler-Sack Army Airfield near Watertown on Nov. 12, 2013. Inclement weather forced the Coast Guard to suspend its initial search. Local agencies recovered some wreckage and a Navy dive team was able to map the debris field last December, but recovery efforts were pushed to spring. Unrecovered aircraft parts posed no environmental danger and were non-essential to the ongoing Air Force accident investigation, said a wing spokesman quoted in the newspaper's May 12 report. RPA controllers at the wing's Reaper schoolhouse at Hancock Field were permitted to resume Reaper flights shortly after the accident last year. 2014

An MQ-9 Reaper assigned to the New York Air National Guard's 174th Attack Wing in Syracuse crashed into Lake Ontario in New York on Nov. 12, 2013, following a "series of system malfunctions," according to a July 1 release. The Accident Investigation Board found "by clear and convincing evidence" that the mishap aircraft's global positioning system and inertial

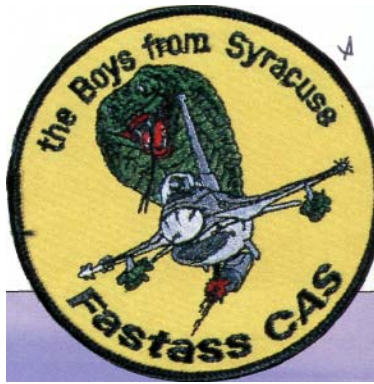


navigation system failed "in conjunction with a transfer of invalid attitude data" to the mishap aircraft's autopilot system. "Without valid data, the [Reaper] could not discern its attitude and became uncontrollable," states the executive summary of the AIB report. A mission control element crew from Hancock Field ANGB, N.Y., initiated "the appropriate emergency checklist" and informed the launch recovery element aircrew of the situation, states the July 1 release. However, the Reaper lost its link with the crew as it was in the process of turning the aircraft around. Consequently, the aircraft "began to fly its pre-programmed contingency return-to-base flightpath on its own," allowing it to safely avoid populated areas, states the release. The MQ-9 became inverted after it attempted an autopilot right turn, resulting in "an unrecoverable flat spin," states the release. The aircraft, which was valued at \$10.6 million, was destroyed on impact.

### RPA's Play Together on the Taxiway

New York Air National Guard MQ-9 Reaper remotely piloted aircraft are performing taxiing runs alongside civil air traffic at Syracuse International Airport, paving the way for federal approval to fly from Hancock Field Air National Guard Base. "Our goal [all] along has been to fly off of Hancock Field and today's taxi event is another step towards this goal," 174th Attack Wing Commander Col. Greg Semmel said in a release. The unit conducts pilot and sensor operator training from Hancock-located at the civil airport, but the Reapers currently fly from Wheeler-Sack Army Airfield on Ft. Drum, north of Syracuse. The unit began limited taxi-trials on an ANG ramp at Hancock back in August, and expanded to airport-wide runs, developing procedures with air traffic control and other aircraft on Dec. 6. Officials are working with the Federal Aviation Administration to clear Reapers to transit civilian airspace from Hancock to Ft. Drum's range-space. Clearance is expected in early 2015, states the release. 2014





440608	P-51	42-106653	Sawicki Jr
440608	P-51	42-106699	Ewing
440617	P-51	42-106720	Armistead
440704	P-51	42-103314	
440711	P-51	42-103559	McMahon
440716	P-51	44-13413	Fish
440716	P-51	44-13413	
440729	P-51	44-13556	Hanseman
440804	P-51	44-13881	Larson
440804	P-51	43-24773	Strong
440804	P-51	44-13987	Burns
440808	P-51	42-106937	Ball
440813	P-51	42-106918	Strochman
440824	P-51	44-13385	Shaw
440905	P-51	44-13828	Nay
440910	P-51	44-14069	Reynolds
440911	P-51	42-103742	James
440911	P-51	44-13616	Staggers
440913	P-51	42-103756	Moore
440913	P-51	44-13847	Slovak
440923	P-51	44-14542	Mitchell Jr
440923	P-51	44-13624	Muller
441118	P-51	44-15368	Travis
441118	P-51	44-14729	Young
441121	P-51	44-15306	Jackson
441121	P-51	44-14115	Stoudt
441121	P-51	44-14092	Dowell
441126	P-51	44-14113	Stiles
441204	P-51	44-14072	Cain
441205	P-51	44-13370	Baker
450114	P-51	44-14731	Powell Jr
450117	P-51	42-106676	Howard
450117	P-51	44-15616	Olander
450206	P-51	44-13379	Bloxham

450302	P-51	44-14622	Howard
450302	P-51	44-11363	Conner Jr
450303	P-51	44-11204	Jones Jr
450303	P-51	44-14023	Ziegler
450312	P-51	44-14086	O'Brien
450331	P-51	44-15558	Coker
450415	P-51	44-14656	Gousie
430903	P-39Q	42-20092BLEF	Lynch, James L Jacksonville, FL
430913	A-25A	41-18806 BLEF	Luper, Arch B 1 Mi E Cochise Airport, AZ
430917	P-39Q	42-20733	LAC Rivers, Harold O Davis Monthan Field, Tuscon, AZ
430919	P-39Q	42-20082	TAC Hermanson, Albert J (mechanic) Rice AAF
440211	P-39Q	42-19903	LAC Hanseman, Chris J Rice AAF, Rice CA
431107	P-39Q	42-19915	MACO Olander, Richar B Desert Center AAF, CA
431127	P-39N	42-9392	BOMAC Farmer, Owen P., Jr El Centro, CA
431107	P-39Q	42-20082	KCRGC Talley, Thurman D Drylyn, CA
431222	P-47G	42-25037 FLoG	Winters, Clinton Jr 4 mi Sw of Dale Mabry Field, FL
440421	P-51B7	43-7009	CBL Tower, Archie A Fowlmere/Sta 378
440512	P-51C3	42-103305	TOA Jaaskelainen, William Fowlmere/Sta 378
440515	P-51C3	42-103314	LAC Sirochman, Andrew Fowlmere/Sta 378
440608	P-51B15	42-106806	BO Jones, William A Lillington
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440613	P-51B15	42-106819	BO Opitz, William R Wintry Park Farm, Epping
440615	P-51C7	42-103559	TAC Tower, Archie A Fowlmere/Sta 378
440629	P-51D5	44-13367	LAC Knight, George Wattisham/Sta 377
440705	P-51C7	42-103742	TACSF Nay, Martin N Fowlmere/Sta 378
440708	P-51D5	44-13471	BOSF Johnson, Evan M Fowlmere/2mi NE Sta 378
440713	P-51B10	42-106725	LAC Jaaskelainen, William /Sta 378
440714	P-51B15	42-106820	LAC Shaw, Bernell V Fowlmere/Sta 378
440801	P-51B15	42-106784	GDF [ground crew] Fowlmere/Sta 378
440806	P-51D	44-13632	KCREF Tongue, Arthur E Cantelupe Fm, Trumpingtn
440814	P-51B15	42-106842	TAC Bloxham, Robert W Fowlmere/Sta 378
440814	P-51B10	42-106725	TAC Jaaskelainen, William (NMI) Fowlmere/Sta 378
440817	P-51D5	44-13680	GL Midge, William F Jr Fowlmere/Sta 378
440925	P-51D10	44-14326	BMAC Stewart, Carl R Middleton Cottage, Middlt
440925	P-51D10	44-14413	BMAC Stoudt, Leland M Gatehouse Farm, Middleton
441022	P-51D10	44-14239	LAC Marts, Jay T Fowlmere/Sta 378
441104	P-51D5	44-13680	CBLoG Becker, Leo H Lowestoft/5mi SSW
450103	P-51D10	44-14239	LAC Carr, Vernon D Fowlmere/Sta 378
450103	P-51K1	44-11363	LAC Howard, Walden E Fowlmere/Sta 378
450206	P-51D10	44-14383	KCR Palmer, Gerald W Puckpool, Isle of Wight
450206	P-51D10	44-14776	KCR Thomas, Kessler O Menley Fm, Puckeridge
450212	P-51B5	43-6439W	MAC Beecher, William M Melbourne
450302	P-51B7	43-6771W	CRL Wark, Raymond D Fowlmere/ N Sta 378
450304	P-51D15	44-15558	CRT Caywood, Herbert L Fowlmere/Sta 378
450322	P-51D15	44-15315	GLTOA Rice, John F Fowlmere/Sta 378
450328	P-51D10	44-14734	CBLEF Guyton, William B Colechester/ 3mi SE

450328	P-51D10	44-14554	GLTO	Hupp, Ellis E	Fowlmere/Sta 378
450407	P-51D5	44-13377	LAC	Paul, Robert H Jr	Fowlmere/Sta 378
450421	P-51D20	44-72255	TOA	Irion, Robert E	Fowlmere/Sta 378
450511	P-51D10	44-15039	GLTOA	Hupp, Ellis E Jr	Fowlmere/Sta 378
450630	P-51D15	44-15168	KCR	Jessup, Tom N	Wethersfield
450726	P-51B10	42-106657T	GL	Gregory, Vincent L	Fowlmere/Sta 378
471215	P-47D	44-33180	LAC	Foley, Roland D Jr	Neubiberg AAB, GER
510407	F-84B	46-0588	TOAMF	Domin, Louis A.	Hancock Field
510623	F-84B	46-0638	LACMF	Dugger, James W.	Langley AFB

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