

## 158<sup>th</sup> FIGHTER WING



### MISSION

#### LINEAGE

158 Fighter Group (Air Defense) established and allotted to Vermont ANG, 1956  
Received federal recognition and activated, 15 Apr 1956  
Redesignated 158 Fighter-Interceptor Group, 1 Jul 1960  
Redesignated 158 Defense Systems Evaluation Group, 9 Jun 1974  
Redesignated 158 Tactical Fighter Group, 1 Jan 1982  
Redesignated 158 Fighter-Interceptor Group, 1 Jul 1987  
Redesignated 158 Fighter Group, 15 Mar 1992  
Redesignated 158 Fighter Wing, 11 Oct 1995

#### STATIONS

Burlington, VT

#### ASSIGNMENTS

Vermont Air National Guard

#### WEAPON SYSTEMS

##### Mission Aircraft

F-102, 1965

EB-57

F-4, 1980

F-16

##### Support Aircraft

C-12

## COMMANDERS

Col Robert P. Goyette

LTC John W. McHugo, 1965

### *LTC Spear*

Maj Denis E. Lambert, 1966

*LTC Richard H. Mock*

LTC Andrew M. Bostock, 1 Jan 1968

Maj William J. McGinley, 1969

LTC John D. Leonard, 8 Sep 1972

LTC David L. Ladd

LTC John K. Scott, 5 Dec 1992

Col Douglas E. Fick

Col David P. Baczewski

Col Thomas W. Jackman Jr., 4 Jan 2014

## HONORS

### Service Streamers

### Campaign Streamers

### Armed Forces Expeditionary Streamers

### Decorations

## EMBLEM



## MOTTO

## NICKNAME

## OPERATIONS

*Lieutenant Colonel Spear became commander of the new Tactical Fighter Group headquarters and Major Richard H. Mock was promoted to command the Squadron. When the Group*

***Headquarter was dissolved in April, 1956, the personnel reverted to the Squadron.***

In January 1960, the VTANG became a participant in the Air Defense Runway Alert Program. Two aircrews were on daytime alert. Six months later the 134th FIS was recognized as the 158th Fighter Interceptor Group (FIG) and was placed under the USAF Air Defense Command (ADC).

The 134th FI Squadron retained its numerical designation but the new units which made the group self-sufficient were all numbered 158: The maintenance and supply squadrons, the medical clinic or dispensary, and later a combat-support squadron containing everything from chaplains to photographers, from mess hall to motor pool. A skilled civil engineering flight was also added. At this time, Lieutenant Colonel Robert P. Goyette assumed command of the group. Alert hangars previously used by the regular Air Force were manned by VTANG and the Guard assumed a full-time 24 hours a day alert status.

Summer field training in 1960 was conducted at Otis AFB, Cape Cod, Massachusetts, from 18 June to 2 July. When the unit returned to Burlington, the Maintenance and Operations Squadrons immediately moved into the facilities that had just been vacated by the regular Air Force. The Administrative, Civil Engineering, Supply, Food Service and Motor Vehicle functions remained on the Williston Road side of the air field. Military vehicles were allowed to cross the east end of the runway after receiving clearance from the tower to transport personnel back and forth.

Work was completed on the weapons storage site on the east side of the field in 1964. This enabled the Air Guard to stock either conventional or nuclear weapons.

On 4 March 1965, three months after his promotion to Colonel, Group Commander Robert P. Goyette and First Lieutenant Jeffrey B. Pollock were killed in an F-89 crash. Lieutenant Colonel John W. McHugo was named Group Commander.

A major construction program was undertaken in 1969 including an \$800,000 operations complex and several other projects. The objective was to transfer all ANG activities to the northeast side of the field and to consolidate operations. The move to the northeast side was completed in early 1973. Also, a major construction program was initiated which included an Operations complex next to Hangar 3 and several other projects. The goal of this latest construction project was to transfer all ANG activities to the northeast side of the field and to consolidate operations. Base Supply moved into Hangar 1 and the Motor Pool into Hangar 2.

1972 On July 6th, the 158th FG received a new logistic and administrative support aircraft. A 20 seat VT-29 arrived in Burlington from Loring AFB, Maine, to replace the older C-54 which had been in service since 1967. Lt. Col. John D. Leonard became Group Commander on Sept. 8, 1972.

On July 31, 1978, Air Guardsmen, airport, and municipal emergency teams rescued four people whose private plane crashed and burst into flames at Burlington International Airport. Major

Frank Sutor claimed that the quick response, which put the right people on the scene within seven minutes, was a vindication of a mock drill conducted November 6, 1977. The drill was widely criticized because the units involved had not been informed that it was only a drill. As a result of the exercise it was discovered that major problems existed with radio communications, locked gates, and coordination of the personnel of the various organizations. These problems were later resolved and this resulted in the successful response to the July 31 emergency.

1982 Beginning in 1982, weekend Unit Training Assemblies (UTA) often included mobility training to ready the unit for training deployments and potential overseas deployment in case of an emergency. 'Sorties from Burlington were usually to Camp Drum, New York, to drop practice bombs and strafe ground targets. This was a radical departure from the flying our aircrews had been doing. Some ground facilities were upgraded and new buildings constructed to support the new aircraft and mission. Personnel increased to 114 officers and 750 enlisted men and women by the end of the year.

1983 The 158th Tactical Fighter Group deployed to Gulfport, Mississippi, in January, to prepare for the upcoming Operational Readiness Inspection. This was the unit's first F-4 and TAG deployment, as well as, the first large-scale deployment in 23 years - the last full deployment was for summer camp at Otis AFB, Massachusetts, in 1960.

Summertime saw all our T-33s transfer to other units and training took on the added dimension of Disaster Preparedness exercises and the wearing of chemical warfare clothing.

1984 Deployments were becoming more common and in March, the 158th deployed to Gulfport, Mississippi, for the Operational Readiness Inspection. Part one of the inspection took place in Burlington, where the unit packed everything needed for an overseas deployment to demonstrate that we could do it. This exercise was immediately followed by repacking everything for the actual deployment to Gulfport. More than 500 personnel with their equipment went to the training base on C-130 and C-141. The 17 F-4's that were scheduled to follow the next day were delayed for two days by a thick layer of ice on the taxiways at Burlington. The Motor Pool personnel used the delay in the beginning of the next phase of the ORI to do necessary vehicle maintenance to the equipment we were to use in Gulfport. The mission aircraft began arriving late in the day and the inspection began. The last of the F-4's arrived after dark which created some unanticipated problems parking the aircraft in assigned spots with inadequate ramp lighting. Ground crews worked late and started early to prepare for the first day's sorties. It was a rough start made more difficult by the "terrorist" activities and other scenarios the IG Team presented to the Green Mountain Boys. The unit passed the ORI and in the process set a field record for the most F-4 sorties flown in one day - 82, with no aborts!

The "Green Mountain Boys" of The Vermont's Air National Guard's 158th Tactical Fighter Group officially accepted the F-16 Fighting Falcon during ceremonies in July at the unit's Burlington International Airport base. A three-aircraft F-16 air show preceded Vermont Gov. Madeleine

Kunin's official welcome to the Fighting Falcons, marked with a flight-line ribbon cutting to symbolize the transition from old to new. One of the unit's 1960s-vintage F-4s, which the F-16s are replacing, was then taxied to a site on the base where examples of some of the unit's other former aircraft are displayed. Capt. Scott D. Baldwin, Vermont's first F-16 qualified pilot, joined Capt. John N. Bellinger, Jr., and Maj. John W. Marshall of the South Carolina Air National Guard in a crowd-thrilling F-16 air show that included formation flying, rolls, loops, and a 360-degree turn. After the performance - seen by a crowd in excess of 5,000 Capt. Baldwin described the F-16 as "a joy to fly. We're flying the best jet in the best country in the world," he said. In addition to Gov. Kunin, speakers at the ceremony were Maj. Gen. Donald E. Edwards, Adjutant General of Vermont, Lt. Gen. Emmett H. Walker, Chief of the National Guard Bureau, and Col. John D. Leonard, Commander of the 158th TFG. All praised the F-16's performance and capabilities. The ceremony was held in conjunction with an open house at the base. Members of the 158th TFG also demonstrated F-16 weapon loading, unloading, and refueling operations. The unit is receiving F-16s, formerly based at Hill AFB, Utah.

1987 On December 22nd, the C-12 arrived. Its main function was to transport personnel and supplies to and from the Bangor, Maine, detachment.

The unit became the 158th Fighter Interceptor Group on April 1st, 1988 when it officially "stood up" the detachment at Bangor International Airport in Maine. Lieutenant Colonel David L. Ladd assumed command of the 158th in a traditional change of command ceremony on February 5th, 1989. LTC Ladd took the reins from Colonel John D. Leonard who had been the Group and Air Commander for the previous 16 years.

1991 Major General Donald E. Edwards, Adjutant General of the State of Vermont presented the Outstanding Unit Award to the DET 1 stationed at Bangor ANG Base, Maine. The award was the result of an outstanding Unit Effectiveness Inspection in March, 1990. Cited were the unit's impressive collection of flying hours (2040) and sorties (1368) with only 3 aircraft and 17 personnel within two years. The DET 1's first commander was Maj. Mark Fredenburgh. On April 16th it was announced that the DET would change location to Langley AFB, Virginia, and be ready for its first flight on October 1st. The 158th DET 1 would replace the 48th Interceptor Squadron the last active duty alert squadron in the country.

1991 The reduced tensions with the Soviet Union impacted the DET's role in coastal intercepts. DET 1's Maj. Gregory A. Pick reported that as of the time they left Bangor, Maine, in August, there had not been a Russian "Bear" scramble in a year and a half. The unit's scramble activity included aircraft in distress, aircraft lost off air traffic control radar and unidentified aircraft.

Late August and early September, saw 158th participation in the Green Flag Exercise at Nellis Air Force Base, Nevada. Green Flag is a large scale employment exercise involving 5-10 AF/ANG units and focusing on electronic combat and countermeasures. The deployment was broken into two waves, with a total of 67 personnel. All squadrons were represented in support of 13 pilots and 6 aircraft.

Eight aircraft, 12 officers, and 50 enlisted personnel deployed to Tyndall AFB, Florida, for Weapons Systems Evaluation Program (WSP) support and Dissimilar Air Combat Training (DACT). The unit had eight live AIM-7M's authorized for firing and each was fired by a pilot who had not fired live rounds.

1993 On September 10th, it was announced that Col. David L. Ladd, the former Group Commander, had been selected as the new Assistant Adjutant General for Air. He followed another former commander, Brigadier General John D. Leonard, who retired. Brig. Gen. Ladd pinned on his stars on October 25th.

1995 June 2nd saw Senator Patrick Leahy and Vermont Adjutant General, Maj. Gen. Donald E. Edwards, cutting the ribbon, opening the new firehouse and a new gatehouse at the entrance to the base. In fact, the summer of 95 witnessed the all-time record for construction projects either completed or underway at the VTANG. Projects included the new fire station, gatehouse, dining/medical facility, hangars 3 and 4 renovations, underground electric primary circuits, base-wide low energy lighting retrofit, new water main and natural gas lines.

1996 In March, Col. John K. Scott relinquished command of the 158th Fighter Wing to Lt.Col. Gregory A. Pick.

Members of the 158 Fighter Wing received the Air Force Outstanding Unit award for the period 1 April 1999 through 30 March 2001.

Now the Vermont Air National Guard is heavily involved in homeland defense. Since 11 September, the 158th Fighter Wing has been charged with defending our nation. About half of the traditional guardsmen on base received activation orders and life as a traditional guard base came to an end. But unit members continue to excel in their jobs and provide outstanding support to our parent commands and our nation. Honors and accomplishments continue to come in and words like first, best, and outstanding are included in the citations.

More than 200 members of the Vermont Air National Guard (VTANG) went to the Georgia Air National Guard's Savannah Combat Readiness Training Center (CRTC), Savannah, Ga., to participate in Sentry Savannah, a month long, multi-unit training exercise in February. Sentry Savannah was the largest ever military training hosted by the Savannah CRTC with over 50 fighter jets from the Air Force, Marines and Navy participating. The primary focus of the cross generational exercise was air-to-air combat training in an over-water maritime operation. "This is awesome," said Lt. Col. Daniel Finnegan, 134th Fighter Squadron Commander, VTANG.

"It's a great learning experience...It's a good deployed location, plenty of ramp space and the airspace is close and sizable. It's been great being integrated with these different platforms." Many of the training exercises involved air-to-air movements such as refueling, coordinating multiple aircraft maneuvers, and even ground-to-air engagement training. Airmen from a range of shops included Intelligence, Maintenance, and Operations groups contributed, bringing with them more than a dozen 158th Fighter Wing F-16 aircraft.

"In Savannah we were able to work with other units and different jets and support gear," said

Lt. Col. David Gritsavage, a program manager with VTANG Base Operations who helped lead the mission, "the goal of the training was to focus on exercises that we're not always able to practice at home." The location of Sentry Savannah played heavily on the exercise's duration and required air training space. Savannah CRTC facilities were used by the Green Mountain Boys, Hawaii ANG, Washington D.C. ANG, and Tyndall AFB.

But these weren't the only units in the training, the proximity allowed for three refueling wings to also take part in the exercise. The units from Florida ANG, and the Naval Air Station in Beaufort, Sc., participated from their home stations. Throughout the month, over 1,000 personnel used the facilities of the CRTC for Sentry Savannah. "It was a good experience to work with airmen from various units," said Staff Sgt. Maryjane Palumbo, an Aviation Resource Manager in Operations who also went on the training deployment. "Other units handle their equipment differently, so it was a good opportunity to learn how we can adapt as our unit grows."

A continuing goal of the VTANG is to apply what was learned in Savannah to future work here in Vermont, being able to conduct similar trainings on a smaller scale. "We were able to integrate our wing and equipment with other generations of aircraft, such as the F-22 Raptors," said Gritsavage. "We were extremely successful in this, and it's a good sign for any future equipment changes here." Sentry Savannah is a multi-unit exercise, combining skills in air-to-air missions, air-to-ground training, and in-flight refueling.

8/2/2014 - So. Burlington, Vt. -- The Green Mountain Boys continued dedication and drive for excellence has earned the Vermont Air National Guard (VTANG) the Air Force Outstanding Unit Award for 2013. This marks the third time in the past ten years that the VTANG has received the award and the fifth time in the history of the 158th Fighter Wing. The Outstanding Unit Award is granted after taking into account the unit's mission success, results of all inspections, the amount of deployments, exercises, readiness trainings and other awards and honors granted to the unit. The VTANG was noted for several overseas deployments where they achieved overwhelming mission success. Service members also worked in the local community, both as volunteers and when performing missions such as when they provided aid during the disaster of Hurricane Irene. Col. Thomas Jackman, the unit commander, expressed how proud he was of all the members of the VTANG. Jackman commented that the Green Mountain Boys frequently go above and beyond the call of duty, but that he is humbled by how the guardsmen under his command treat that level of effort as the norm. "Our Airmen are very humble about what they do," said Jackman. "They work hard because they are so dedicated to what they do here at the VTANG, I feel that's an important part of the one percent of the nation who serves. That is what makes us able to defend the other 99 percent of the American people." Moving forward, Jackman hopes to continue to improve operations while still maintaining the strong support network the VTANG is known for. Unit leadership consistently works to balance what is best for the mission with what is best for the team members. Strong motivation and support leads to an exponential increase in productivity and therefore in mission success, said Jackman.

Airmen across the 158th Fighter Wing gathered at the 158th Logistics Readiness Squadron traffic management office to assist with the landmark induction of support equipment for the F-35 Lightning II mission. Aspects of data compliance and inventory procedural guidance are

some of the required tasks in efforts to effectively support the Vermont Air National Guard's new mission in the upcoming months.

The partnership between the 158th FW consists of the visiting staff from BAE Systems, Inc., Lockheed Martin Corporation and Pratt & Whitney aerospace company who are assisting members through the technical phases of induction. Vermont Airmen saw the vast majority of this phase in the process to completion July 17 following the divesting process, in which the last of the F-16 Fighting Falcon equipment was shipped off-station the week prior.

Vermont Airmen worked diligently to uncrate a variety of F-35 equipment, parts and pieces so they can be accounted for and tracked in the new multipurpose autonomic logistics information system, a contracted entity that was sourced by Lockheed Martin. Representatives from Lockheed assisted with this process as ALIS is unique to the F-35 platform--an all-encompassing entity to track tasks, such as air vehicle maintenance, supply orders, inventory and tool accountability.

Although the induction process is tedious, it is a Federal Aviation Administration requirement to adhere to the mechanisms of compliance that this team accomplished together. "We provide a sustainment service to assist the servicemember in making sure they have everything they need," said Mr. Tony Smith, a member of the F-35 Global Sustainment Operations Supportability Group. "The difference I've noticed in working with the (Vermont Airmen) is they have been very proactive in this process!"

The induction process was slotted to take two weeks, from unpacking to ready-for-use in maintenance. In two-day's time, 100% of the equipment had been unpacked and inventoried. Given the proactive and dedicated nature of the team, the traffic management office anticipates the induction to conclude earlier than expected. Aside from the toolboxes slotted to arrive at the end of the first week, the efficiency of this process exceeded the typical timeline. All support equipment processes for this induction were expected to conclude before the middle of the second week.

"The team has been doing very well," said Master Sgt. James Flinchbaugh, 158th FW traffic management office superintendent. "Obviously, it's a whole new system and until this week we have never seen ALIS, much less used it. So, we're getting hands-on training as we're inducting the parts, and we have a great support team."







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USAF Unit Histories  
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#### Sources

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