

142nd FIGHTER WING



LINEAGE

STATIONS

ASSIGNMENTS

WEAPON SYSTEMS

Mission Aircraft

F-51, 1946
C-47, 1952
F-86, 1953
F-94, 1954
B-25, 1957
F-89, 1957
F-102, 1966
F-101, 1971
F-4C, 1980

Support Aircraft

C-45, 1955
VC-54E, 1966
C-26A

COMMANDERS

Colonel Frank Frost
Lt. Colonel Gillis
LTC Terry W. McKinsey, #1991
Col Michael Stencil, #2009

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

Azure, issuing from a barrulet engrailed, argent, a demi sun in splendour, or; in chief a stylized futuramic aircraft gules, fimbriated of the second; issuing from base a mountain of three peaks vert, capped argent. (Approved, 24 Jul 1951)

The insignia for the 142d Fighter Group of the Washington Air National Guard was submitted to the National Guard Bureau on 5 June 1951 and was approved and registered by the Historical Division, United States Air Force on 30 July 1951. The Description and Significance of this insignia is as follows: SHIELD: Field blue, rising from a horizontal band scalloped white, a half sun with alternating straight and wavy rays, yellow; in upper part of shield a futuramic aircraft red, edged white, in the lower part of the shield a mountain of three peaks green, capped white.

Azure, issuing from a barrulet engrailed Argent, a demi-sun in splendour Or, in chief a stylized futuramic aircraft Gules, fimbriated of the second, issuing from base a mountain Vert, capped in three peaks Argent, all within a diminished bordure Yellow. Attached below the disc, a White scroll edged with a narrow Yellow border and inscribed "142D FIGHTER WING" in Blue letters.

Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The emblem represents the land, sea, and air symbolic of the unit's vast theater of operations. The far western boundary of the Wing's peacetime mission is represented by the sun and the wavy line of the ocean. The snow-capped mountain is representative of the far eastern expanse, geographically. The stylized aircraft is symbolic of speed, power and accuracy of the fighter's mission.

The design represents the land, sea and air symbolic of the vast theater of operation of the 142d Fighter Wing. The far western boundary of the Group's peacetime mission is represented by the sun and wavy line for the ocean. The white-capped green mountain is emblematic of the far eastern expanse, geographically. The stylized futuramic aircraft is symbolic of speed, power and accuracy of the fighter's mission. The motto "ALWAYS ON GUARD" expresses the spirit of the organization.

MOTTO

SEMPER VIGILANS—Always on Guard

NICKNAME

OPERATIONS

The 142nd Air Defense Wing was created which had authority over the 142nd Fighter Group in Portland, Oregon, and the 141st Fighter Group in Spokane. The 116th now fell under the 141st Group. Wing Headquarters was to be in Spokane with additional units under its command in Boise, Idaho, and Great Falls, Montana.

Following entry into Federal Service the 142nd Fighter Interceptor Wing was transferred to O'Hare International Airport in Chicago, Illinois where it served until released to State control on 1 December 1952. The 160th A C & W Group and the 141st Air Control and Warning Squadron were transferred to Elmendorf Air Force Base, Alaska. Following their return to the United States on 1 December 1952 they were released from Federal service.

142d Fighter-Interceptor Wing: Federalized by the ANG on 2 March 1951 at Geiger Field, WA, and assigned to Western Air Defense Force; transferred to Eastern Air Defense Force on 11 April 1951; moved to O'Hare International Airport, Chicago, IL, by 1 May 1951; inactivated on 6 February 1952.

The quiet routine of the May 1980 Unit Training Assembly, including the dedication of the new FIG Headquarters building, was broken by an announcement that Mt. St. Helens, a long-dormant volcano, had erupted. The mountain, in neighboring Washington State, is a scant 45 miles to the north of Portland. The plume of smoke and ash which billowed from the volcano resembled the cloud from a nuclear detonation. Oregon Air Guard members watched in amazement as this massive eruption continued for the better part of May 18th. Upper-level winds spared Portland from the initial heavy ash fall which rained havoc to the east. The skies were so dark with ash that street lights came on at noon in Yakima, Washington. In Pullman, Washington birds thought it was night and went to sleep. The land around the mountain was devastated for up to 125 miles, and 126 persons were reported killed or missing. The mountain erupted in several smaller bursts during 1980 and 1981. Periodic "ash warnings" were received in the Portland area, and the city received several light dustings of the gritty fallout. The ash, which was the consistency of scouring power, blew across the runway each time an airplane taxied.

The Oregon ANG assumed the alert mission in 1981 as a Detachment when the 142 Fighter Interceptor Group (FIG) arrived from Portland. In 1982, the USAF announced a proposal to establish an air defense "schoolhouse" for F-4 under the ANG. With that announcement, Major "Wild Bill" Morris became the squadron commander for the 8123 Fighter Interceptor Training Squadron (FITS). Captain Billy Cox, Base Commander 1996-1998, came down from Portland as a full-time instructor pilot to help "Wild Bill" begin building up the new F-4 schoolhouse.

C-131B 53-7813 of the 142nd FIG, Oregon ANG in 1974. Colors are grey and white

Leadership of the Oregon National Guard and Port of Portland signed an agreement that will allow the Oregon Air National Guard's 142nd Fighter Wing to continue operating from Portland International Airport for the next 50 years, announced wing officials. "We have now secured this facility to protect this country and Oregon for the next half century," said Sen. Ron Wyden (D-Ore.) at the Jan. 16 signing ceremony at the unit's base on the airport grounds. "This agreement also paves the way for future growth," he added. The Oregon Air Guard began operations at

Portland in 1949, and the Oregon Guard has been hammering out a new lease with the city for more than 15 years, according to wing's Jan. 19 release. Under the agreement, the Oregon Air Guard will pay the city \$428,000 annually for infrastructure and upkeep and downsize its facilities from 240 acres to 195 acres over the next two decades, states the release. The wing's F-15Cs currently guard US airspace from the Canadian border to central California as part of NORAD's aerospace control alert mission. 2013

F-15s of the Oregon Air National Guard's 142nd Fighter Wing in Portland last week intercepted and escorted an allegedly hijacked airliner to a safe landing in Seattle. NORAD scrambled two F-15 fighters on Jan. 17 from Portland in response to an anonymous tip to the FBI that someone had hijacked Alaska Airlines Flight 819 heading to Seattle from Kona, Hawaii, reported the Associated Press. The airplane touched down at Seattle-Tacoma International Airport at approximately 07:00 p.m. Seattle time. Law enforcement officials questioned a passenger on the airplane, but the tip turned out to be "a hoax phone call," said FBI Honolulu branch office spokesman Tom Simon, according to AP's Jan. 18 report. "The FBI gets lots of hoax phone calls but something that rises to this level is not something that we're going to take lightly," he added. The passenger reportedly cooperated with law enforcement and was not arrested. 2013

An Oregon Air National Guard F-15C assigned to the 142nd Fighter Wing in Portland recently returned to flight after some 17 months of downtime and \$1.4 million in complex repairs. The Eagle's right main tire exploded in the wheel bay, distending the engine inlet duct, sending some 50 rivets through the engine, and ripping the bay-door from the aircraft on May 14, 2013, according to a unit release. "The motor ingested all those rivets and kept working," said Lt. Col. Bill Kopp, 142nd FW safety officer. A Warner Robins Air Logistics Complex depot team from Georgia removed both of the aircraft's wings early this year to allow a second team of structural repair technicians to rebuild the area surrounding the intake. Air Guard and depot specialists fabricated components, but ultimately had to work with F-15 manufacturer Boeing to secure the new intake skin from a different model F-15 from a production batch for Saudi Arabia, states the release. The F-15C, serial number 84-0007, returned to flight on Oct. 23 2014



Sources