

175 FIGHTER SQUADRON



MISSION

LINEAGE

387 Fighter Squadron constituted, 27 Apr 1943

Activated, 15 May 1943

Inactivated, 22 Sep 1945

Redesignated 175 Fighter Squadron, and allotted to ANG, 24 May 1946

175 Fighter Squadron (SE) extended federal recognition, 20 Sep 1946

Redesignated 175 Fighter Interceptor Squadron

Redesignated 175 Tactical Fighter Squadron, 23 May 1970

Redesignated 175 Fighter Squadron, 15 Mar 1992

STATIONS

Richmond AAB, VA, 15 May 1943

Langley Field, VA, 19 Jul 1943

Dover AAFld, DE, 11 Aug 1943

Richmond AAB, VA, 21 Nov-4 Dec 1943

Gosfield, England, 22 Dec 1943

Beaulieu, England, 5 Mar 1944

Azeville, France, 27 Jun 1944

Lignerolles, France, 31 Aug 1944

Bretigny, France, 3 Sep 1944

Juvin-court, France, 14 Sep 1944

Chievres, Belgium, 4 Oct 1944

Metz, France, 31 Dec 1944

Florennes/Juzaine, Belgium, 31 Jan 1945

Aachen, Germany, 12 Mar 1945

Fritzlar, Germany, 13 Apr 1945

Suippes, France, 30 Jul 1945
Antwerp, Belgium, 22 Aug-11 Sep 1945
Camp Myles Standish, MA, 20-22 Sep 1945
Sioux Falls, SD

ASSIGNMENTS

365 Fighter Group, 15 May 1943-22 Sep 1945
114 Operations Group

WEAPON SYSTEMS

Mission Aircraft

P-47, 1943
P-51, 1946
F-94, 1954
F-89, 1960
F-89, 1958
F-102, 1960
TF-102
F-100, 1970
A-7, 1977
F-16, 1991

Support Aircraft

C-47, 1946-1967
B-26, 1947-1967
B-25, 1954-1960
T-33, 1952-1972
C-54, 1967-1974

COMMANDERS

LTC Foss
LTC James Eisenmenger, #1986
LTC Russ Walz July 2000 - July 2001
LTC Nathan Alholinna

HONORS

Service Streamers

Campaign Streamers

Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace

Central Europe
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers
Operation Just Cause (Panama, 1989-1990)

Decorations

Distinguished Unit Citations
Germany, 21 Oct 1944
Germany, 20 Apr 1945

Cited in the Order of the Day, Belgian Army
6 Jun-30 Sep 1944
16 Dec 1944-15 Jan 1945

Belgian Fourragere

EMBLEM



The 175th "Lobo" Patch designed by artist Carl Grupp in 1982



The coyote, an animal often associated with South Dakota and used on its National Guard regimental crests, is significant of a fighter squadron, at all times ready to guard, defend, and attack, if necessary. The 175th "Lobo" Patch designed by artist Cart Grupp in 1982

MOTTO

NICKNAME

Lobos

OPERATIONS

The 175th Fighter Squadron was originally constituted as the 387th Fighter Squadron and authorized to be activated at Richmond AFB, VA on 15 May 1943. This unit served in combat in the European Theatre from 14 December 1943 to 20 September 1945. The 387th Fighter Squadron was inactivated on 22 September 1945 at Camp Miles Standish, MA. The 175th Fighter Squadron is entitled to the history, battle honors and colors earned by the 387th Fighter Squadron.

On 24 May 1946, the War Department redesignated the 387th as the 175th Fighter Squadron (SE) and allotted the Unit to the National Guard Bureau. It was planned to organize and activate an Air Service Group with three Fighter Squadrons. The Group Headquarters was to be at Des Moines, IA with the 173rd Fighter Squadron at Des Moines, the 174th Fighter Squadron at Sioux City, IA and the 175th Fighter Squadron in SD.

In early 1946 Col Fred Gray came to Sioux Falls and told the mayor he wanted to organize a National Guard flying squadron in each state. Duke Corning suggested Joe Foss should run it. After determining a Marine and Naval officer could transfer to the Army Air Corps, Joe Foss took command with Duke Corning as operations officer. Before accepting Col Gray's offer, Joe Foss had one question: "Will we get airplanes?"

On 10 July 1946, Medal of Honor recipient and Marine Ace, Joseph J. Foss was appointed to form an Air National Guard Squadron at Sioux Falls, SD. The mission of the squadron would be to recruit and train aircrews and ground crews to a level of operation proficiency which would enable them to intercept and destroy enemy airborne weapons.

The equipment slate for the proposed unit included 25 P-51. Also included were two C-47s, two A-26s, two AT-6s, and two L-5.

Colonel Foss called a meeting at the Sioux Falls City Hall for those interested and plans were formulated for organizing the squadron. Authority to activate the 175th Fighter Squadron (SE) in South Dakota was issued to the Adjutant General, Colonel E.A. Peckwith early in 1946. On 20 September 1946, the organization received federal recognition with an assigned strength of 13 officers and 31 enlisted personnel, 30 more on 29 Oct. Pilots flew 6 hrs. mo. and in mid-October the first training meeting was held in the aircraft hangar at the Sioux Falls Municipal Airport.

Thirty more members were signed up in October 1946 and on the 24th of that month, the first unit training assembly was held in the World War II aircraft hangar located on the grounds of the Sioux Falls Municipal Airport. The early "meetings" were held at 7:30 P.M. on first Tuesday then Thursday night. Drills were built around ground school for guardsmen to include training in engineering, weapons, administration and aviation related subjects. By October, the 175th had already received its first aircraft — the AT-6 Trainer. Aircrew would fly at least 6 hours per

month to stay proficient.

Lt. Col. Foss speculated that at least 44 full-time employees would be needed to keep the unit going on a day-to-day basis. He hired six men to be the "caretakers" of the squadron.

The first F-51s came without flight manuals or a budget for gas. Pilot checkout was somewhat self-help as the first pilots signed up had previous flying experience. When Joe Foss, Duke Corning, and Stan Rollag checked out in the first F-51 on the field, they borrowed parachutes from the civilian flying service.

With no gas, Joe Foss thought it would be a good idea to mount drop tanks on a couple airplanes and he and Duke would "borrow" gas from the Rapid City Air Base. There was no way to file flight plans between civilian and military fields, therefore the unscheduled landing at Rapid City was their introduction to SAC (Strategic Air Command). The actives didn't know what the Air Guard was. Duke, wearing an old Navy flight suit, and Joe, in Levi's, were surrounded by Security in jeeps with machine guns, while trying to explain they were the boys from Sioux Falls and just wanted a little gas.

After a lecture and some gas, they came home. At that point Don Clancy was hired as Supply Officer and Lyle Sheldon was hired as Supply Sergeant. They were our first two "caretakers." This solved the gasoline problem, and many others.

Eventually leases were worked out with the City of Sioux Falls and State of South Dakota and funding was received from NGB for building maintenance, electricity, and coal.

The entire unit had one telephone until someone was following a telephone truck and a case of phones fell off. Then they had one line with nineteen extensions.

The F-51 was extremely difficult to bail out of since it didn't have an ejection seat. Dwight Summy had a very, very bad day when he bailed out, hit the tail section and broke his right arm. In free fall and in pain he finally got the rip-cord pulled with his left hand, only to then land on top of a barn. Then he rolled off the barn!

Justin Berger landed a F-51 in a cornfield looking backwards because the smoke from an engine fire restricted his forward vision. The farmers proposal for crop damage was "if the pilot has to pay, forget it, but if the Air Force pays, double it.

The first of six F-51 fatalities happened on Labor Day, 1947 when Lt. Allen Christiansen died near Warsaw, Indiana. On the 13th of December in 1947, Capt. Kenneth Lane died in an A-26 bomber crash in Pennsylvania. Five other South Dakota Air Guardsmen were on board and successfully bailed out of it before impact. Lt. Willard Peterson was killed near Eugerton, Minnesota on 16 June 1948 and Capt. Robert McLeod died 15 March the same year near Trent, South Dakota.

Target practice consisted of firing guns at a tow target. Each pilot fired a different color bullet and then the colored holes through the target were counted. Sometimes blue and green caused disagreements. Also, an oval hole versus round meant that shots were getting close to the tow plane. There were also times when up to eight F-51s were firing 2.75 rockets at a target on the airfield. With no control tower and everyone shooting at the same target, it was "interesting."

Our first camp was held in Sioux Falls, South Dakota, in June 1948. Camp was not held in Sioux Falls again until 1961. Our first camp away from home was at Casper, Wyoming, in June 1949. Travel to camp was by train from Sioux Falls directly to the base at Casper.

The unit was awarded the Spaatz trophy for being the best all around single engine fighter unit of the Air National Guard. By this time, the strength of the unit had grown to 46 officers and 257 enlisted members. The birth of Thomas J. Lien was also celebrated in 1949.

In 1949 the ground forces went to Camp Ripley, Minnesota, while the Air Guard trained at Casper, Wyoming. Next year the army units went to Camp McCoy, Wisconsin, and the Air Guard to nearby Camp Williams, Wisconsin. Inspection reports of that year indicated a great improvement in the state of combat readiness in the ground forces. While visiting at Camp Williams, the writer overheard one of the inspectors remark that they had tried everything on the Air Guard, and had been unable to trip them. The inspector sounded as if he felt that there was something illegal or immoral, or both in this. In 1949 the Air Guard had flown many missions in aid of isolated farmers and ranchers in distress because of the heavy snow that winter. In the spring, when the snow melted and floods came, the ground troops were active, especially at Pierre.

The years between 1946 and 1954 were instrumental in molding the SDANG. Many have looked back on those years and have said "It's a wonder we didn't lose more people and planes than we did." One of our retirees remembers Howard Joyce firing a dummy rocket off a F-51 into some trees. After Howard and his accomplice, Lee Bendt, repositioned the plane to get a better second shot, Howard fired again. In the meantime a vehicle moved into the target area and the second rocket went over the car.

Bill Flood remembers no matter what job an individual was hired for, all employees had many duties. Everyone had to be able to run operations, file flight plans, park transient aircraft, run "follow me," refuel and service oxygen, start aircraft with a power unit, stand fire guard, and check buildings. General Corning recalled when the unit was activated for Korea, five employees stayed in Sioux Falls. "The most important was Mary Rowen, a secretary. She knew more about the outfit than anyone else. She could park airplanes, write letters, do guard duty, and play golf."

Anyone who was in the unit during the F-51 days has many unique memories. Everyone seems to remember the "Red Devils." Joe Foss took his aerobatic team of '51s to nearly every town celebration in South Dakota, North Dakota, Minnesota, Iowa, Nebraska, and many other states. In 1948 they put on 85 air shows. In 1949 they did a live ordnance demonstration on the

airport. The planes' red color was water color paint. The original pilots were Joe Foss, Justin Berger, Bill Downey and Bob Reid. There was also a "Blue Flight" piloted by Duke Corning, Curt Shupe, Norm Minier, and Lloyd Olson, plus others through the years. The tradition of a demonstration team stayed with the unit until we got the F-102, when prolonged aerobatics were not compatible with the aircraft radar system. Dick Rayburn and Lyle Graff did a short, but duly noted, stint as aerobatic pilots a few years back with the A-7s in Fargo.

Howard Joyce has memories of pulling "hangar guard" with only the rats and "Bennie" for company and New Years Eve parties when it was -30F outside and 45F inside.

The 175th Fighter Squadron was reassigned to the 133rd Fighter Interceptor Wing, Minnesota Air National Guard, along with units from Fargo, North Dakota and Duluth and Minneapolis, Minnesota in November 1950. The unit was called to active duty on 1 March 1951 and moved to Ellsworth AFB, SD to provide support for the B-36 stationed there. The unit was returned to state control on 1 Dec 1952. The Korean Service of the South Dakota Guardsmen, ground and air, thus involved no combat.

The year 1950 brought about another camp at Camp Williams, Wisconsin. Camp Williams was later named Volk Field in honor of Lt Jerome A. Volk, a Wisconsin pilot killed in action during the Korean War. Thus began a long association with Volk Field. For years, "wake up call" at Camp Williams, Alpena, and Casper was performed with an aircraft. The first very early morning flight was a "weather flight". The pilot would buzz the barracks very low!

During this time our unit had a F-51 Mustang that was being used for spare parts. The old F-51 (373) had been commonly called the "Hangar Queen". Col George Funston, an early member of the unit, said "We should fix up that F-51 being used for cannibalism because we may need it in Korea." It was reported that an old F-51 was seen in Korea with traces of South Dakota markings.

The South Dakota Air National Guard has always been excellent at "fixing things up". For example, Col Clancy remembers just how rough of shape the equipment was in. "The equipment we got was WWII excess. It ranged from being pretty good to disastrous. There wasn't much supply discipline in the service at that time, because many were being discharged from the military. They would ship you anything. I got stuff in that you wouldn't believe. We had to do a lot of repair..."

In October 1950 President Truman began mobilizing ANG units. In January 1951 the unit received notice to prepare for activation on March 1, 1951, to aid in the Korean Crisis. In February 1951 the SDANG was able to put a few men on active duty. The guard recruited a group of fine young men who were eager to go on active duty as a unit. The unit remained in Sioux Falls for six months, allowing the new enlistees to complete basic training and qualify in firearms, which was a requirement before they could be shipped overseas. Most of the SDANG, including personnel, aircraft, and equipment, was moved to what is now Ellsworth AFB near Rapid City to provide support for the B-36 aircraft stationed there. Howard Joyce remembers

the last plane off the ramp to Rapid City was a T-6.

The year 1951 brought flood problems as well. Highways that were previously travelled only by snowplows were now plagued by flood waters. The river had flooded and there were only two ways to get to work. SMSgt Robert Niblick recalled, "If you came down Minnesota Avenue, you had to stop where the SDANG Credit Union is now located and take a boat or a six-by-six in from there. Or else, you could go down West Avenue and stop right at the south end of Co veil Lake and do the same from there." The heavy snows of 1951-52 stranded cattle throughout the area. Hay bales were loaded in the C-47 and airdropped to keep them from starving. The Air Guard also helped clear blocked roads.

In 1951 ILt John Meyer passed out at 20,000 feet due to a faulty oxygen mask. As his plane was in a dive, ILt Justin Berger stayed at his wing repeating instructions to pull up. John finally partially responded at 400 feet when he saw the tree tops. Although he had no energy and couldn't talk, "Coach" directed him in for a landing, in spite of someone in the tower telling him to "go around."

Also in 1951 the Sioux Falls Chamber of commerce collected \$580 in donations which they donated to the 175th Fighter Squadron for equipping a day room and buying recreational supplies. The project should be completed in 1996.

The spring of 1952 brought more floods. Flood committee members and workmen believed that the dikes could hold the river back from invading the city. , excessive water from the north flowed across Highway 38A, washing out the old drainage dike northeast of the airport.

The flood became so terrible that evacuation of the families in the Air Base area became necessary. Sixty-five families were registered at the Red Cross emergency quarters, while barracks at Augustana College were also used to house several families. This was the end of on-base housing.

The water continued to rise rapidly and within hours it was nearly ten inches deep on Northwest Avenue. Many businesses reported "business as usual". John Morrell & Company had water a foot above their previous high but continued their daily operations. ANG members sandbagged for Morrells and the City. Hangar 40 had three feet of water.

The 175th returned to State control and reorganized on December 1, 1952, under the direction of LtCol Duane "Duke" Corning. At this time, Col Foss was appointed Chief of Staff for the South Dakota Air National Guard. LtCol Corning went on to lead the unit until 1963. During his service, our unit flew the F-51, F-94, F-89, and the F-102 plus trainers and support birds

In January 1951, the unit received notice to prepare for activation on 1 March 1951 to aid in the Korean crisis. During active duty, the entire unit, personnel, aircraft and equipment was moved to Ellsworth AFB, Rapid City, SD to provide support for the B-36 aircraft stationed there.

It was nearly three years later when on 15 June 1951 Lt. Percy Kirkeby crashed and perished in his F-51 near the Sioux Falls airport. Lt. Kenneth Frank died on 15 November 1951 in Rapid City.

The unit remained nearly intact, and at the end of their active duty, the unit was returned to state control and reorganized 1 December 1952 under the direction of Lt. Col. Duane "Duke" Corning.

They returned to Sioux Falls with their F-51Ds and converted to F-94A/Bs in June 1954. They also received F-51 H 44-64365 for use as a maintenance trainer from 10 December 1952 through 28 April 1953.

In 1953 Base Supply was built and Base Operations was built in 1955.

The jet age arrived in June 1954 with the assignments of the F-94 A&B and T-33 jet trainer. After numerous rumors of the aircraft being on base the first F-94 arrived while the unit was on summer camp at Camp Williams, Wisconsin. It wasn't long before our pilots were all checked out in the jet. A few months later, on August 15, the unit was called to provide two aircraft and five pilots to participate in the Active Air Defense of the Continental United States. Along with new planes came a need for more space. The Operations Building was fought for by Cols Corning and Clancy. Clancy went to Washington DC the spring of 1954 to "lobby" for the building and was told he would get the money for the building if it could be contracted by May. He was also told that he would never make it. Clancy replied, "By God, we'll make it if we have to work every night. They moved into the operations building in 1955.

Two T-33 aircraft were assigned to the unit in July 1954 to start the transition of the pilots into jet aircraft. The assignment of jet fighter aircraft began in June with F-94A and F-94Bs and in a short time, the pilots were all checked out in jets and fired air-to-air gunnery at Casper, Wyoming during the 1955 Field Training period.

On 15 August 1954, the unit was called on to provide two aircraft and five pilots to participate in the active air defense of the continental United States. The alert aircraft were controlled by the Air Force Radar Site at Chandler, MN and almost daily the pilots were called upon to intercept and identify unknown aircraft flying in this area.

The squadron began transitioning to jet fighters in July 1954 in the F-94A/B.

Starting last Thursday, the 175th changed its squadron organization from conventional to jets. Actual change began last November when the first T-33 jet trainer was delivered. It moved another step nearer when the second T-33 was delivered.

The F-94s should get into the air this week following acceptance checks, Lt. Col. D.L. (Duke) Corning said, and from then on the area can expect to hear the whine of jets increase steadily.

The base commander said 15 F-94s are expected in the initial change-over, although the

schedule for delivery of 12 of the planes has not yet been revealed. Eventually there will be enough jet aircraft for a full squadron, he said.

Although squadron personnel have been anticipating the arrival of the first F-94 for many months, it took considerable convincing before they accepted the fact that they had received their first F-94.

Recently, the men have started rumors almost daily that an F-94 flight plan had been received, Corning said. The rumor would make the rounds of the hangar. Each time the rumor turned out to be just that, a rumor.

Then, while the squadron was at Camp Williams, Wis., at summer camp, one of the men returned from Sioux Falls with the report that an F-94 was in Sioux Falls. To put it mildly, the men didn't believe it.

Ironically, after all the waiting, the first jet arrived while the squadron was out of the city. Maj. Harold Wilson, senior air instructor for the South Dakota Air National Guard, said no problem is anticipated in checking the P-51 pilots out in the F94s.

Pilots, and taxpayers too, may be interested in knowing that the cost of an F94 is \$311,276.

Changing from a conventional to a jet squadron calls for an increase in pilots and men, Corning said, and also for enlarged quarters for maintenance.

Kuipers Construction Co. of Mitchell has started work on the new administration building which is to cost \$219,000 and which should be completed before June, 1955.

A request will be made to the National Guard Bureau in Washington this fall for the construction of a new maintenance building on the basis of conversion to all-weather jets. Radar equipment in the planes demands expanded facilities for maintenance, Corning said.

Much of the gear on the F94s is confidential and will call for a stepped-up program of security at the field, he added.

There will be an increase in security guards and other personnel. Corning said he was particularly interested in contacting men with electronics training since the F94s are the ultimate in electronics.

Even though the squadron is looking forward to its jet age, the unit can look back on its last summer camp with the P51s with considerable satisfaction.

Corning said the camp was highly successful with the 175th having the top attendance, flying the most hours per pilot and attaining the highest gunnery average of the four squadrons at the camp. There wasn't an accident of any kind at the camp.

From among the squadrons from Sioux Falls, St. Paul, Duluth and Fargo, Lt. Curtis O. Shupe, Sioux Falls, flew off with the highest qualifying gunnery average and the phenomenal single mission score of 87.5 per cent at high altitude. Corning said it was the highest average he had ever heard about.

As a word of caution, now that the jets are in use at the Sioux Airport, Corning and Wilson advised parents and children to keep their distance from the planes. There's little danger from being knocked down or burned, but it could happen if someone walked too near the rear of a plane.

When the planes are idling, wind speed from the jets is negligible at 50 feet, but when they're turning over rapidly the wind speed becomes very strong. Its 68 miles an hour at 110 feet and the velocity increases rapidly as the distance is lessened.

Also, there is a terrific suction at the intakes and small children could be sucked into the machines. To illustrate this, the two men said rocks and other items frequently are sucked off runways. Sweepers and a field magnet are on the way to keep the runways cleared of such debris.

In the waning days of the F-51 days, Lt. Ove D. Stenberg was killed on 25 September 1954 when his aircraft crashed near Baltimore, Maryland.

On January 18, 1955, LtCol Duke Corning flew a T-33 jet trainer from Faulkton, South Dakota, to Sioux Falls. Two Air Force pilots landed the T-33 on a grass runway after they had become disoriented and had run low on fuel. George Funston remembers that the plane just needed fuel and was convinced that Duke could get the T-Bird in the air. "We calculated the weight and balance of the airplane and the distance it would need to break ground. We went up to the highway and measured the calculated distance for the airplane to break ground and painted a white mark on the road. Duke did an absolutely beautiful job of taking off. We were supposed to dismantle and haul the airplane (according to the Air Force), but there was no reason not to fly it out." Duke said the highway looked much narrower in a cockpit than in a car. They had to take the highway signs down because the wings were over the ditch. Although the Air Force crew members received royal treatment and free drinks in Faulkton, they did not fly the plane back home and South Dakota did not gain another Air Force Base in Faulkton.

In March 1955 the City of Sioux Falls renamed the airport "Joe Foss Field". Duke Corning continued the aerobatic team tradition. After a breathtaking show by the USAF Thunderbirds in F-84Fs, the Argus Leader reported a young boy was overheard saying the Air Force was OK but "Duke's better".

In the 1950s several units would attend camp together. In 1955 a truck rodeo was held at Volk Field with four truck drivers from each of the four units competing. They drove ton and one-half trucks through an obstacle course. The 175th won the competition and Airman Paul Scholten

attained the highest score and won the individual award. This victory was reason for extra celebrating.

In 1955, 2Lt Myron Farb was in the back seat on a F-94 mission flown by Capt John Meyer. Meyer was descending rapidly from 26,000 feet. After several failed attempts to contact the pilot, Farb thought the pilot was passed out and ejected through the canopy at 1,500 feet. He broke his leg and landed in a tree. Capt Meyer returned to Sioux Falls for a more normal landing. They also repaired the intercom.

Also in 1955 a mink rancher was awarded \$2,850 in a settlement after claiming jet noise from the Air Guard was not conducive to mink marital harmony.

In 1955 Justin Berger vectored a lost F-89 aircrew from Maine in for a successful landing in a blizzard. The plane had ILS problems along with other instrument problems. After landing it still had three minutes worth of fuel in the tanks.

Throughout the years many things have changed, there is one concept that has survived time: Reorganization. Harry Tunge brought in a quotation that sat on his desk for many years. It shows that reorganization has been taking place for some time.

On April 16, 1956 the 175th Fighter Interceptor Squadron expanded to become the flying squadron within the 114th Fighter Interceptor Group. Corning, who would rise to the rank of Major General, was the first Group Commander.

This F-94A, 49-2569, of the 175th FIS, has been modified to carry the two .50 caliber machine gun package on each wing. Each of these pods contained ammo boxes of 265 rounds, and had their own heaters and gun chargers. They could be fired in conjunction with the nose guns, or separately.

Then F-94Cs came onboard to replace the older models, in 1956. The 175th FIS converted to F-89Ds in 1958. The F-94C, depending upon the model, either had single or dual windshield wipers. The offset boom of the auxiliary power unit, APU, kept the wires out of harm's way.

The first recorded fatality upon reaching the "jet age" was an accident near Adrian, Minnesota, which claimed the lives of Capt. John Meyer and 1st Lt. Edward D. Smith. The crash of their T-33 trainer occurred on 12 Dec 1955.

Harold Hurley won't forget summer camp at Volk Field in 1956. When an F-51 from Minnesota taxied into one of our F-94s, Harold was standing on a ladder working on it. He was pretty battered up and ended up with a broken leg.

In April 1956 the SDANG reorganized to the 114th Fighter Group (Air Defense). The Group was comprised of the 175th Fighter Interceptor Squadron, 114th Air Base Squadron, Dispensary, Materiel Squadron, and the HQ 114th Fighter Group. Shortly after the reorganization we

received our first F-94C. The F-94C fighter interceptor was an all-weather, rocket-firing aircraft. It was also the first plane with a drag chute. Although there is some disagreement on this point, some pilots and crew chiefs said the F-94C could go supersonic in a dive and full after burner.

Joe Reiter remembers an incident in 1956 at summer camp. He was in a T-33 piloted by Jerry Moen, towing a Delmar target 5,000 feet back. The F-94 pilot was Val Cleland and the radar observer was Gale Westburg. When Jerry Moen told them they were clear to fire, there was supposed to be a 20 second delay but due to switches in the manual (wrong) positions, the rockets nearly hit the T-33. Gale Westburg changed careers, becoming a pilot, and was promoted six more times. Jerry Moen and Joe Reiter scored Gale 8.7 and 9.1 for accuracy.

In May 1956 the first of the F-94Cs came on board and most of the early versions were transferred to other ANG squadrons that were transitioning into F-94s. The Starfires stayed with the squadron until between December 1957 and May 1958 when they were replaced by F-89Ds. The 175th FIS flew more than 4,000 hours in the F-94, and in 1957 they won not only the Wilson trophy, but the prestigious Spaatz Trophy, also.

Many of our retirees remember those first few years when drill was held every Thursday night for two hours. Foss and Corning would always give their BIG recruiting pitch. Drills were changed to the present weekend version in 1957. The first weekend drills were 1300-2100 Saturdays; 0800-1430 Sundays.

Retired MSgt Ray Matthies said early KP wasn't bad. You started peeling potatoes at 0400, worked until 1300, and then were released for the day.

Until 1957 most military indoctrination training was at Joe Foss Field. With the mix of prior service and non-prior service, this was somewhat successful. In 1957, the first group from SDANG required to go to Basic Military Training traveled to San Antonio in the C-47 and returned by train after graduation. This was also something new for the active forces who referred to our troops as FANGs (Fine Air National Guard). This first class included Bob Kroon and Larry Wenbourne. Prior to this, some members, including Jerry Snyder, Dick Weber, Darwin Anderson, Arie Garritson, and Floyd Melloon voluntarily attended Air Force Basic Training (voluntarily?!) in 1956.

Our pilots flew approximately 4,000 hours in the F-94C and received numerous awards in 1957. This was the first time in history that a single ANG unit received all three of the top awards. Those awards were: the Spaatz Trophy, which was awarded each year to the outstanding ANG tactical flying squadron; the Air Force Association Outstanding Unit Trophy, which is awarded to the winner of the Spaatz Trophy each year; and the Winston P. Wilson Trophy, which was awarded to the unit most capable of performing its assigned all-weather mission as demonstrated in an operational readiness test conducted by the Air Force.

The SDANG flew a mercy mission on the night of May 13, 1958. Col "Duke" Corning, commander of the 114th Fighter Group (AD) received a call from the Pierre Chief of Police

telling of a berserk killing on a farm near Hayes, SD. The Chief of Police stated that there was a young boy critically injured who needed to get to McKennan Hospital in Sioux Falls, and he could not get a commuter flight from Pierre, due to the severe weather. Col Corning agreed to send a plane, and with Capt Justin Berger as co-pilot and SSgt Laverne Aulner as crew chief, flew to Pierre in a C-47, picked up the boy and a nurse and flew back to Sioux Falls. The young life was saved and his father extended his heartfelt thanks and gratitude to the SDANG for the kind and expedient services we gave to this emergency. The guard does more than ready themselves for conflict!

During the F-94 era the unit lost two pilots; Capt John Meyer and Lt Ed Smith who went down in their T-33 near Adrian, Minnesota, on December 27,1955.

The F-89 D&J Scorpion carried the SDANG to another new era -bigger and deadlier — powered by two J-35 Allison engines with a range of over 1,000 nautical miles. Warren Roske remembered an unnamed pilot, trying for a maximum endurance flight, cruised around at 40,000 feet throttled way back. He then called for landing instructions at Joe Foss Field and landed in Huron.

A training team was sent in by the Air Force on April 7, 1958, to train mechanics and technicians. The pilots and radar observers were trained in night classes at this time.

The F-89 was nicknamed the "Aluminum Overcast" because it was so large that it could block out the sun, remembers George Funston. George and Loren Fenstermaker recall the F-89 as being a difficult airplane to maintain. It was our only two-engine fighter. For example: more people had to be hired, the twin engines were low to the ground causing a lot of FOD damage, lack of hangar space due to its size, and it had internal fuel cells that had to be removed to be "leak checked". Because we had only one facility at this time, the inside of the hangar would be filled with fumes. The fumes were often unbearable and quite dangerous.

We were still in need of building space and wanted to build the group building south of Algonquin Street. when Don Clancy took that plan to the airport development board, he found much opposition. The reason: At one time, Joe Foss told Commissioner Yeager that we would never go south of Algonquin. Clancy replied to the board, "Yes, but he changed his mind." The airport development board approved the project, and the group building was born, now building 60. It wasn't long and building 60 became known as the "Palace." Some say it earned this nickname because it was the nicest building on base. Building 60 was described in the Argus Leader (Sep 27,59) as a place "for an airman to eat chow, have his teeth checked, draw pay, receive medical treatment or legal advice and visit the chaplain." Building 60 cost \$350,000.

After 1960, the South Dakota Air Guard began the "Texas Style" for completing camp. That is, instead of the entire unit traveling away from home station each summer, individuals could schedule their active duty period and stay in Sioux Falls.

In 1960, the unit received the F-102 and was placed under the direct supervision of the Air Defense Command. As part of taking over a more active role in the defense of the continental United States, air crews were placed on five-minute alert, and four aircraft were armed and ready to intercept and destroy enemy targets.

Summer camps during this period included Camp Williams, Wisconsin, and Alpena, Michigan. After 1960 the "Texas Style" of completing camp was begun. Rather than travel with the unit, an individual had the opportunity to schedule his own active duty period and perform it in Sioux Falls. The "Texas Style" is still going strong today. It allows guards members to work their training into their civilian lifestyle and support employers work schedules.

Harry Tunge remembers that turtle races were excellent entertainment during summer camps. The men would go to the river, get some turtles, put them in a large circle with numbers on their back, and then pick the number they thought would reach the edge of the circle first. When the races were over, turtle soup was enjoyed! Forest Wixon remembers Joe "Roof Runner" Eken on the roof of the barracks at 0300 going from ventilator to ventilator, scraping them with a stick.

Under the command of Maj Justin L. Berger, in 1961 the 175th FS received an award for its accident-free flying period from Jan. 1 to June 30. The 175th was the third squadron in the nation to have won the award twice. Our unit first received the award in 1959 for a six-month period. On 20 July 1961, A1C Glenn R. Black received a 95% on his 70250 USAF SKT test. Glenn retired as a Chief in 1994 with 36 years' service.

In 1961 Lt Robert Jamison and Capt Forrest Wixon, were coming off alert when they were "chosen" to make a mercy flight to in a T-33, transporting a drug known as fibrinogen for the Watertown hospital. LtCol Justin L. Berger, commander of the 175th Fighter Interceptor Squadron, authorized the mission after receiving a call from Gene Ness, office manager of the Brown Drug Co., explaining the situation was one of life or death. They made the flight in 12 minutes and were met at the Watertown airport by police officers who then sped the drug to the hospital. Forrest Wixon reflects: "We happened to be in the right place at the right time." On January 3, 1964, the unit received a thank you letter from Mrs. Myron Lamb for saving her life. Through the early years, we often stepped up to many life threatening emergency flights. There were snake bite kits, polio vaccines, many special medications not available in small town South Dakota hospitals, and many injured and ill patients where time was critical or weather was bad, where we made runs with either fighter or support aircraft. After some well publicized "saves," some of the local doctors thought we were running an air ambulance service and had to be convinced flights were for "life or death" situations only.

The unit received the F-102 and was placed under Air Defense Command. As a part of taking over a more direct role, air crews were placed on five-minute alert, and four aircraft were armed and ready to destroy enemy targets.

The new conversion brought forth a need for training. In November 1960 a group of crew chiefs

went to Kelly AFB for F-102 conversion training.

In 1961 the base scheduled sonic boom shows with the F-102 to familiarize area residents with a noise they would be hearing from time to time. The sonic boom was then called "the Sound of Security," a term used in public relations.

May 1963 a "Try One" enlistment program was begun at the direction of the National Guard Bureau. The purpose was to interest and enlist prior service personnel in the guard for one year. One month later the recruiting drive was in full swing, and 80 prior service men were enlisted. The program was so successful that the drill pay ceiling was exceeded and enlistments were curtailed until the overall strength was reduced.

Col John Schilt assumed duties as commander of the 114th Fighter Group and Base Commander on November 1, 1963, from outgoing commander Col Corning. Col Schilt had a colorful military history. A graduate of Sioux Falls Washington High, he entered the Army Air Corp in 1942 and flew 69 combat missions in P-47s and P-51s against the Luftwaffe. Col Schilt is an "ace" with five confirmed kills and two more "probables." His visions to the future and negotiations with NGB and the City of Sioux Falls as Base Civil Engineer laid the ground work for the beautiful base we have today. General Corning was appointed Adjutant General, a position he would hold for 20 years through both Republican and Democratic administrations.

Capt. Joseph Eken died on August 20, 1964, while piloting a F-102. The crash occurred in Lake Poinsett near Arlington, South Dakota, while on a routine training mission.

In 1965 our new barracks, building #61, was completed. There were two open bay wings, one for officers and the other for enlisted members. Although there were many interesting barracks happenings, open bay barracks soon became "substandard" and out of town members now stay in local motels. Building #61 also housed Data, Finance and Contracting, and is now the Club and BX. Is this a promotion or demotion?

On 12 October 1965, Capt Dick Stich safely landed a TF-102A after the left windshield burst from the plane at 33,000 feet, partially incapacitating the pilot, Capt John Hainor.

In 1965 Capt David Jacobson, Rock Valley, IA, native and 10 year ANG member went on active duty and was one of the first US pilots to fly into North Vietnam. After 268 combat missions he returned home safely and remained on active duty. He was later killed in an F-15 training mishap.

In 1966 Col Justin Berger took command of the Group. He is a Sioux Falls native and Army Air Corps veteran who flew 18 different military aircraft and later retired with over 11,000 military flying hours.

It is interesting to note that in 1967 an E-1's pay increased to \$102.30 a month. This would equate to about \$13.64 for a UTA weekend. This was the first time in history an active duty E-1

made over \$100 per month.

In May 1967 we got the big and beautiful C-54.

In 1968 the "Palace Alert" program began. Six SDANG pilots volunteered to participate. Its purpose was to relieve pilots in Europe and the South Pacific for tours of duty up to 180 days. Back home in South Dakota, a new Air Defense Alert Complex was completed and a 24 hour alert program was implemented once again.

The crash of another T-33 claimed the life of Major Charles W. Spitznagel on February 21, 1969. The aircraft crashed at 9:15 P.M. approximately 100 yards short of the runway at Joe Foss Field while on final approach after returning from a mission to Little Rock, Arkansas.

On July 31, 1969, Maj Arden P. "Flip" Fjellanger made an emergency landing at Foss Field when the F-102's nose-wheel stuck. Col Berger felt that Fjellanger and the crash crew reacted to the situation in a professional manner. "Because "Flip" performed such an excellent landing, the expensive aircraft was saved and would probably fly the next day," reported Col Berger. Flip was presented an ADC "We Point With Pride" award for professional airmanship.

In 1969 there was flooding when the record setting snow melted. Unit members devoted many extra hours to sandbagging and flood control in the community.

Recognition was again given the South Dakota Air National Guard in January 1970 when the 114th Fighter Group received the Aerospace Defense Command "A" award for "sustained operational effectiveness of an exceptionally high degree." This recognition had been given to very few units of the Air Force or the Air Guard.

A significant change was encountered in the life of the South Dakota Air Guard in May 1970 when the 114th Fighter Group, Aerospace Defense Command, was changed to the 114th Tactical Fighter Group, Tactical Air Command. The F-102s, which had been the challenge for the past ten years, were replaced with F-100D aircraft which incorporated the use of four 20 mm cannon instead of air-to-air missiles. The mission became that of controlling the combat skies from enemy use and to reinforce the combat forces on the ground. The internal structure remained about the same utilizing a Supply Squadron, Combat Support Squadron, Consolidated Aircraft Maintenance Squadron, Tactical Fighter Squadron, Dispensary, Engineering Squadron, and a newly formed Communications Flight. Eighteen months later, the 114th Tactical Fighter Group earned the first overall "Outstanding" rating given to an Air Guard unit on a Standardization and Evaluation Inspection.

Capt. Rodney E. Sherman died in the crash of a F-100D on June 25, 1970, at Lake Madison. The aircraft was on a routine training mission in that vicinity and was reported by eyewitnesses to have been "trailing black smoke and emitting strange noises" before it "rolled over, turned back, spiraled, and then plunged straight to the ground."

Since then other aircraft accidents have occurred with the fortunate consequence that only minor injuries have been incurred by the involved pilots. On November 17, 1970, Major Dan Robar was forced to eject from his F-100D when the engine quit without an obvious cause. Major Robar who was on a routine checkout training mission ejected at 1,000 feet and parachuted to safety landing in a cornfield twelve miles north of Sioux Falls.

During the period 1972-1974, the South Dakota Air National Guard transferred the last assigned T-33, and a T-29D aircraft was received to replace the C-54. Women enlisted in the Air Guard for the first time filling positions in Personnel, Base Operations, Maintenance, Security Police and the Dispensary. An active full-time recruiting program was begun as a direct result of the "No-Draft" environment.

Another pilot, 1st Lt. Lee V. Stubsten, safely ejected from his F-100 on July 1, 1974, during a routine training mission. The aircraft crashed in an open field near Lake Andes.

While preparing his F-100 to land at Sioux Falls on July 14, 1974, after completing a cross country training flight to MacDill Air Force Base, Capt. Mark Berg noticed his landing gear was not locked into place. When confirmed by ground personnel emergency crews immediately began spraying foam over the runway in the event a crash landing was necessary. The jet's fuel supply was exhausted before emergency crews completed their task and the engine flamed out. Capt. Berg dismissed further consideration of landing at the airfield and proceeded to a sparsely populated area and prepared for a crash. Being concerned for the safety of others Capt. Berg "hoped it would crash into an unpopulated area, which, thank God, it did."

Shortly after takeoff on November 20, 1974, bound for Kansas in an F-100, 1st Lt. Ralph J. Clift encountered an aircraft malfunction. He immediately returned to the airfield staying with the aircraft until he was certain it would not endanger adjacent residential areas although flames were observed shooting from its underside. With the nose at 2 o'clock Lt. Clift ejected at an altitude estimated at only 70 feet above the trees landing in the Elmwood Golf Course. While strong winds dragged him 70 yards the F-100 crashed on the airfield and skidded 2,000 feet spreading debris and fuel which ignited along its path. A victim of a mishap, this F-100 is used for fire training.

In 1975 Lt Arlie Anderson dropped two 235 gallon tanks on final approach while deployed to South Carolina. Rumor has it the sheriff was well acquainted with the land owner/hog farmer whose property the tanks landed on, since he had arrested him recently for moon shining.

The big news received in March 1976, was the proposed replacement of the unit's F-100 with A-7D. The last Super Sabres left Joe Foss Field on 4 June 1977 and four were eventually flown by the 175th Tac Fighter Squadron to Eskisehir, Turkey.

The F-100D era came to an end in March 1976, being replaced by the A-7D Corsair. The last Super Sabres left Joe Foss Field on June 4, 1977, and four were eventually flown by the 175th Tactical Fighter Squadron to Eskisehir, Turkey. The F-100 chapter did not close when we

converted to A-7s in 1977. One of our "Huns," #55-3754, had flown with the Air Force Thunderbirds from 1964-67. It was then part of the 175th from 1970-77. After 754, which had been crewed by Vern Pinz, was repainted in its original Thunderbird colors, it made its historic last flight. Piloted by Dick Stich, 754 flew in formation with the Thunderbirds where LtCol Stich turned it over to the Air Force Museum at Wright-Patterson AFB, Ohio. "A fitting tribute to an old war bird that it should lead the Thunderbirds on its last flight piloted by an old gray warrior who has yet to see war." (author unknown) Dick Stich, now a retired Brigadier General, is still an old gray warrior, and 754 remains on display. Other F-100s ended up in the "boneyard" at Davis Monthan AFB, AZ. Years later, during Snowbird exercises, our crew chiefs would "visit" their old planes. A few were resurrected to fly again as remote controlled drones.

Our unit received the A-7D in March 1977. When the A-7D was first received at Joe Foss Field, it was with mixed emotions. As the nickname SLUF (Short Little Ugly Fellar) implies, it was not a pretty jet after being used to the F-100D. And it was not supersonic, much to the chagrin of real fighter pilots. Jim Eisenmenger said it would not go supersonic going straight down.

Jim Eisenmenger did not allow Jeff Randall to drive on base for a period of time after some inappropriate vehicle maneuvers in a parking lot, he was permitted to fly the A-7 after he walked from the main gate.

The A-7D evolved into a great plane with a well defined unit mission. With the A-7D, our unit members interfaced with military allies from several countries, including Canada, Norway, England, Belgium, Portugal, and Germany.

We deployed to several locations with this aircraft, both stateside and overseas. One of the first deployments (1978) was to Davis-Monthan AFB in Tucson, AZ. Approximately 120 people participated in Operation Snowbird." The year 1978 also saw our first overseas deployment with the A-7D. Our unit deployed to Rygge, Norway, participating in "Operation Coronet Swallow", involving NATO forces.

September of 1978 saw 350 unit personnel and 18 A-7 aircraft deploy to Rygge, Norway. As the first big NATO deployment, this trip was used to work with the Royal Norwegian Air Force F-5 unit at Rygge Air Base. It wasn't all work and no play, as the off time was used by many personnel to trace their Scandinavian "Roots," travel to the beautiful city of Oslo, and explore the coastal fjords. Months of planning, preparation and perspiration were brought to culmination as members of the unit departed Joe Foss Field for a two-week deployment to Rygge Air Station, Norway. Providing additional support and specialized expertise to the talents of the 350 persons involved in the deployment program designed to familiarize a U.S. based unit with the procedures of a long-range overseas flight, and working in an unfamiliar environment. Nucleus of the exercise was a force of 18 A-7D Corsair II fighter aircraft which departed early the morning of Sept. 9, flying nonstop from Sioux Falls to Rygge AS, located near Oslo. During the 4,000 mile, nine-hour flight, the aircraft were refueled four times by KC-135 Stratotankers from Strategic Air Command and the Air National Guard Stratotankers which accompanied them on their ocean crossing. Leading the fighter force was Col. Justin L. Berger,

114th Tactical Fighter Group Commander. To prepare for the arrival of the unit members, an advance contingent of 57 persons and 13 tons of cargo departed early the morning of Sept. 6 on board a C-141 Starlifter cargo aircraft provided by the 437th Military Airlift Wing, Charleston Air Force Base, S.C. Their job was to insure that the arrival of the main force would be accomplished as smoothly as possible. The assignment of people to barracks and setting up the mechanics work areas with necessary tools were part of their prime responsibility. After a pressurization problem which necessitated setting down at McGuire AFB, N.J. for repairs, the advance party arrived at Rygge approximately 6:00 a.m. local time Thursday. The balance of maintenance and support personnel departed early Sept. 9 aboard five C-141s from the 437th MAW. These early morning departures were necessitated by the requirement for a daylight landing in Norway. More than 50 tons of equipment were transported aboard the six C-141s, including all the necessary tools, equipment and material needed to support the deployment for a 30-day period. Included are all necessary bench stock, test equipment, plus two spare A-7 engines. To most efficiently distribute the 22 pallets of cargo — not to mention the 350+ members — MSgt. Harry Shanks of Group Logistics has been figuring and refiguring loading configurations. With the factors of dimension, weight and balance to be taken into consideration, his goal was to keep the weight below 40,000 lbs. for each aircraft. This deployment provided an opportunity to evaluate the concept of the unit being able to deploy anywhere in the world and be fully operational on a self-sustaining basis. After their arrival on Sept. 9, the pilots received aircrew briefings on the 10th, and on the 11th they were involved in orientation flights to become familiar with the Norwegian countryside. This familiarization was eased by each pilot pairing up with a Norwegian pilot, flying in tandem. During the weeks in Norway, the A-7s was involved in both NATO and Norwegian exercises involving close air support, interdiction, air defense, maritime attack and sea surveillance. Pilots flew almost daily, as approximately 300 sorties were tasked for the two-weeks. This amount of time was comparable to two months regular flying time. Thus, pilots and other personnel had their energy put to the test. Operations were in conjunction with U.S. Air Force, Europe and Norwegian forces, as well as Navy and Marine units. Here, the A-7D's advanced navigation and accurate all-weather weapons delivery systems was extremely valuable. A high point of the deployment was a barbecue on the evening of Sept. 15 for unit members, dignitaries, Rygge personnel, and Norwegian relatives of unit members. The barbecue was sponsored by the South Dakota Beef Council, both as a good will gesture and for the promotion of foreign markets for South Dakota farm and ranch products. Another high point of the trip was the scheduled visit by Crown Prince Harald and other members of the Royal family who inspected the base and met the members of the 114th. During the visit, certificates were presented naming Crown Prince Harald and King Olav V as honorary South Dakota citizens. Through the deployment, South Dakota Air National Guard members were given the opportunity to experience a unique and valuable training exercise. In addition, by working together with members of comparable foreign forces, the friendly ties between the United States and Norway were further strengthened.

In 1979, the unit began participation in Operation Coronet Cove at Howard AFB in Panama. Both aircrew and support personnel were extended there in the summer of that year during the Nicaraguan crisis. That deployment is an ongoing commitment.

The first of 8 deployments to Panama came in April 1979. In support to the U.S. Army four A-7 aircraft and 50 personnel left for the Canal Zone on 14 April. The Panama deployment is an ongoing, rotational commitment by the Air National Guard for the protection of the Canal. During the second "Coronet Cove" deployment, the government of Nicaragua under the leadership of Anastasio Somoza fell, and the deployment was extended for an additional period of time in order to help strengthen the Sioux City unit that had followed in rotation.

On 18 August 1979, the SDANG participated in Red Flag. Red Flag is an annual joint exercise held at Nellis AFB NV. All commands of the Air Force participate in a simulated war time-high threat environment, carrying out missions of their own expertise, such as weapons delivery and fighter cover. All these activities take place in the desert area near Las Vegas.

A joint exercise with the Canadians in April of 1980 was called Maple Flag. At the Royal Canadian Air Force Base at Cold Lake, the units of the USAF flew sorties to become better acquainted with the NATO roles and their RCAF counterparts.

On 6 December 1980, the 114 TFG planned and directed a multi-force air strike training scenario named Sentry Desert Flag at Yuma, Marine Air Corps Air Station Arizona. USAF, Marine Corps, Navy and Air National Guard participated. Twenty-seven South Dakota Guardsmen and seven A-7s participated. In December 1980 Col Phil Killey planned and directed a multi-force air strike training scenario, named Sentry Desert Flag, at Yuma, AZ. The Air Force, Marine Corps, Navy, and Air National Guard's equipment and personnel participated under the management of the 114th Tactical Fighter Group. The coyote with the machine gun, designed by Tony Delorenzo, became the official lobo logo for Sentry Desert Flag and is still used by the 175th and throughout the base.

The unit changed command in June 1980 when Col. Justin L Berger was promoted to Brigadier General, and named Assistant Adjutant General (Air) for South Dakota. The Commander was Colonel John N. Olson. In December of 1980, the 114 TFG planned and directed a multi-force air strike training scenario, code named Sentry Desert Flag, at Yuma, AZ. Air Force, Marine Corps, Navy, and Air National Guard equipment and personnel participated under the management of the 114 TFG.

Major deployments for 1982 were Operation Snowbird to Phoenix from 3 Jan. to 16 Jan.; Sentry Desert Flag, Yuma, Arizona from 18 Feb. to 26 Feb.; Operation Sentry Dakota to Monte Real Air Base, Portugal from 7 Sept. to 20 Sept.; and Coronet Cove (Panama) from 23 Oct. to 6 Nov. and also 6 Nov. to 20 Nov.

Awards received during 1982 were the TAG Flight Safety Plaque, South Dakota Air National Guard Outstanding Unit Award, and the Air Force Outstanding Unit Award, presented by Vice President George Bush, a first for the unit.

On June 29, 1982, the inventory of aircraft was increased by one with the addition of a two-seat

A7K for training and instrument check ride purposes.

Sentry Dakota in September of 1982 took 46 members and four A-7D's to Monte Real Air Base Portugal. The purpose of this deployment was to give pilots and support personnel using similar aircraft, but from different countries, the opportunity to compare techniques and tactics. The Portuguese fly the A-7., Because the Corsair II was new to the Portuguese, American crews were able to help train and exchange knowledge with them. Col. John N. Olson, Commander of the 114TFG SDANG, led part of the unit to Portugal from 7 through 20 September 1982. Forty-six unit members and four A-7D fighters were stationed at Monte Real Air Base, Portugal in order to support the U.S. Air Force in Europe and the Portuguese Air Force. Code named Operation "Sentry Dakota," over 20,000 lbs. of equipment were airlifted from South Dakota to Portugal aboard 2 C-130 transports in support of the mission. Two A-7's from the 162TFG, Arizona Air National Guard, joined the SDANG jets in the exercise. As the six planes crossed the Atlantic on 13 September, they were refueled enroute by a KC-135 Tanker from the Utah Air National Guard. The Portuguese Air Force pilots stationed at Monte Real, also fly A-7P fighters. The entire exercise permitted pilots of similar aircraft but from different countries, the opportunity to compare techniques and tactics. Code named Operation "Sentry Dakota," over 20,000 lbs. of equipment were airlifted from South Dakota to Portugal aboard 2 C-130 transports in support of the mission. Two A-7's from the 162TFG, Arizona Air National Guard, joined the SDANG jets in the exercise. As the six planes crossed the Atlantic on 13 September, they were refueled enroute by a KC-135 Tanker from the Utah Air National Guard. The Portuguese Air Force pilots stationed at Monte Real, also fly A-7P fighters. The entire exercise permitted pilots of similar aircraft but from different countries, the opportunity to compare techniques and tactics.

Exercises and deployments in 1983 took members of the 114 TFG to Davis-Monthan AFB AZ (Operation Snowbird), Camp Ripley, MN, Keesler AFB MS, Mt. Home AFB ID, Donnelly Field, Montgomery, AL, Gulfport, ANG, MS, Tyndall AFB FL, Luke AFB AZ, Nellis AFB NV, George AFB CA, Ellsworth AFB SD, Hill AFB UT, and Volk Field, WI.

Two additional A-7D aircraft were added to the inventory on 19 July 1983, but one other A-7D was transferred to the Des Moines, IA guard unit on 30 November 1983.

Operations for 1984 included Operation Snowbird to Davis-Monthan AFB, Arizona in January 1984 and Coronet Cove to Panama for one month in Nov.-Dec., 1984. An Operational Readiness Inspection also took members of the unit to Volk Field, Wisconsin in August, 1984, with the unit participating in exercises with full chemical warfare gear. Nine members of the unit also deployed to the Federal Republic of Germany to participate in a tactical Leadership Program. Three members also traveled to the United Kingdom as a site survey team for an upcoming unit deployment in 1985.

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

the United Kingdom and Western Europe. After much planning, May of 1985 saw the 132 TFW, 185 TFG and the 114 TFG deployed to the United Kingdom. Coronet Buffalo was designed to help the wing integrate with the personnel of the Royal Air Force already assigned a "Checkered Flag Base." The squadron assigned to RAF Waddington flies the Nimrod, the British version of the AWACS type aircraft. During the four week deployment, over 330 South Dakota Guardsmen worked side by side with their RAF counterparts during normal flying activities as well as war like exercises. Although there were some weather problems during the deployment period that caused the cancellation or delay of many sorties, it should still be considered an overwhelming success. The many rich traditions and customs of the British Isles held the attention and interest of the American tourist.

The highlight of 1985 was Coronet Buffalo, the largest ever ANG Checkered Flag deployment. This was a joint 132 TFW, 185 TFG and 114 TFG deployment with 356 people and 36 A-7s. We were well received at RAF Waddington and everyone enjoyed working with their Wing and RAF counterparts.

On May 10, 1985, a Navy A-6 crashed near Flandreau, killing both crew members. Members of the 114th Disaster Response Force and Resource Protection Teams quickly mobilized and served under miserable weather conditions, on a 24-hour basis, during the next few days providing security and assisting in crash clean up

Lt. Gen. Charles Cunningham presented the South Dakota Air National Guard with its second Air Force Outstanding Unit Award at a ceremony in July.

In 1986 the 114th Tactical Fighter Group finished first among A-7 units in achieving an 80 percent Fully Mission Capable rate while flying 5,397 accident free hours. At the end of 1986 we had flown 14,287 hours without a Foreign Object Damage (FOD) incident. Our members have always taken pride in preventing FOD. "All available personnel please report to the flight line for a FOD walk" is often heard across the PA system. Tactical Air Command recognized the unit's record of 147 consecutive Class A mishap free months by awarding the Group its Flying Safety Award.

The excellence in performance continued. The 114th Communications Flight was selected as the Outstanding Communications Flight of the Air National Guard for 1987. The 114th Consolidated Aircraft Maintenance Squadron was selected as both the Air National Guard's Maintenance Effectiveness Award and Daedalian Trophy winner. The Intelligence Section was selected as the Outstanding Reserve Forces Intelligence Section within 12th Air Force for 1987. The awards we win are a direct result of our member's teamwork and pride.

1987 - The ORI: Our unit deployed to Volk Field Wisconsin for our Operational Readiness Inspection in 1987. Volk became almost a second home for some after a 40 year partnership. Another Air Force Outstanding Unit Award was presented.

1988 - Coronet Stone The unit had a memorable and historic Checkered Flag Training

deployment to St Truiden, Belgium. We were the first US Air Force unit to operate out of Belgium since WWII. It was outstanding training.

In September 1988 Hurricane Gilbert swept through the Caribbean Islands - leaving much suffering and destruction. The National Guard Bureau quickly put into action a plan to deploy Army National Guard units into Jamaica to repair damage to the country's clinics and hospitals and Air National Guard units to repair public schools. On March 28, 1989, 45 of our members deployed to Jamaica for two weeks. Hurricane damage to the schools consisted of roof and electrical repairs. Our members set up camp and before long were eating hot meals. The SDANG left its trademark by teaching the children how to play softball. We also won another Air Force Outstanding Unit Award.

30 May 1991

Two USAF LTV A-7 Corsair IIs of the 175th Tactical Fighter Squadron, 114th Tactical Fighter Group, South Dakota Air National Guard, collide in mid-air and crash in a "ball of flame" over northwestern Iowa near Spencer, Iowa, during mock combat, both pilots and a civilian passenger eject safely. The flight consisted of an A-7D single-seater, 70-1050, and A-7K, 80-0292,

The 114th Tactical Fighter Group received the first of its F-16C/D in August 1991 with the official conversion from the A-7 to F-16 occurring on 1 January 1992.

The unit has trained with the Navy and Marines, the Air Force during Operation Provide Comfort II in Turkey, Checkered Flag Training in Belgium, Cope Thunder in Alaska, Commando Sling in Singapore, Maple Flag in Canada, Operation Southern Watch in Al Jaber, Kuwait and Operation Coronet Night Hawk in Curacao, Venezuela.

The first three F-16s, two C-series and one D-series, arrived at Joe Foss Field on Wednesday, August 14, 1991, and were greeted with a formal ceremony and several distinguished guests, including Lieutenant Governor Miller. Many guard personnel and their families were present as the F-16s arrived. There was a brief ceremony as the aircraft records were passed from the active Air Force to Col Brian Bade.

The first of the unit's A-7 fighters were scheduled to depart Sioux Falls in October. The official date for the conversion was January 1, 1992.

In order to make the conversion successful, a lot of hard work and training was necessary prior to the official conversion date. Several of our pilots attended F-16 transition training. It was like a revolving door in Operations as pilots were going to and from training. Our workers spent many hours familiarizing themselves with the F-16. They had been involved in deployed training since 1990.

In addition to all the training, new equipment was received and facilities were built or remodeled to accommodate the F-16.

The growth of our base in the 1990s has been unprecedented. Much of the growth was attributed to the F-16 conversion. Civil Engineering published a Master Plan to ensure unit requirements are met through orderly and efficient expansion. West of the main runway we acquired 60 acres for a new munitions maintenance/storage complex completed in 1995. We also have a new Gate House, Corrosion Control, Weapons Services, Organizational Maintenance, Composite Facility and Cold Storage Warehouse.

In addition, several buildings were altered or added-on, such as Engine Shop, Hydrazine, Electric Shop, Fuel Systems, Avionics, Life Support, POL, Pilots Briefing Room, ECM and Weapons & Tactics.

We've added aircraft apron parking and POL parking. The Hush House was also moved.

Two major projects scheduled for construction are a Base Supply Complex and Vehicle Maintenance Complex. Note many old-timers call the present vehicle maintenance building, the "New Motor Pool."

The orderly, well planned growth we've experienced is attributed to a lot of hard work in Civil Engineering. Base appearance, which has been identified on several occasions as the best in the entire Air National Guard, is due to the hard work of our dedicated State Maintenance workers. On January 18, 1992, a team left for Ramstein AB, Germany, to begin accepting 16 F-16s. They returned on February 23. A second team left on February 21 to complete the acceptance and returned on March 29, 1992.

With this aircraft we can support a variety of taskings. We have a world-wide short response capability. Standard operations allow integrations with any US composite wing. We have trained with the Navy and Marines, the Air Force during Operation Provide Comfort II in Turkey, Checkered Flag Training in Belgium, Cope Thunder in Alaska, Maple Flag in Canada plus Red Flag and others. Some of this training is right out of "Top Gun."

While we are proud of the excellent ratings for the UEI and ORI shortly after the conversion, our real report card is Provide Comfort II plus our other deployments. The recent Air Force Outstanding Unit Award is an indication everyone in the unit is a contributor. In addition to responding when called, we volunteer when needed. Randy King and Shane Wischer completed NGB Pentagon tours.

Along with new aircraft came a new mission. The unit was redesignated as the 114th Fighter Group and became a part of the newly formed Air Combat Command on June 1, 1992.

For the past several years, the 114th TFG maintained an average strength of 965 members to support the unit's A-7D fighters. The conversion to F-16C fighters increased the unit's authorized strength to a high of 1,065 and was then reduced due to downsizing.

The F-16 also brought out some artistic talents of two of our crew chiefs. Clinton Burt approached Col Lien with the idea of tasteful nose art decided on by individual crew chiefs and pilots. Designs were approved by a board. Jeff Hofer painted eighteen designs and Steve Abraham painted three. To ensure no artwork was lost through repainting or aircraft transfer, all original nose art was also painted on the walls of the dining room for everyone to enjoy.

In 1993 the newly built, composite "Duke Corning" building was dedicated to an old familiar friend. MG Corning was respected and loved by all. Mrs. Catherine Corning honored us with her presence, ribbon cutting and inspirational recollections of the early days.

The unit's first combat mission with the F-16C was at Incirlik AB, Turkey, from December, 1993 through January, 1994. This tasking was a peace keeping mission enforcing the no-fly zone over Northern Iraq. See page 139 for more details. Our unit's first NATO deployment with the F-16 was back to St. Truiden AB, Belgium where we got reacquainted with several old friends. Eight F-16s were deployed on a nine hour flight with few problems. Once we started flying local missions from St Truiden, the aircraft also performed extremely well. The mission capable rate for the deployment was 94 percent. The types of missions flown consisted of DACT with Belgium and German aircraft. Air-to-ground sorties were flown against targets in Germany and other NATO countries.

On 1 October 1995, the 114th Fighter Group became the 114th Fighter Wing.

In December 1995 it was announced we received our first Air Force Outstanding Unit Award with the F-16.

Operation Provide Comfort II marked yet another milestone in Air Guard History. Four F-16C units (Sioux Falls, Sioux City, Buckley CO and Richmond VA) comprised of 185 people and 11 aircraft teamed up on very short notice and deployed to Incirlik AB, Turkey, to augment the Air Force and enforce the "no-fly zone" over Northern Iraq. As is always the case, we had more volunteers than positions. Most enlisted personnel lived in tents. The most difficult part of the deployment was the short time to prepare. OPC II is a multi-nation effort to protect many innocent people from annihilation by the Iraqi military. This 45 day deployment over Christmas 1993 and New Years proved to be a resounding success, due to the hard work, long days, and the combined cooperation of the four units. Overall, 380 sorties were flown over hostile territory with only one air abort and two ground aborts (plus one sympathy abort). Most days we operated sun-rise to sunset, with infrequent time off. Typical F-16 configurations were ECM pods, fuel tanks, CBUs and air-to-air missiles, , any configuration was possible. A typical mission was three hours with at least one in-flight refueling. Tasking was DCA, escort and reece. We were also introduced to AIM-129 rails, used with A/A missiles and ALQ-131 ECM pods. There were no injuries or incidents of any kind. The Task Force Commander held the Air Guard up to the Active Forces as setting a new standard of performance. Perhaps the best "morale tool" was the phone. The orderly room stayed open throughout the holiday season so members could call home on the autovon. Our own Communications and Security members at Joe Foss Field transferred these calls. Although everyone did a little shopping, experienced the Turkish

culture, and enjoyed their limited time off, no one lost sight of our humanitarian mission. In fact, many people voluntarily worked extra hours. Everyone was a "Superior Performer". We certainly made a big hit at Incirlik when Santa "RJ Clifft" Glaus taxied in with an F-16 and handed out hundreds of gifts to military dependents. Although the civil unrest continues in Turkey and Iraq, we were outstanding ambassadors for the South Dakota Air Guard. After our return to Sioux Falls, the local Kurdish community hosted a night of authentic Kurdish food, music and folk dancing as a gesture of appreciation.

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

2009 COLD LAKE, Alberta – Aircraft and crews from the U.S. Air Force participated with a combined force in Canada as part of Maple Flag 42, providing pilots and crews with realistic air combat training in May and June. Sponsored by the Canadian Forces 4 Wing and held at Cold Lake, Maple Flag provides realistic air combat training for pilots, according to Canadian Forces Maj. Carl Cottrell, Maple Flag commander. "Maple Flag is similar to Red Flag where we provide junior pilots with their first 10 sorties in a combat environment," he said. "We have also migrated to a more joint force to conduct operations with a large force deployment and support a joint component on the ground. It is representative of the modern battlefield." Participating in Maple Flag also gives U.S. units an extra dimension of training they couldn't get at Red Flag, said Col. Mike Meyers, U.S. Expeditionary Forces commander. "It's a different scenario and a different place," said Meyers who is deployed from the South Dakota Air National Guard. "We

deploy out of the country, so we get the whole expeditionary piece. Instead of working with our allies in the states, we work with them in their backyard." Some participants of the exercise include units from Mountain Home Air Force Base (AFB), Idaho, the South Dakota Air National Guard, Tinker AFB, Okla., Nellis AFB, Nev., Canadian Forces, Singapore, Great Britain and the Netherlands. Working with different units and forces from other countries creates new training opportunities for pilots participating in the exercise, according to Capt. Jeremy Doohen, a South Dakota Air National Guard pilot with the 175th Fighter Squadron from Sioux Falls. 114th Fighter Wing trains in Canada during Maple Flag 42 Staff Sgt. Adam Dolney, 114th Fighter Wing crew chief, examines the exhaust in preparation for a training mission during exercise Maple Flag 42 June 4. Maple Flag is a Canadian-sponsored and ACC-supported exercise, that provides aircrews simulated air and ground combat training to coalition forces in a NATO environment. (Air Force photo by Senior Airman Larry Reid Jr.) Capt. Jeremy Doohen inserts an air combat maneuvering instrumentation card inside his right wing June 4 as Staff Sgt. Derek Lauer, 114th Phase Docks, looks on. The ACMI card enables Maple Flag observers and mission planners to track pilots in real time during their simulated air wars. (Air Force photo by Senior Airman Larry Reid Jr.)

“We’re used to working with our unit, so we have to get used to working with other units and countries,” Doohen said. “We’re used to flying with only six of our own aircraft out there, here we are working with other groups. You really have to have situational awareness of what the other groups are doing – there is so much going on out there. We’re also working with dissimilar aircraft – you don’t know who the bad guys are until they are close. It’s good training.” Maple Flag was developed in 1978 in response to the finding that most wartime aircraft losses occurred during an aircrew’s first ten combat missions. The exercise provides junior aircrews with these critical first 10 missions, allowing them to train for large coalition operations in a structured academic environment.

In 2009, the 114th executed an \$81 million dollar budget, flying 6,105 hours with no Class A/B or weapons accidents. A goal for the 114th is to position the unit for a community based active associate unit with an advanced fighter to follow. The 175th Fighter Wing flew 3,700 hours in fiscal year 2009, bringing the total of accident-free flying hours to 12,923. The 114th Fighter Wing accomplished ASA and AEF mission-focused training through both day and night intercept training with Civil Air Patrol, two mobile training team exercises with Joint Terminal Attack Controllers, a large force exercise to Maple Flag, Canada, and a Tucson live munitions deployment. During the past year, the Fightin’ Lobos of the Air Guard completed more than 25 major deployments in support of OIF and OEF, along with other security, humanitarian and alert missions. These deployments involved more than 550 unit members to 13 different overseas countries and Canada. Overseas duty included deployment to Iraq, Qatar, Germany, Afghanistan, Kuwait, United Arab Emirates, Korea, Japan, Kyrgyzstan, Philippines, Suriname and Honduras. The 114th also conducted a Unit Compliance Inspection in 2009, and achieved a 99 percent complies or complies with comments in critical areas. The unit also accomplished briefings with Air Combat Command’s integrated staff, National Guard Bureau/A8, and the Deputy Director of Air National Guard on associations and potential future mission and increased positive visibility of the unit at the local, state and national levels. In July, the 114th hosted their 2009 Power on the Prairie Air Show and open house at Joe Foss Field; the largest and most successful air show in the 114th’s history. With more than 150,000 spectators, those in attendance witnessed the Blue Angels, the F-22 Demo Team and numerous other flying and static displays.

2009 In May, we responded to a short notice Air Combat Command tasking to provide critical support for the Weapons Instructor Course at Nellis Air Force Base. We deployed jets and personnel and gained valuable training for our aircrew and support team. Shortly thereafter, we deployed eight jets and 100 Airmen to Cold Lake, Canada for a Maple Flag Exercise where we were able to train with our NATO Allies in a massive flying exercise. This was also the beginning of our formal spin-up program in preparation for a rapidly approaching Air Expeditionary Force tasking.

In August, we deployed yet again to Davis Monthan Air Force Base, Ariz., for a summer Snowbird with the primary objective of employing live bombs and bullets. We expended a total of 87 weapons and fired over 3000 rounds of 20mm bullets with a hit rate of 100%.

On Feb. 18, the 114th Fighter Wing closed out over 26 months of Air Sovereign Alert around

the-

clock duty at Langley AFB, Va. The Langley Alert Detachment started due to airplane conversions at other Air National Guard units on the east coast. It was a hybrid operation shared with the 158th Fighter Wing of the Vermont Air National Guard. The 114th provided the airplanes and 75 percent of the alert pilots while the 158th supplied the onsite personnel and remaining pilot manning. It was a very lean undertaking that exemplified Air Force Smart Operations while supporting the number one mission priority of the Secretary of Defense.

Feb. 26, 2010 - SIOUX FALLS, S.D. – Air National Guard and U.S. Air Force senior leaders announced today that nearly two dozen newer F-16 fighter jets will soon arrive at Joe Foss Field in Sioux Falls. The 175th Fighter Squadron of the South Dakota Air National Guard's 114th Fighter Wing has been flying Block 30 F-16 aircraft since 1991. Those jets will be retired and replaced by newer Block 40 F-16s. The 22 replacement jets are scheduled for transfer from Hill AFB, Utah, to Sioux Falls between April and September.

"The South Dakota Air National Guard's fighter aircraft have provided outstanding contributions to our nation's defense and global interests for more than 62 years," said Gov. Mike Rounds. "This latest aircraft conversion will secure the Air Guard's operational capabilities for many years to come." The assignment of Block 40 F-16s will ensure that the 175th Fighter Squadron remains fully combat capable. The abilities of the Block 40 F-16s are very similar to those of the squadron's currently assigned aircraft, which have had numerous system upgrades.

"The assignment of Block 40 F-16s provides strong affirmation by U.S. Air Force and National Guard leaders of their confidence in the contributions of the S.D. Air National Guard to our nation's defense," said Colonel Russ Walz, commander of the 114th Fighter Wing. "This aircraft conversion will ensure that the 175th Fighter Squadron remains ready and relevant for many years to come." Newer F-16's destined for Sioux Falls. Among those affected by the Block 40 change are Staff Sgt. Ryan J. Sullivan and Senior Airman Ciara G. DeSmet. Both are in Avionics and will have to undergo training for the new aircraft

2011 was a challenging year for the 114th Operations Group as the conversion status resulted in a significant reduction in flying. Sorties were maximized and allocated to keep all pilots current while still managing to upgrade six Flight Leads. Four deployments highlighted the year and allowed pilots to ramp up in specific mission areas. The 114th Maintenance Group stepped up to provide sortie surges during these periods all while dealing with considerable hardware and software modifications during the entire 12 months. SNOWBIRD at Davis Monthan AFB, Tucson, Ariz., Feb. 5-17, was the first 114th Fighter Wing deployment with Block 40 F-16's. The Maintenance Group performed a small miracle getting 11 jets to Tucson, considering the heavy repairs they were accomplishing on all 22 airplanes. 167 personnel deployed during this two-week period which allowed valuable fair weather training away from the harsh northern plains winter. 189 munitions were delivered and more than 13,700 20 mm rounds expended. Snowbird was a very successful first Block 40 deployment and set the stage for continued success through the year.

NORTHERN LIGHTNING at Volk Field, Wis., June 14-24, was leveraged by launching the morning go from Joe Foss Field, air refueling, participating in a large force exercise in the Volk Field Airspace complex and then landing at Volk Field. The 114th Maintenance Group deployed a small force to turn the jets, which allowed pilot debriefs and participation in the second LFE before returning to Joe Foss Field that same day. Due to the conversion, it had been some time since pilots had participated in large scale events of this nature and was important in preparing the unit for upcoming Sentry Eagle.

SENTRY EAGLE at Kingsley Field, Klamath Falls, Ore., July 20-25, was a quick hitter of intense Large Force Exercise training. More than 11 units participated, making it the largest Air-to-Air exercise in the ANG. Tankers, electronic warfare platforms, airborne command and control and numerous adversaries made this realistic contested, degraded and operational limits training. Maintenance again did a superb job of deploying five jets. The opportunity was unique in providing large scale air battle training that is difficult to replicate in local airspace.

JACKSONVILLE at Jacksonville IAP, Fla., Aug. 15-26, was a small-scale pure Air-to-Air training detachment flying with the Florida ANG F-15's. The dissimilar training exposed new flight leads to an unfamiliar airfield against quality adversaries. Maintenance was spectacular in filling 100 percent of the schedule. State active duty to support Missouri River flooding control efforts provided unique leadership opportunities for several members of Operations Group and complemented the overall dynamic training year. The 114th Operations Group looks forward to another challenging year of further immersion in the capability of the Block 40 while preparing all Airmen for future deployments and inspections.

The beginning of 2011 found the 114th with 22 newly assigned Block 40 aircraft manufactured in 1988, with an average fleet time of more than 6,300 hours. Maintenance's main focus was to get the new fleet accepted, upgraded and airworthy as soon as possible. Fifteen of the aircraft were sent back to depot for work on the 341 bulkheads, eight each were repaired and extended 6,000 hours and the other seven had complete replacements. With these transactions underway, the 114th MXG also performed the Beyond Line of Sight modification, new advanced IFF (AN/APX-124), modular mission computer upgrades and the embedded GPS/INS (EGI) modification to all aircraft. 2011 was also a productive year for the 114th FW flying program. Along with the maintenance previously mentioned, 1,700 local sorties were flown for a total of 2,497 flying hours. The 114th supported deployments to Tucson, Ariz., for Snowbird, Jacksonville, Fla., and Northern Lightning and Sentry Eagle. The 114th MXG experienced personnel changes throughout the course of the year. They said goodbye to Lt. Col. Greg Anderson, who was reassigned to Headquarters, SDANG. He was replaced by Maj. Kelly Petterson as the new Aircraft Maintenance Squadron commander. Lt. Col. Kevin Curley also left Maintenance and was replaced by Lt. Col. Kristin Baur as Maintenance Squadron commander. Baur has the distinction of being the first female officer to serve as a commander in the maintenance arena of the 114th FW. Lt. Col. Joel DeGroot was promoted to colonel as the Maintenance Group commander. The knowledge of the maintenance personnel continued to be recognized and valued Air Force-wide as many of our Airmen were tasked to augment inspection teams, evaluate operational readiness exercises and perform staff assistance visits.

On 28 October 2005, at 1031 hours local time, Mishap Aircraft 1 (MAI), F-16C S/N 85-1469, was struck by the Mishap Boom (MB) of Mishap Aircraft 2 (MA2), KC-10A S/N 83-0081, while conducting Air-to-Air Refueling (AAR). The F-16C Mishap Pilot (MP), of the 175th Fighter Squadron, 114th Fighter Wing, was not injured, and MAI recovered without incident to Joe Foss Field, SD. MA2 recovered without incident to Alpena Combat Readiness Training Center, MI, and then returned to McGuire AFB, NJ, on 30 October 2005. The Mishap Flight (MF) was a mission qualification upgrade sortie for the MP and included KC-10 AAR in the Lake Andes Military Operating Area (MOA). After the tactical portion of the flight, the Mishap Boom Operator (MBO) cleared the MP from pre-contact to the contact position for AAR. Sixteen seconds after being cleared to contact, the MP was directed by the MBO to move back four feet. Four seconds later the MB struck MAI on the top right side of the fuselage next to the vertical stabilizer (tail). The damage to the F-16C is estimated at \$930,347. The damage to the KC-10 boom is estimated at \$75,230. Shortly after the air-to-air refueling mishap, MAI intentionally jettisoned an empty 370-gallon external fuel tank in accordance with emergency procedures. The fuel tank impacted the ground approximately 5 miles west of the Missouri River in an unpopulated area within the confines of the Lake Andes MOA. A recovery effort was unable to locate the tank. There is no known damage to civilian property as a result of the mishap. After a careful and complete investigation, the Accident Investigation Board President determined that the cause of the mishap, supported by clear and convincing evidence, was the MBO's abrupt boom flight control stick inputs in reaction to MAI's two to four knot closure rate and elevated position within the AAR envelope. To avoid striking MAI's vertical stabilizer (tail), the MBO "jerked" back on the boom flight control stick, causing the MB to move rapidly up towards the underside of MA2. To avoid striking the underside of MA2, the MBO then pushed forward on the boom flight control stick causing the MB to swing down at a high rate of speed striking MAI. There is no evidence of a mechanical failure being a factor in the mishap.

USAF Unit Histories

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