

159th FIGHTER SQUADRON



LINEAGE

352nd Fighter Squadron constituted, 29 Sep 1942
Activated, 1 Oct 1942
Inactivated, 18 Oct 1945
Redesignated 159th Fighter Squadron and allotted to ANG, 24 May 1946
159th FS (SE) extended federal recognition 9 Feb 1947
Redesignated 159th Fighter Squadron, Jet, 1 Aug 1948
Redesignated 159th FBS, 1 Nov 1950
Redesignated 159th Fighter Bomber Squadron (Augmented), 1 Dec 1952
Redesignated 159th Fighter Interceptor Squadron
Redesignated 159th Fighter Squadron, 15 Mar 1992

STATIONS

Mitchel Field, NY, 1 Oct 1942
Richmond AAB, VA, 7 Oct 1942
Langley Field, VA, 2 Nov 1943
Millville AAFld, NJ, 4 Mar 1943
Richmond AAB, VA, 27 Apr-26 May 1943
Goxhill, England, 8 Jun 1943
Metfield, England, 6 Aug 1943
Raydon, England, 14 Apr 1943-c. 11 Oct 1945
Camp Kilmer, NJ, 16-18 Oct 1945
Thomas Cole Imeson Airport, FL
Jacksonville, FL, 24 Oct 1968

ASSIGNMENTS

353rd Fighter Group, 1 Oct 1942-18 Oct 1945

WEAPON SYSTEMS

Mission Aircraft

P-40, 1942
 P-47, 1943
 P-51, 1944
 P-51D
 F-80C, 1 Aug 1948
 F-80C
F-84E, 1951
F-51D, 1952
F-51H
F-80C, 1954
 F-86A, 1954
 F-80C
 F-86D, 1956
 F-86L, Jun 1959
 T-33
 F-102A, 1960
 F-106A, 1974
 F-106B
 F-16A, 1987
 F-16B

Support Aircraft

T-6
 B-26
 C-47
 C-54
 C-131D

ASSIGNED AIRCRAFT SERIAL NUMBERS

P-51: 464603; 464683; 484170; 464540
 T-33: 29803; 35325
 F-80: 58489; 58544; 58570;
 F-86: 15861; 15908; 15896; 15937
 F-102: 61406
 F-106: 80760; 90104; 90140; 72533, 90138; 61406; 80779; 72509
 F-15: X049
 C-131: 42808
 C-47: 00597

P-47D					
42-22458	42-25299	42-26036	42-26570	42-26667	42-75065
42-22466	42-25568	42-26121	42-26586	42-28414	42-75065
42-22475	42-25771	42-26459	42-26631	42-28798	42-75445
42-22482	42-25957	42-26455	42-26643	42-74636	42-75530
42-22661	42-25959	42-26459	42-26661	42-74680	42-75544
42-22768	42-26011	42-26533	42-26665	42-74680	42-75552

42-75608	42-76195	42-7901	42-8383	42-8494	43-25568
42-75622	42-76195	42-7904	42-8390	42-8522	
42-75683	42-76394	42-7985	42-8392	42-8531	
42-75707	42-76433	42-7995	42-8396	42-8630	
42-75707	42-76501	42-7999	42-8414	42-8687	
42-75875	42-76543	42-8380	42-8420	43-25568	
42-26667	42-26633	42-75140			

P-51B

43-12208
43-12208
43-6377
43-6800
43-6876

P-51C

42-103363
43-25037

P-51D

44-11188	44-14620	44-14720	44-14805	44-15292	44-72254
44-11196	44-14631	44-14720	44-14805	44-15315	44-72364
44-14039	44-14631	44-14726	44-14831	44-15319	44-72392
44-14039	44-14631	44-14726	44-14859	44-14642	44-72408
44-14095	44-14642	44-14742	44-14962	44-15388	44-72754
44-14259	44-14674	44-14765	44-14963	44-15587	44-73103
44-14303	44-14693	44-14782	44-15092	44-15691	44-72694
44-14486	44-14693	44-14791	44-15092	44-15691	44-72694
44-14495	44-14694	44-14802	44-15099	44-63684	44-14620
44-14495	44-14712	44-14804	44-15099	44-72106	44-14746
44-14610	44-14713	44-14804	44-15184	44-72219	

P-51K

44-11559
44-11559
44-11565
44-11624

F-51H

44-64170	44-64365	44-64533	44-64662	44-64698
44-64286	44-64423	44-64540	44-64674	
44-64326	44-64428	44-64588	44-64682	
44-64337	44-64442	44-64603	44-64683	

F-86D

51-5861

51-5901
51-5896
51-5915

F-106

57-2465	58-0766	58-0784	59-0020	59-0126
57-2509	58-0775	58-0785	59-0060	59-0129
57-2533	58-0779	58-0786	59-0064	59-0138
57-2535	58-0781	58-0788	59-0104	59-0140
58-0760	58-0782	59-0008	59-0109	
90129				
580760				
80788				
72533				

F-16

81781	81673	81696	81755	80588
80577	81675	81712	81757	80616
80604	81681	81713	81759	
80608	81681	81721	81764	
80622	81682	81731	81818	
80629	81695	81732	82035	
80565				
80562				

T-33

535901

ASSIGNED AIRCRAFT TAIL/BASE CODES

F-16:

UNIT COLORS

Blue lightning bolt, blue stripe with "Florida" logo

Blue/white lightning bolt

Gray lightning bolt

COMMANDERS

Maj Bill D. Haviland, 1947

Maj Arthur H. Bridge, 1950

LTC Daniel F. Sharp, 1951

Maj Lawrence Poutre, 1952

Maj Leon A. Moore, Jr., 1952

LTC John M. Taylor, 1956

LTC James R. Higgins, 1964

LTC Robert G. Mason, 1965

LTC Dean T. Biggerstaff, 1974

LTC Douglas D. Bright, 1980
LTC Homer L. DeWeese, 1984
LTC Emmett R. Titshaw, Jr., 1988
LTC Forrest C. Clarke, 1990
LTC John G. Aldous, 1990
LTC Theodore N. Kraemer, 1992
LTC Richard S. Ritter, 1994
LTC James D. Thompson, 1995
LTC Siegfried G. von Schweinitz, 1996
LTC Chris N. Michalakis, 1997
LTC James A. Firth, 1999
LTC James W. Agee, Jr., 2001
LTC Robert M. Branyon, 2002
LTC Scott A. Studer, 2003
LTC Thomas B. Cucchi, 2004
LTC Robert J. Wetzel, 2006

HONORS

Service Streamers

None

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
Holland, 17-23 Sep 1944

Air Force Outstanding Unit Award
1 Jun 1977-30 Apr 1979

EMBLEM

On a disc Azure, a lightning flash bendwise sinister throughout Or, overall an alligator Vert, eyed and armed of the second, detailed Sable, wearing boxing gloves of the last, detailed Azure, standing on an aerial bomb ascending bendwise in base of the fourth, highlighted of the second; all within a narrow Black border. 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 alligator, a formidable fighter,

represents the home location of the unit. The lightning flash represents the ability to strike at a moment's notice. The missile represents the fighter air-to-air mission.

MOTTO

NICKNAME

CALL SIGN

Wakeford
to 22 April '44 then:
Jockey (A Group)
Bullring (B Group)

OPERATIONS

Air defense prior to overseas duty. Combat in ETO, 9 Aug 1943-25 Apr 1945.

At the conclusion of World War II work began toward the organization of air National Guard unit of the state of Florida. In the reorganization of the National Guard the United States the state of Florida was offered the 159th Fighter Squadron with authorized strength of 50 officers and 303 enlisted men. The governor accepted the unit on 30 August 1946. Full Federal recognition was to occur on 9 Feb 1947 with an assigned strength of eight officers and 10 enlisted men. The 159 fighter squadron was composed of four flights as follows the 159th Fighter Squadron the utility flight the 159th weather station and detachment C, 217 air service group.

At that time in 1946 facilities for housing the units were made available by the federal government in temporary World War II buildings that the air corps had used on the west side of Thomas Cole Iversen airport in Jacksonville, FL. With the arrival of the units first aircraft, the P-51D the Florida air National Guard moved into facilities provided.

During its second year of operation, the Florida Air National Guard became one of the first six Air National Guard squadrons to be equipped with jet aircraft. Conversion from the P-51D to the new F-80C became official on 1 August 1948 when the unit was redesignated the 159th Fighter Squadron, Jet. 1949 saw the addition of the 114 aircraft control and warning squadron established at Opa-Locka Florida as part of the Florida air National Guard.

The Florida ANG was called to active duty on 10 Oct 1950 and ordered to report to George AFB, CA. On arrival at George AFB, the 159th Fighter Squadron, 158th FS and the 196th Fighter Squadron of the California Air National Guard to form the 116th Fighter Group On 1 November 1950, the group and squadrons were reorganized under the Wing Base Plan and redesignated the 116th Fighter Group commanded by LTC Howard L. Galbreath After nine months of training at George, during which time the original F-80s were replaced with the F-84E, the group was ordered to the Far East over riding original orders for Europe 28 November 1951. Elements of the Florida ANG's 159th Fighter Bomber Squadron, including 13 F-84s, arrived at Teagu AB, Korea from Japan for a short combat tour and began flying combat missions that same day. They bombed rail lines near Wonsan, North Korea as part of the campaign to interdict the flow of communist supplies to the battle front. By 10 July 1951 the first

elements of the group sailed aboard the aircraft carrier Sitkoh Bay with the balance of the group following two days later on the carrier Windham Bay. By 10 Aug 1951 the group was in operation at its new home at Misawa AB, Japan. On 149 Aug through 2 Sep 1951 saw the balance of the FANG home stationed units annual training at Orlando AFB. This included the 114 ACWS and some air section personnel assigned to the HQ. A primary mission of the FANG during the Korean Conflict was on of Air Defense coupled with combat over Korea. In flying combat mission from its base in Japan to Korea, the wing was the first to participate in inflight refueling in combat. This was codenamed Operation High Tide. For their part in the Korean Conflict the unit was presented the Korean Service Citation with bronze service stars. 2 December 1951. The 159th Fighter Bomber Squadron dispatched 16 F-84Es, pilots, and support personnel from Japan to Teague AB, Korea where they flew their first combat mission that same morning. On 9 Jul 1952 159th was released from active service and returned to Jacksonville.

On 9 January 1952, the unit, now released from federal active duty, returned to the Imeson Municipal Airport in Jacksonville. By now, these old facilities had far outlived their planned life, were not adequate for the purpose for which they were now to be used, and were beyond the state of economical repair. The adjutant general prepared for a long-range plan for development of a new facility, and assisted United States in negotiation of a long-term lease for tract of land in the Northeast corner of Thomas Cole Imersen airport. The tract consisted of 32.34 acres. Federal funds were obtained and construction began on this new Air Base facility the only cost to the state being for planning and supervision. The Florida air National Guard would now have an Air Base facility that was second to none consisting of all utilities, paving, aircraft parking apron, and warehouses in addition to motor service shop, paint, and dope building, fuel facilities, and other buildings, the total cost the federal government for the facilities was just over \$1 million.

All of the unit's F-84s and all ground equipment had been turned over to the United States Air Force and left in Japan, so on 10 July 1952, the 159 Fighter Squadron, Jet was redesignated the 159 Fighter Interceptor Squadron. On 25 July 1952, the 205 Tow Target Flight control was not returned to the state after having its allotment withdrawn. Headquarters Florida air National Guard performed its annual training at Hunter Air Force Base Georgia from 17 through 31 August 1952. Then on 1 December 1950 the 159th change to the 159th Fighter Bomber Squadron (Augmented). Augmentation consisted of the following units: maintenace squadron, motor vehicle squadron, air police squadron, food service squadron, installation squadron, a composite medical group, in addition the squadron had pilot trainees and aviation cadets.

The 159th performed its annual training at Hunter AFB, GA 17-31 August 1952

By Dec 1954 the squadron consisted of 43 officers and 472 enlisted men

The 159 Fighter Bomber Squadron (Augmented) was reequipped with P-51Hs. Support aircraft received were T-6 for instrument training, B-26 for target towing, and C-47 and C-54.

Maj Leon A. Moore Jr. assumed command of the 159th Fighter Squadron, Jet Propelled, on July 1, 1952.

Upon release from active duty, the unit returned July 9, 1952, with their new commander to Imeson Municipal Airport. The unit's F-84Es and all its ground equipment were turned over to the U.S. Air Force and left in Japan. On July 10, 1952, the 159th Fighter Squadron, Jet Propelled, was re-designated the 159th Fighter Bomber Squadron, dissolving the 159th Utility Flight and integrating it into the unit.

Six months later, the 159th Fighter Bomber Squadron was re-equipped with F-51H and redesignated the 159th Fighter Bomber Squadron Augmented (FBSA). The unit integrated various support aircraft into its inventory during this period. The unit received T-6s for instrument training, B-26s for target towing, and C-47 and C-45. During the early 1950s, the U.S. Air Force was in the process of rebuilding its squadrons with jet fighters and jet bombers and changes to the Florida Air National Guard aircraft inventory were constant, fast and furious.

For example, from October to December 1954, the 159th FBSA was equipped with nine different types of aircraft including the T-6, B-26, C-45, C-47, C-54, F-51H, T-33, F-80, and F-86A. By the end of December 1954, things settled down and the 159 FBSA had an entire squadron of F-80Cs for the second time. There were 43 officers and warrant officers, and 472 enlisted men in the unit. Dec 1954: Converted from F-51D/Hs to Lockheed F-80Cs.

In July 1955, while still equipped with F-80Cs, the unit was re-designated the 159th Fighter Interceptor Squadron with a mission change to Air Defense. By July 1, 1956, the unit reorganized into 125th Fighter Group (125 FG). The activation of the 125th coincided with the conversion to the F-86D, an all weather interceptor. The F-86 made the 125th a self-sustaining unit capable of performing the Air Defense mission in all types of weather, day or night.

In July 1955. Equipped with F-80Cs, the 159 was redesignated and its mission changed to air defense.

Florida's 159th FIS based at Imeson Field flew F-80C from 1955. On 1 July of 1956, the unit's first F-86D, 51-5915. arrived from Fresno. By the end of August nine F-86Ds had arrived from NAA's Fresno line, though all subsequent deliveries came from McClellan AFB. The 159th FIS operated twenty-five F-86Ds.

On 1 Jan 1957 the Florida air National Guard assumed the air defense command alert commitment for the Jacksonville Florida area. The objective of the program was to supplement the regular air defense force and to improve crew proficiency. This commitment began with approximately 14 hours per day participation then on 1 Oct 1958, the commitment was change to around-the-clock basis every day.

During 1957, the approximately 88 full-time technicians of the Florida air National Guard serviced an average of 86 transit aircraft each month as well as both filling their commitment of air defense command alert duties. The professional attitude of the men and a high state of maintenance of aircraft by these men contributed greatly to the 125 Fighter Group being awarded the Air Force flying safety award for 1957.

On Jan 1, 1957, the FLANG assumed the Air Defense Command alert commitment for the Jacksonville area. The objective of the program was to supplement the regular Air Defense force

and to improve fighter crew proficiency. That commitment began with 14-hour-day participation, and eventually evolved into a round-the-clock mission Oct. 1, 1958.

In 1958 the Missile Team from the 125th Fighter Group, represented the ANG in the sixth World Wide Weapons Meet at Tyndall Air Force Base, Fla. They competed against the best teams in the U. S. Air Force, and fired the first perfect score in the history of the event. Team members Col. Robert Dawson, LTC Leon A. (Buck) Moore, Maj. John M. Taylor, Capt. Robert L. Southwell and 2nd Lt. Dean T. Biggerstaff brought home the Richard I. Bong Trophy for winning the 1958 USAF Weapons Meet in the F-86 division.

In 1959 and 1960, the 125th underwent two aircraft conversions which greatly increased the unit's inventory and operational costs. In June 1959, the unit converted from the F-86D to the F-86L. F-86Ds were retained until mid-June of 1959 when they began to be ferried out for storage at Davis-Monthan. Concurrently, on 19 June 1959, the first F-86Ls were assigned to the 159th FIS, from the 329th Consolidated Logistics Maintenance Squadron at Stewart AFB. The unit was fully re-equipped by the end of July. The last three F-86Ds departed for storage on 16 July, although 51 5908 was retained until 22 July and donated to the town of Gulfport, MS, for display.

The replacement F-86Ls did not serve for long and Convair F-102As arrived in June 1960. The final Sabres had left by the end of March. Another major conversion began July 1, 1960, when the unit converted from the F-86L to the F-102A supersonic fighter. The new F-102A provided new challenges for the unit; throughout the conversion the maintenance section of the 125th Fighter Group faced and successfully solved the challenges of training its personnel for the advanced and highly technical weapons system of the F-102.

During the transition to the F-102, the unit continued operation of the F-86L aircraft to perform the Air Defense Command Alert mission. Due to the scope of the technical challenges involved in this transition, many unit personnel deployed to various U.S. Air Force technical schools for two to four weeks. A U.S. Air Force Mobile Training Detachment deployed to Imeson Airport for six months to ensure all members of the unit successfully completed training in their respective fields. The new fighter wasn't an all weather interceptor but provided many obstacles and new challenges to the unit. Throughout this conversion the maintenance section of the 125th Fighter Group was faced with and successfully solved the problems of training its personnel for the much advanced and highly technical weapon system of the F-102. During the transition period to the F-102, it was necessary to continue operation of the F-86L aircraft to perform Air Defense Command alert status on a 24-hour basis. Due to the scope of the technical changes involved in this transition many of the maintenance personnel of the unit were sent to various technical schools. A United States Air Force mobile training detachment was brought to the base for six months to ensure that all members of the unit had successfully completed training in the respective fields.

Although there were numerous upgrades to FLANG facilities since its inception, the years 1961 and 1962 were significant years of expansion. During the period the airbase facilities at Imeson Airport gained approximately \$500,000 worth of additions that included a new engine shop, alert hanger, supply and equipment shed, weapons calibrator shelter, ammo maintenance shop and a

new electrical distribution system.

A new procedure of “in place” training was also initiated in 1961 whereby unit members remained at home station to perform annual field training. In 1962, that plan was further modified to the “Texas Plan” enabling Guardsmen to schedule their annual training during special exercises and peak workloads throughout the year. In addition to benefiting the unit, it also gave individual Guardsmen a choice as to when they could perform annual field training.

The new Air Guard Base was located on 157.6 acres adjacent to the new Jacksonville International Airport. The new base was the first Air National Guard facility to be designed and constructed specifically for Air National Guard use. The new base became a model for future Air National Guard base construction projects around the country. Seventeen years later, the FLANG would secure another 174.36 acres, and currently the FLANG holds a lease for a total of 343 acres with the Jacksonville Aviation Authority.

About this time the Florida air National Guard was selected to participate in operation Silk Hat. This exercise was held at Tyndall Air Force Base Florida and was a display of all Air Force capabilities for the president of the United States.

The 125 Fighter Group upon request of the National Guard Bureau assumed the Puerto Rico air defense mission during the period from 27 July until 12 August 1968. The assumption of this mission required the 125 to deploy 14 pilots, 28 enlisted men and six aircraft to Puerto Rico.

In addition to normal aircrew functions performed during 1969, the 125 Fighter Group provided personnel for number of special assignments which included ferrying F-102 aircraft from the Netherlands to United States, provided F-102 aircraft for project Coronet East, ferrying F-102 aircraft to Turkey and provided for F102 aircrews to augment NORAD alert forces at Homestead Air Force Base Florida.

A significant realignment of Aerospace Defense command also took place during the latter part of 1969 when the 32nd Air Division and the First Air Force was inactivated. The inactivation of these two units, the operational control of the 125 Fighter Group was assigned to the 20th NORAD region at Fort Lee Virginia.

In 1972 Aerospace Defense command called upon the Florida air National Guard to assume the mission of air defense along the Gulf Coast states in the union establish a detachment of aircraft to operate on alert status from New Orleans. Aircraft are maintained locally and detachment one personnel rotated to New Orleans. This mission was ultimately assumed by the regular Air Force. The det consisted of 40 personnel

The most significant action of fiscal year 1974 was in-house conversion of the 125th from the F-102 to F-106. This conversion was begun in the first part of 1975 when the 125th completed transition to the F-106 and assumed its alert status at Jacksonville international Airport.

To support the increased maintenance activities inherent with the F-106 a program to improve and expand the air base maintenance facilities was formulated in 1974 and new construction

stated in late 1975. A new consolidated Maintenance Facility was completed in 1977 to house jet engine shop the non destructive inspection lab and the AGE shop. In the deal a covered storage building for powered support equipment and the POL building to house the fuels section.

The Florida ANG received the F-106 in 1974, replacing the F-102. Although scheduled to transition out of the "Six" in 1983, plans were changed, and the unit will fly the Delta Dart for a while longer.

By the end of 1975, the F-106 was fully incorporated into the Florida air National Guard weapons inventory. Pilots and crews received extensive training in the operation and maintenance of the new aircraft. They soon gain the expertise needed to handle the sophisticated all whether supersonic aircraft. To support the increased maintenance activities inherent with F-106, a program to improve and expand the Air Base maintenance facilities was formulated in 1974 and new construction started in late 1975. A new consolidated maintenance facility was completed in 1977 to house the jet engine shop, the nondestructive inspection lab, and aerospace ground equipment shop. Included in the consolidated maintenance facility structure package was a covered storage building for powered support equipment and POL building to house the fuels section.

During the 1976 bicentennial period, the FLANG flew a specially painted F-106. During the conversion to the F-106, the unit received aircraft tail number 8076. With the 200th anniversary of our nation coming up, the unit decided to paint the '76' F-106 red, white and blue with the words "City of Jacksonville" on the fuselage. 125th personnel completed the paint job in one day. The "Easter Egg" plane, as the painted F- 106 was called, scrambled several times to include a scramble to intercept a Russian Bear. The enemy pilots were probably not sure what to think of the colorful plane and immediately turned and left U.S. air space. The bicentennial aircraft received wide publicity, and was featured by national and international aviation magazines. It flew every bicentennial event and Fourth of July holiday event held in Jacksonville that year.

The 125th Fighter Interceptor Group flew the F-106 for 12 years, but by the end of 1986 the U.S. Air Force began to phase out the F-106 and convert the units flying the Delta Dart to the F-4 Phantom. The F-4 was not ideal for the 125th mission and the Air National Guard Bureau decided to transition the 125th to the F-16. In January 1987, the unit converted to the F-16A. On April 1, 1987, the 125th jets became the first F-16 unit to sit alert in an Air Defense role as a fighter interceptor. That conversion marked the 11th fighter aircraft conversion for the unit. On Friday April 17, 1987, less than three weeks after assuming alert responsibilities, two F-16s from the 125th intercepted two Soviet TU-142 Bear-F anti-submarine warfare aircraft about 350 miles off the coast of Jacksonville.

On April 1, 1988, the 125th Fighter Interceptor Group alert mission at Homestead AFB, Fla., was re-designated Detachment 1. The mission continued without change as a second alert facility for the 125th. The 125th supported the drug interdiction mission in Florida. In April 1989, the 125th began providing support to the U.S. Customs Service.

The Florida air National Guard's 125 fighter interceptor group began replacing its F-106s with F-16 in formal ceremonies in September at the units Jacksonville International Airport base. The

unit is the first to receive F-16A in a dedicated North American continental air defense role. The unit flew another General Dynamics aircraft the F-102 for 14 years before it received its F-106. That makes 26 years and counting in General Dynamics aircraft. The ceremony was highlighted with an F-16 air show and air defense scrambled demonstration by 2 F-106 Delta Darts. Col. Dean T. Biggerstaff, 125 Group commander opened the ceremony with a description of the crucial air defense mission. He said the unit keeps two airplanes on alert at all times ready to scramble within 5 minutes to intercept and identify unknown aircraft. Col. Biggerstaff said the 125 FIG has been performing the air defense mission with two aircraft on constant five alert 5 min. alert since 1956. To demonstrate, a scramble horn sounded and two Delta Darts were taxied from a hangar where they're kept ready at all times. As the aircraft took off in the simulated air defense response, Col. Biggerstaff explained that two additional F-106 remained in a hangar on alert status ready in case of a real scramble order. Brig. Gen. James M. Rhodes commander of the 23rd air division said the selection of the 125 group as the first air defense F-16 unit bears testimony to the weight of the group's responsibility to its outstanding performance in building its mission. The unit has an enviable record in its long years in many millions of hours of alert. He said adding I'm very proud to see the arrival of the F-16. It is truly an amazing fighter. It has been a long-standing goal of the Air Force and Air National Guard to increase the capability of air defense forces. Maj. Gen. Robert F. Ensslin, Jr. adjutant general of Florida called F-16 the finest fighter aircraft in the world and the unit is prepared to continue outstanding performance in yet another first line US Air Force machine. An F-16 flight demonstration was performed by the US Air Force's East Coast demonstration pilot Col. Smokey Bauman of the 363 TFW following the demonstration Bauman's F-16 and another flown by Capt. Steve Ritter the 125's first qualified F-16 pilot joined 2 F-106s for a symbolic flyover of old and new aircraft. In another ceremony highlight. Col. Biggerstaff referring to this fine display and to rows of F-106s on the tarmac said this is probably the last opportunity you ever have to see this. Everyone at Jacksonville has enjoyed working with the F-106. Which has been the workhorse for air defense command and an outstanding airplane as well as a very safe airplane. Distinguished guests at the event included Brig. Gen. Otha R. Smith, Jr. assistant adjutant general of Florida, Brig. Gen. Homer H. Humphreys, Jr. Chief of Staff of Florida, Ritter BG Robert S. Dotson 23rd air division and officials from state and local government.

5 April 1987. Detachment 1 of the Florida Air Guard's 125th Fighter Interceptor Group, located at Homestead AFB, Florida, scrambled its new F-16 for the first time in the air defense alert mission that the unit had assumed on April 1st.

On 7 Jun 1988 LTC Sam Carter of the FANG was returning from a routine training flight in his F-16. Unbeknownst to Carter, 2 wild pigs were out for an evening stroll on the runway. As the aircraft touched down it struck the two unfortunate animals at approximately 150 MPH. The impact sheared the left landing gear from the aircraft causing it to veer sharply to the left, leave the runway, travel through a ditch, become re-airborne and ultimately crash in a grove of pine saplings. Just as a fighter left the runway Carter ejected and parachuted safely back to Earth. The Florida Air National Guard was not about to accept such a loss of one of the aircraft. Carter who's the deputy chief of maintenance at the 125 fighter interceptor group and the skilled maintenance personnel of the 125 consolidated aircraft maintenance squadron elected to do what few Air National Guard units have previously attempted rebuild the aircraft at home base. Recently F-16 number 713 returned to the skies over Florida that this aircraft flew again is testimony to the skill

of the 125 fighter interceptor group as well as to the hard-working folks from the 2952 combat logistic support squadron from Hill Air Force Base Utah.

The 125th was re-designated the 125th Fighter Wing (FW) on Aug. 1, 1995. In 1995, the 125th Fighter Wing converted from the F-16 to the F-15 as its primary fighter aircraft. Five years after the conversion to the F-15, Fighter Data Link (FDL) technology was incorporated into the F-15 allowing the pilots to link flight data with multiple users, providing realtime information on air and ground threats.

Since the days of the Air Defense F-16 conversion, the 125th has accomplished a series of “firsts” in the air defense community. The 125th was the first operational Air Defense F-16 unit to employ the AIM-7 missile and destroy a drone during Combat Archer at Tyndall Air Force Base, Fla. Also, it was the first unit to deploy to Howard Air Base, Panama, for the Joint Chief’s counterdrug mission “Coronet Nighthawk,” and the first unit ever to complete a transition from one fourth-generation fighter to another when it converted from the F-16 to the F-15 in August 1995.

The 125th Fighter Wing deployed to Keflavik, Iceland, in April 1998 where it sat its first ever OCONUS 24-hour alert with F-15s as a part of a long-standing NATO treaty with the Iceland government. From May - July 1999, the unit deployed to Incirlik Air Base, Turkey for Operation Northern Watch. The 125th deployed six F-15s and approximately 115 personnel over a seven-week period. In the spring of 2000, the 125th deployed 98 personnel to Laage, Germany, where the unit participated in Agile Archer 2000. During the deployment the unit conducted combat training against the German MiG-29 Fulcrum. In fall 2000, the 125th deployed to Prince Sultan Air Base, Saudi Arabia, for Operation Southern Watch.

On Sept. 11, 2001, several loaded F-15 aircraft lined Runway 13/31 for the first time in history. The unit also simultaneously conducted numerous combat air patrols throughout the state for several months after the attacks. Since the beginning of Operation Iraqi Freedom in 2003, the 125th has supported several missions in the Middle East: security forces, communications specialists, pilots, engineers and others have all deployed overseas to support the war effort.

5 December 2001. As part of Operation Noble Eagle, Florida Air Guard F-15s from the 125th Fighter Wing patrolled the skies over the Kennedy Space Center as the space shuttle Endeavor was launched.

2005 27 Aug The 159th Fighter Wing, Louisiana ANG, evacuated seventeen of its twenty-one assigned F-15 aircraft from NAS New Orleans due to Hurricane Katrina.

A dozen Florida Air National Guard F-15Cs and around 200 Air Guardsmen from the 125th Fighter Wing deployed as part of the second European theater security package sent to the continent, marking the ANG's first TSP deployment in support of US Air Forces Europe-Air Forces Africa. "This is a team effort and the addition of a National Guard unit demonstrates the Total Force Integration of our Air Force around the world," said Lt. Gen Darryl Roberson, 3rd Air Force commander, in a March 27 release. "The TSP is a strategic capability that allows the Air Force greater flexibility against evolving threats. It reassures our allies and partner nations that our commitment to European security is a priority," he added. Heightened tensions with Russia prompted USAFE-AFAFRICA to commence TSPs in support of

Operation Atlantic Resolve this year, dispatching A-10s from Davis-Monthan AFB, Ariz., to Spangdahlem AB, Germany. The F-15s will forward deploy to Leeuwarden AB, Netherlands, and Graf Ignatievo AB, Bulgaria, during the six-month TSP beginning mid-April. 2015

430831 P-47	42-8383	Murden		
430831 P-47	42-7999	Dansky		
430906 P-47	42-7901	Perry Jr		
430915 P-47	42-8494			
430923 P-47	42-7995	Dietz		
431222 P-47	42-22458	Ista		
431230 P-47	42-74636	Moriarty		
440111 P-47	42-7904	Vogel		
440222 P-47	42-75065	Stiff		
440316 P-47	42-75544	Dustin		
440316 P-47	42-75530	Newman		
440606 P-47	42-75552	Green		
440607 P-47	42-76195	Avakian		
440610 P-47	42-76501	Marchant		
440610 P-47	42-25771	Johnston Jr		
440610 P-47	42-8630	Hicks		
440612 P-47	42-75707	Kenyan		
440612 P-47	42-26011	Gabriel		
440408 P-47	42-22768	Willits		
440423 P-47	42-76394	Gonnam		
440704 P-47	42-26667	Hunt		
440801 P-47	42-26036	Harris		
440801 P-47	42-26533	Ames		
440807 P-47	42-26631	Daines		
440812 P-47	42-26570	Greenwood		
440812 P-47	42-22466	Tuttle		
440818 P-47	42-75622	Swanezy Jr		
441018 P-51	44-11188	Corgan		
441108 P-51	44-14831	Cles		
441127 P-51	44-15388	Cross		
450118 P-51	44-15587	Rosatone		
450203 P-51	44-14303	Seppala		
450302 P-51	44-15184	Sullivan		
450302 P-51	44-15691	Schreiber		
450319 P-51	44-14631	Hahn		
450321 P-51	44-14039	Michel		
450417 P-51	44-14712	Lamb		
450417 P-51	44-11559	Lancaster		
430105 P-40F	41-14069	BOEFF	Junttila, Wilbert H	Warsaw, VA
430114 P-40F	41-14128	LAC	Powers, Robert N	Langley Field, VA
430115 P-40F	41-14130	TOA	Mcperson, Harry H Jr	Langley Field, VA
430122 P-47C	41-6476	LAC	Cles, Leslie P	Langley Field, VA
430201 P-47C	41-6469	FL	Corrigan, Donald J	Langley Field, VA
430202 P-47C	16447 LAC	Corrigan, Donald J	AAB Mun Arpt, Balto, MD	
430308 P-47C	41-6460	LAC	Barton, Morgan J	AAB Millville, NJ
430310 P-47C	41-6473	LACGL	Corrigan, Donald J	AAB Millville, NJ
430325 P-47C	41-6456	TAC	Caldwell, Kenneth	AAB Millville, NJ

430519	P-47C	41-6475	BOEF	Caldwell, Kenneth	1 Mi N AAB, Richmond, VA
430724	P-47C	41-6586	KCR	McPherson, Harry H	Goxhill/Sta 345
430724	P-47D	42-7912	KCR	Lepird, Jack D	Goxhill/Sta 345
430731	P-47D	42-22470	LAC	Fogarty, Edmund M	Goxhill/Sta 345
430811	P-47D	42-22482	LAC	Bailey, William B	Martlesham Heath/Sta 366
430914	P-47D	42-7904	LAC	Dietz, George S	Metfield/Sta 366
430915	P-47D	42-8420	BOoG	Durlin, Robert C	Week Orchard Fm, Bude
430915	P-47D	42-8414	TAC	Cles, Leslie P	Thorney Is
430918	P-47D	42-7985	KCRL	Hajosy, Francis J	Metfield/Sta 366
431112	P-47D	42-8414	TAC	Owens, Hildreth R	Metfield/Sta 366
440328	P-47D	42-76433	TAC	Kenyan, Richard V	Metfield/Sta 366
440405	P-47D	42-75622	TAC	Armstrong, Clifford F	Metfield/Sta 366
440422	P-47D	42-8390	TOA	Geurtz, Robert P	Raydon/Sta 157
440512	P-47D	42-26027	LAC	Keywan, Richard V	Raydon/Sta 157
440626	P-47D	42-25568	TAC	McGarry, William T	RAF Hornchurch
440628	P-47D	42-75691	KCRL	Starr, John F Jr	Raydon/Sta 157
440709	P-47D	42-26643	TAC	Andrews, Edward C	Raydon/Sta 157
440709	P-47D	42-75608	TAC	Eluhow, Raymond (NMI)	Raydon/Sta 157
440813	P-47D	42-75875	TOA	McGarry, William T	Raydon/Sta 157
440828	P-47D	42-76543	TAC	Porterfield, George N	Raydon/Sta 157
440916	P-47D	42-26121	FLoG	Rosatone, Anthony R	RAF Southend
440928	P-51B1	43-12208W	KCR	Sladek, Charles E	Woolpit/ W
441006	P-47D	42-25299	TAC	Nance, Harold E	Raydon/Sta 157
441027	P-51D10	44-14791	BMAC	Edwards, Edmund B	Wilden
441028	P-51D5	44-14039	GL	Stephenson, Stewart E	Bury St Edmunds/Sta 468
441106	P-51D10	44-14620	TAC	[ground crew]	Raydon/Sta 157
441106	P-51D10	44-14962	TOA	Porterfield, George N	Raydon/Sta 157
441126	P-51D10	44-14259	KCREF	Kritz, Stephen J Jr	Raydon/Sta 157
441127	P-51D15	44-15099	TOAEF	Snyder, Ralph B	Raydon/Sta 157
450101	P-51B5	43-6800W	TAC	Burlingame, Gordon S	Raydon/Sta 157
450101	P-51B7	43-6876W	TAC	Hahn, Richard E	Raydon/Sta 157
450103	P-51D15	44-14859	KCR	Poindexter, James H	Chapel St Mary/ nr
450110	P-51D10	44-14486	TOA	Forkin, Thomas J Jr	Raydon/Sta 157
450116	P-51D10	44-14693	TAC	Lamb, James W	Voisins/A-58
450129	P-51D10	44-14720	CRL	Evans, James R	Raydon/Sta 157
450215	P-51D10	44-14595	LACoG	Grove, Lindsay W	Merville/B-53
450221	P-51D	44-14765	TACNU	Harbin, William R	Sandweiler (A-97)
450227	P-51B7	43-6876W	TAC	Long, William M	Raydon/Sta 157
450417	P-51D10	44-14726	LAC	Hassell, Robert C Jr	Raydon/Sta 157
450421	P-51D15	44-15092	LAC	Bowron, Everett B	Raydon/Sta 157
450502	P-51C	42-103363	CRLEF	Pletz, LeRoy O	Radleigh/ 1 1/2mi NE
450529	P-51D10	44-14674	MAC	Leither, Frank W	Metfield/ nr
450615	P-51C10	43-25037	CBL	McNally, Richard M	Raydon/Sta 157
450703	P-51B5	43-6377	BMAC	Davis, William C	Stowmarket/ 1 1/2mi NE
450703	P-51D10	44-14694	KMAC	Knickelbein, Edward A	Stowmarket/ 1 1/2mi NE
450712	P-51D10	44-14805	KCR	Blaicher, Donald F	Eye/Sta 134
450814	P-47D	42-74680W	LAC	Bowker, William R	Raydon/Sta 157
421117	P-40F	41-14138	TOAEF	Fogarty, Edward M	Langley Field, VA
421130	P-40F	41-13740	FLEF	Durlin, Robert C	Mathews County, VA
421201	P-40F	41-14058	FLEF	Kipper, Charles W	Claremont, VA
421210	P-40F	41-13683	FLEF	Kipfer, Charles Q	Williamsburg, VA

421214	P-40F	41-14056	BOSSP	Cles, Leslie P	James River, 1 mi from Newport Mews Bridge, VA
421218	P-40F	41-14053	LAC	Mathias, William M	Langley Field, VA
510108	F-80C	47-0196	KSSP	Coffield, Harold W.	28 Mi NE Daggert
510331	F-80C	47-0191	LAC	Tanner, Roscoe B.	George AFB
510501	F-84E	51-0635	KCRW	Stutt, William E.	Dawson
511005	F-84E	51-0593	TOAEF	Taylor, Clyde M.	2 Mi W Misawa AB
471111	P-51D	44-73525	LACMF	Kesler, John W	Jacksonville Mun. Airport, FL
500115	F-80C	47-0214	MACL	Haviland, Bill D.	2 1/2 Mi WNW Opa Locka
500123	T-6C	41-2118	MACB	Moore, Leon A. Jr	Imeson APT
500219	T-6C	41-32997	LACGL	Coffield, Harold W.	3.5 Mi NW Waycross
471111	P-51D	44-73525	LACMF	Kesler, John W	Jacksonville Mun. Airport, FL
500115	F-80C	47-0214	MACL	Haviland, Bill D.	2 1/2 Mi WNW Opa Locka
500123	T-6C	41-2118	MACB	Moore, Leon A. Jr	Imeson APT
500219	T-6C	41-32997	LACGL	Coffield, Harold W.	3.5 Mi NW Waycross
500826	F-80C	48-0908	TOAMF	Runnels, Carl W.	Maxwell AFB



Air Force Order of Battle
 Created: 12 Oct 2010
 Updated: 21 Jun 2012

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Florida's Air Force, Air National Guard, 1946-1990. Robert Hawk. Florida National. Guard Historical Foundation, Inc. St Augustine, FL. 1990.
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