

179th FIGHTER SQUADRON



LINEAGE

393rd Fighter Squadron constituted, 26 May 1943
Activated, 15 Jul 1943
Inactivated, 7 Nov 1945
Redesignated 179th Fighter Squadron, and allotted to ANG, 24 May 1946
Redesignated 179th Fighter Interceptor Squadron
Redesignated 179th Tactical Reconnaissance Squadron 10 Jan 1976
Redesignated 179th Fighter Interceptor Squadron, 15 Nov 1983
Redesignated 179th Fighter Squadron

STATIONS

Hamilton Field, CA, 15 Jul 1943
Santa Rosa AAFld, CA, 11 Oct 1943
Oakland Mun Aprt, CA, 6 Dec 1943-8 Mar 1944
Stony Cross, England, 4 Apr 1944
Ibsley, England, 6 Jul 1944
Cretteville, France, 27 Jul 1944
Cricqueville, France, 15 Aug 1944
Peray, France, 4 Sep 1944
Clastres, France, 12 Sep 1944
Juvincourt France, 28 Oct 1944
St Dizier, France, 2 Feb 1945
Conflans, France, 15 Mar 1945
Frankfurt/Eschborn, Germany, 10 Apr 1945
Crepuy-en-Laonois, France, 4 Jul-16 Aug 1945
Seymour Johnson Field, NC, 15 Sep-Nov 1945
Duluth, MN

ASSIGNMENTS

367th Fighter Group, 15 Jul 1943 - 11 Nov 1945

WEAPON SYSTEMS

Mission Aircraft

P-39, 1943
P-38, 1944
P-47, 1945
F-51D, 1949
F-51H
F-94A, 1954
F-94B, 1954
F-94C, 1957
F-89J, 1959
F-102A, 1966
TF-102A
F-101B, 1971
F-101F
RF-4C, 1975
F-4D, 1983
F-16A
F-16B
F-16C
F-16D

Support Aircraft

T-6
TF-51D
TF-102A
TB-25K
B-26
C-47
T-33A, 1953
C-47
C-54, 1969

ASSIGNED AIRCRAFT SERIAL NUMBERS

C-47 620
F-94: X2523; X0921
C-97 48-399
F-102: 61460; 6148X; 61483; 61325; 61489; 61488; 61325; 61505; 61334
F-101: 80317; 80282; 70445
RF-4C: 64066
C-47: 15620
T-33: 70613; 29406
F-4D: X0972; 50740
F-16: 81787; 82901; XX578; XX803

F-51D 44-72993
F-51D 44- 73567

F-51
473132
511552
511434
474370
473730
511672
472939

F-51H
44-64423

F-94
15509
92525
113560
50980
515601
492579
50913
50980
92525
13566
513563

F-89
21957
21848
32482
32469
21899
32569
32522
532607

F-102
61325
61443
61460
61488
61476
61505

61334
61325

RF-4C
64-076
64-1061

F-4D
66-7512
66-7647
65-0608
65-0586
64-0930
65-608
64-930

| F-16 | | | | |
|-------|-------|-------|-------|-------|
| 80554 | 80594 | 84214 | 85413 | 91420 |
| 80578 | 81675 | 84231 | 84380 | 91410 |
| 81777 | 80608 | 84242 | 84275 | 96081 |
| 81778 | 81757 | 84245 | 84220 | 91336 |
| 81780 | 80596 | 84290 | 84244 | 92915 |
| 81783 | 81818 | 84291 | 84300 | 91405 |
| 81785 | 81684 | 83155 | 91388 | 91339 |
| 81787 | 80589 | 84215 | 96081 | 91341 |
| 81793 | 82000 | 84376 | 91336 | 91349 |
| 81799 | 81795 | 84225 | 92915 | 96082 |
| 81803 | 81751 | 84227 | 91405 | 90831 |
| 81805 | 81666 | 84235 | 91339 | 91408 |
| 81807 | 82961 | 84236 | 91341 | 91409 |
| 82901 | 83162 | 84226 | 91349 | 91420 |
| 82041 | 83141 | 84248 | 96082 | 91410 |
| 82935 | 85420 | 84226 | 90831 | |
| 80566 | 84253 | 84301 | 91408 | |
| 80593 | 83157 | 83159 | 91409 | |

T6
XXXX57

T-33
29406

TF-51
484662

B-25

429395

TF-102

62353

B-26

474760

322406

C-47

15620

C-47A (EC-47N)

42-23882

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

Blue stripe and "Duluth" logo

Stars of Little Dipper constellation and "Duluth" logo

Stars of Little Dipper constellation

The yellow nose and lightning flash painted on our F-51s enhanced the classical fighter lines inherent in the "Mustang".

Fin marking was blue with white stars and serial number

F-4D Dark blue and white markings on the tail. The Big Dipper constellation is on the tail in white stars, and three white stars are also on each intake ramp, the forward portion of which is also painted dark blue.

F-4D Different markings are seen on this aircraft, but it was not adopted. The entire tail is dark blue, and the last four digits of the serial number are on the tail in a larger size than on the aircraft shown in the other drawings. The ANG badge has been moved to below the word MINNESOTA on the fuselage.

F-16 Little Dipper markings on the fin

COMMANDERS

LTC Al Amatuzio, 20 August 1963

LTC Bill Johnson, 1971

Captain Earl W. Johnson

LTC Ralph M. Jerome

MAJ Theon E. Markham

LTC Chester B. Wine

LTC John R. Hed

LTC Wayne C. Gatlin
LTC William H. Carr

HONORS

Service Streamers

None

Campaign Streamers

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

France, 25 Aug 1944

Germany, 19 Mar 1945

Cited in the Order of the Day, Belgian Army

6 Jun-30 Sep 1944

16 Dec 1944-25 Jan 1945

Belgian Fourragere

EMBLEM

In early 1953, the rapidly expanding Duluth Air Guard felt it needed some distinctive unit identification. A contest to develop a unit insignia was held and guardsmen responded. Among all entries, a ferocious looking bulldog in aviator's helmet with machine gun, ammunition belt, red eyes, and a snarl was judged most unique. Its originator, A3C Thomas Rybak of the Crash and Rescue section, won the contest. Rybak's design was a ferocious, snarling bulldog wearing an aviator's helmet, machine gun and ammunition belt. Prior to submitting the insignia for formal approval an adjustment was made to the bulldog by Wayne Gatlin. He thought the dog's eyes should have red lines in them. When someone up the chain of command told Gatlin that you can't have red eyes on that bulldog, Gatlin recalled saying "bullshit! That dog has been on alert all night. Those eyes are red from being on alert." Gatlin's modification was approved, and on 17 Dec 1953, the squadron insignia was formally recognized. Sketches of the bulldog theme were made and sent to uniform insignia manufacturers and a local decal manufacturing firm. Before long, airmen and airplanes alike were sporting their new insignia, all in full color. In time, the entire community identified the bulldog with the 179th FIS; and a family offered their pedigreed English bulldog to the unit for its mascot. The men of the 179th accepted their gift and Tiny, the "Brindle Bomber" became a bona fide member of the unit. For nearly five years, Tiny played an

active part in the unit. After performing his mission in exemplary fashion, the day came when Tiny turned up missing - never to be seen again. But the bulldog emblem lived on

MOTTO

NICKNAME

Bulldogs

OPERATIONS

Combat in ETO, 9 May 1944-7 May 1945.

The history of the Minnesota Air National Guard at Duluth began on a bright, windy day in 17 Sep 1948. A group of 13 officers and 37 airmen mostly WW II veterans mustered on the parking apron at Duluth Municipal Airport to hear General Walsh read S.O. 144 ordering the activation of the 179th Fighter Squadron. Some WPA shacks, a root cellar and tents for storage and a record Minnesota snowfall that winter! By resourceful scrounging, some support from the Duluth Army Guard and from the Saint Paul Air Guard, the 179th staggered through the first winter.

The unit had no facilities of its own in the fall-winter of 1948, but its members stayed busy. In Oct, their first airplane, a T-6 flew into Duluth for the first time. The training aircraft was for pilot check out. While training proceeded, everybody was eager to get their hands on the star of the lineup, the Mustang. With no facilities available and winter fast approaching, it would be spring before any F-51s came to Duluth. This did not stop the unit from becoming operational. Captain John R. Hed decided it was easier to send mechanics and pilots to the aircraft. For the next several months, all maintenance technicians commuted on a biweekly basis to Holman Field to become orientated with the F-51. Appointed as acting commander of the newly formed unit was Captain Earl W. Johnson. Selection of experienced personnel for a technician force was delegated to Captain John R. Hed, who was the first full-time technician officer and supervisor.

The first fighter aircraft, F-51D was assigned on December 12, 1948.

In January of 1949, the technician staff was increased in size and it became standard procedure for line personnel to take turns commuting to Holman Field every other week through the month of April. Operational flying in Duluth began in April although limited because of weather and facilities. Many of the checkout flights were conducted at Holman Field.

Administrative offices were in the National Guard Armory, approximately eight miles from the flight line. The operations and flightline buildings at the airport consisted of two hastily reconstructed, well used "WPA" shacks. A mobile machine shop was shared by a machinist, aircraft electrician and sheetmetal man. The large packing crate cover for the mobile shop was turned on its side and used as a welding shop and storage area. Supply and armament storage was housed in an abandoned root cellar. Transportation and armament maintenance were housed above the root cellar in buildings that had seen better days.

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April 1949. Major Ralph M. Jerome appointed Squadron Commander and Base Detachment Commander.

The first of several tactical fighters, the F-51's arrived in 1949. A large hangar, shops and support buildings arose, personnel were enlisted, material appeared.

The squadron held its first field training at Camp Williams, Wisconsin during the month of July. Travel to camp was by military plane, convoy and train. The unit had grown to the strength of 170 personnel. Housed in tents, many a shin was bruised trying to negotiate between tent rows. The busy two-week period totaled out 831 flying hours.

Returning to Duluth, the technicians prepared for a long cold winter. Without hangar facilities it would be difficult. A major project was relocation of the shack type buildings to the recently completed ramp. Additional shacks were added to the shanty town to serve until the completion of permanent facilities .

Late September found the unit with 31 pilots and our 25 aircraft included F-51s, a B-26, T-6s and a C-47. We had accumulated 2,500 flying hours since our aircraft had been assigned. The unit's first Federal Inspection was held in September 1949.

13 Nov 1949 when a B-26 crashed near the Rice Lake Road as it was preparing to land. Killed were pilot 1LT John N. Bergman and SSG Arthur C. Welin, a newly hired 179th crew chief. The twin engine plane, which was one of two assigned to the 179th, went down three blocks west of the Rice Lake Road, less than a mile from the runway. Bergman had radioed the tower requesting immediate clearance to land because of icing conditions.

The winter of 1949-1950 was severe. The snow was deep and on January 28, 1950, 27 inches of snow was recorded on the apron. The shanty town was cold and nearly isolated by drifts of snow. Technicians struggled around in World War II excess and discarded sheep-lined flying garb. No two technicians were dressed alike and being viewed from afar, they could have been taken for bears out of hibernation. Engine changes were impossible and snow shovels were the order of the day. It wasn't a case of tunneling into a building through the snow, but tunneling down to find the entry.

Summer 1949. Work progresses on the hangar. Flightline and Operations buildings are set up on

the new ramp.

Winter 1949-1950. With the hangar not completed and snow removal equipment limited to shovels flying time was extremely difficult to come by.

Spring arrived and the building program which had fallen behind due to weather conditions was once again renewed with vigor.

With field training but a month away, line activity was at its peak with 16 engine changes yet to take place. All but one was completed by camp departure time.

In July 1950, 221 officers and men boarded buses, military planes and convoys to attend field training at Camp Williams. Air-to-air and air-to-ground gunnery was flown with the Duluth unit winning the gunnery matches from the St. Paul, Fargo and the Sioux Falls Units. Being the youngest of the organizations, the Duluth unit was truly proud of its feat. Team spirit, both at work and play, was the theme of the camp and the baseball diamond took a terrific beating during off duty hours. At the close of camp, each pilot had flown 31 plus hours.

Reorganization took place in November 1950 and the strength authorization was increased to 467 officers and airmen. Recruiting was everyone's job for the next few months.

1950, a fine operations/administration building was added just in time to be called to active duty for the Korean emergency in early 1951.

Government notified the unit on 18 Jan 1951 that the unit would activate on 1 Mar. The 1 Mar activation date gave the unit a month to prepare and settle personal matters. Our authorized strength was increased, and many of the men went into action or were assigned to bases overseas. The 179th remained in place while on active duty, performing air defense missions and training.

Utilizing the facilities of the 179th Fighter Interceptor Squadron at Duluth, the 109th, 175th and 179th Fighter Interceptor Squadrons engaged in concentrated air-to-air gunnery training over Lake Superior. During this time, each of these squadrons kept two F-51D's on five minute alert and two more on fifteen minute alert. It seemed that one of the primary reasons for these alerts was to intercept North Central Airlines' flights that persisted in taking off from Brainerd, MN, without a flight plan.

On 1 Jun 1951, the formation of the Central Air Defense Force within the 31st Air Division absorbed many of the unit's Wing and Group personnel. During this time, the Fighter Interceptor Squadrons began making their operational reports directly to the 31st Air Division.

Lt. Col. Jerome transferred to the Far East and was replaced by Major Theon E. Markham, former Air Advisor of the 109th Fighter Squadron, Holman Field. Major Markham was transferred in February 1952 and Major John R. Hed was named acting commander of the 179th Fighter Squadron until the reorganization of the unit was completed.

Colonel Paul Fojtik assumed the command of the newly formed 73rd Air Base Squadron and Lt.

Col. Chester B. Wine was named commander of the 179th Fighter Squadron after reorganization. Colonel Wine held that post during the remainder of the 21 month active duty tour.

The flying schedule was hectic during the Korean activation and replacements for men leaving the unit were either fresh out of service schools or back from overseas assignments. There was a continual training program in effect with new personnel.

2 Aug 1952, 1LT Wayne J. Tahtinen was killed when his F-51 collided with another Mustang while on a routine training flight twenty miles northwest of Duluth near Saginaw. The planes were at 8,000 feet when they collided. The pilot of the other F-51, 1LT Warren E. Magnuson escaped injury after he bailed out and parachuted to safety. "My first thought after the crash was to get out of the plane, and get out fast," he told a Duluth newspaper reporter "I just flipped open the canopy of my ship and jumped. I didn't even stop to think if I was high enough in the air for a parachute jump. I didn't have time. "The crash occurred while the unit was activated for the Korean War and would be the first of two in nine months for Magnuson. The following fall he crashed his Mustang in the woods near Twig after experiencing engine problems.

30 November 1952. Lt Col Jerome: Gen Nelson, Adjutant General of Minnesota; Gen Darcy, Commander, 31st Air Division and Lt Col Wine participate in ceremonies returning the 179th FIS to State control.

The 179th returned to state control December 1, 1952; and Colonel Jerome who had returned from the Orient, assumed his former position. The USAF had established the Duluth Air Force Base on the west side of the Municipal Airport and the 11th Fighter Squadron was reborn with Colonel Wine as its commander. The 11th had been deactivated after World War II service in Alaska. The air National Guard buildings that had been occupied by USAF all reverted to State control. Once again, the Duluth Air National Guard was back in business.

Many of our personnel elected to remain on active duty and moved across the field with the regular unit. The job of rebuilding the strength of the 179th began immediately. At the time, only 270 officers and men were assigned.

The deactivation in late Nov 1952 brought a temporary end to the jet era on the 179th's Flightline. The familiar silhouette of the Mustang returned to center stage. Initially, it was thought that the unit would receive F-51Hs. One H-model was shipped to the 179th. It received royal treatment from the twenty idle mechanics. "We had that thing polished like it was a piece of stainless steel," Telega said. The F-51H rumor was short-lived and the unit went back to flying F-51Ds.

Summer field training was held in June 1953 at Camp Williams. Again a busy and profitable two-weeks of training chalked up 560 flying hours in the "Mustangs".

As 1953 rolled around, it was only a matter of time before jet aircraft taxied their way back onto the ramp to stay. The newly completed extended runway at Duluth could now accommodate the largest and fastest jet aircraft. Newspaper articles quoted Air Force officials promising jet fighters for the 179th. Talk turned into reality in Nov 1953 when an F-84 arrived and mechanics

began ground training on jet propulsion. Some 20,000 pounds of equipment and training aids, enough to fill four C-46s were shipped to Duluth to teach guardsmen jet maintenance. The ground school lasted forty days with both morning and evening sessions. Guardsmen were asked to attend "whenever they could," and the local newspaper reported classes were usually full.

26 November 1953. A C-47 assigned to the 179th Fighter Interceptor Squadron, Minnesota ANG, flew two tons of clothes donated by Duluthians to Los Angeles, California for shipment to Korean orphans.

In early spring of 1954, our first jet fighter, a F-94B, arrived and was followed by an additional fourteen "Starfires" within a few months. Field training was held at Camp Williams, but runways there were not adequate for jets and the two-week encampment was spent with the "Mustangs".

The safe arrival of any F-94s to Duluth amazed maintenance director John Hed. The Starfires formerly belonged to an active duty unit. When that unit was informed they were converting to newer aircraft, they stopped maintaining the 94s. "They were derelict aircraft," Hed recalled. One F-94 was so ill-maintained, it had a piece of cloth as a crude bandage wrapped around a fuel line in a landing gear wheel well. It was put there to slow a leak that mechanics neglected to fix.

The greatest single tragedy to hit the unit took place Memorial Day weekend, 1954 when a C-47 crashed near the airport killing nine members of the 179th and two-passengers, there were only three survivors. The reliable Gooney bird went down 200 yards off the Stebner Road in a gravel pit behind the Sunrise Memorial Cemetery. The C-47, piloted by Maj Frederick A. Kemp Jr. and co-piloted by Cpt Victor Graboski, was returning from Indianapolis, Indiana. There they picked up K-14 gun sights, which at the time were in demand among fighter units. The plane departed Indianapolis, Monday afternoon around 4:30 p.m. local time. The visibility at Duluth was down to zero due to fog. Kemp and Graboski were set to divert to Minneapolis when Duluth controllers radioed to tell them that visibility had improved enough for an instrument landing. When the aircraft arrived at Duluth about 930 p.m., it was the worst visibility, one survivor later said, he had ever flown in. The C-47 missed the runway on its first approach, but according to what the airfield controller told investigators, "(Kemp) radioed the tower that he could see the landing strip and was circling for another try." He never made it. The right wing tip of the plane hit the ground and the aircraft cartwheeled as it carved a path 200 feet long through trees, coming to a stop alongside a large oak tree. The force of the crash ripped off the right wing and tore the fuselage in two. Both Kemp and Graboski along with five other passengers were dead at the scene. Four more passengers died later in Duluth hospitals. Three passengers, B Willeck, George Ion, and Earl Sugars survived the crash. Ion was hospitalized, while Willeck and Sugars walked away from the plane with only minor injuries. Members of the 179th who died in the crash were: Maj Frederick Kemp, Cpt Victor Graboski, 2LT John F. Hughes, TSG Elmer J. Haas, SSG Charles W Stewart, Jr., SSG Allen E. Christensen, SSG Donald E. Marty, A2C James H. Stewart, A1C William D. Lange Also killed were: Col A.C. Ott, U.S. Army Reserve, Cpt William C. Lovshin, USAF

On 10 Nov 1954, an F-51D, serial number 746, took off from Duluth for the last time.

In July 1955, Captain Dean Ostroot, pilot and Lt. Kenneth Leland, Radar observer, entered the Earl T. Ricks Memorial Trophy Race from Los Angeles to Detroit. They did not win, but their performance was the talk of the meet. Having been shorted when refueled on an enroute stop, Ostroot deliberately "flamed out" his F-94 and glided 100 miles to Detroit where they made an airstart in the traffic pattern and landed with just 13 gallons of fuel remaining.

1955 With jet aircraft, the training site for summer encampment was moved to Casper, Wyoming. In late August, personnel boarded a "troop train" for the long ride west. The altitude and mountain country provided an interesting change in field training. The transportation section completed their massive military convoy movement to and from Casper in a safe and orderly display of excellent planning and execution. Allowing for breakdowns and other incidents, they missed their target time by only five minutes.

Altitude at Casper created a problem that most crews had not encountered before. Scheduling of the work day was changed so that breakfast began at four in the morning, lunch at nine, and dinner at three-thirty in the afternoon. This was to enable cooler weather at take-off and landing times, eliminating an accident potential. The base was 5,320 feet above sea level compared to Duluth's 1,400 feet.

Again the unit entered the Air National Guard gunnery meet at Boise. Poor weather during the meet forced a "no contest" ruling for all entrants.

In the fall, the strength of the 179th, as an augmented jet force, was increased to 527 officers and airmen. There was talk of further expansion. The actual strength was 450 personnel on November 30th. Unit strength requirements demanded another recruiting program. Through efforts, including speaking engagements, home visitations, window displays, "Operation Senior" (a program designed for senior high school students), and the painting of squadron colors and recruiting slogans on a local transit bus, many young men joined the unit. The recruiting campaign also helped strengthen the pilot and radar observer programs.

In June 1956 the unit represented the 133rd Wing and won the Western United States fighter gunnery phase of the Air National Guard All-Weather competition. These area meet scores for all ANG units in the country were then used to determine the winner of the 1955 gunnery meet which had been cancelled. The scores fired by our team were far and above any other all-weather unit, and the 133rd was declared winner of the 1955 All-Weather Gunnery competition.

Summer field training commenced on August 18th at Volk Field, formerly known as Camp Williams. The runways had been extended to handle jet aircraft. The pilots accumulated 702 flying hours. Baseball during off-duty hours gave us the title of Wing Diamond Champs of the 133rd.

In September, the unit again represented the 133rd Wing and finished first in the All-Weather phase of the Air National Guard Gunnery meet at Casper, Wyoming. The team also won second place in the overall meet competition which included day fighters. Three times in the three years that the All-Weather competition was held, our F-94 crews came out champions!

A concrete parking ramp was under construction in the fall of 1956. The pouring of 68, 000 square yards of concrete, 11 inches thick was to replace the deteriorating black top which was affected by jet fuel.

Word was received that the unit would be flying the F-94C shortly after the first of the year. Pilot proficiency kept increasing rapidly; aircrews were allotted additional flying training periods, and new recruits were increasing the strength of the organization.

The first F-94C arrived on April 25, 1957. A mobile training detachment from Chanute Air Force Base set up shop at our base for the transition training.

A week before summer field encampment, the unit was awarded the Winston P. Wilson trophy as the Outstanding Air National Guard All-Weather Interceptor unit. Presentation was made at the Night Fighters Association meeting in Washington, D.C.

Possibly the most productive field training to date was conducted at Volk Field in 1957. Rockets were being fired and heavy reliance on radar was necessary. Competition between both ground and aircrews was at a high peak.

In the fall of 1957, the unit was recognized along with two Air Force pilots who had finished first and second in the Bendix Trophy Race for F-102s. The city of Chisholm, Minnesota, to the north of Duluth held a day-long program of activity which included city, county, state, and national dignitaries expressing their appreciation for a job well done.

On April 10, 1958, Colonel Jerome was appointed commander of the 133rd Fighter Group headquartered in the Twin Cities. The 179th, which had been attached directly to the Wing, was now assigned to the Group. Lt. Colonel John R. Hed was appointed commander of the 179th Fighter Interceptor Squadron in Duluth.

Field training was again at Volk Field. Aircrews flew 616 hours in F-94Cs, logged 37 hours in the T-33 and 98 hours in the C-47.

Two aircrew were killed on 29 Apr 1958 when their F-94C crashed shortly after takeoff from Duluth. 1LT Herbert W. Rowe and 2LT Malcom Jerome Brown were found dead near the wreckage of their jet after it crashed eleven miles northwest of Duluth near Caribou Lake. The aircraft had just taken off on an evening training mission.

On 1 Jan 1959, the 109th started to stand runway alert. It was the first time since 1952 and exactly one year after getting the F-89H's. Extensive planning was also begun for the air-to-air firing of the guided missiles used for armament on the aircraft. Arrangements were made through the senior Air Advisor, Col Clayton M. Isaacson, to use the facilities at Hurlburt Field in Florida to fire the unit's Falcon missiles over the Gulf of Mexico. So in Mar 1959, the 109th chalked up another first when they became the first Air National Guard Squadron to fire air-to-air guided missiles. Their score of 17 hits out of 20 missile firings was considered a remarkable achievement by both the Air Force and the Hughes Aircraft Co., the manufacturer of the missile.

July 1. On that day, we would also assume a five minute alert status from 5 a.m. to 7p.m. each day.

On May 5, 1959, it was announced that the F-94s would soon be replaced by the F-89J capable of carrying rockets with nuclear warheads. The entire program would change, our strength would be increased and by the beginning of 1960, there was a possibility that we would also be on an alert status during daylight hours.

In June 1960, field training at Volk Field closed an era of encampment away from our home station. For some it was a sad occasion, but for others the thought of staying home was heartening.

The first F-89J arrived July 9th, causing a change in field training plans. We remained at home that year to transition into the new aircraft. Area merchants were made well aware of the monetary impact of the Air National Guard field training when the men of the unit were paid off with 35,000 two-dollar bills at the close of the encampment.

On 1 Jul 1960, the 148 FW assumed a 24-hour alert status in support of the Air Defense Command mission in Duluth. In 1967, the F-102 replaced the aging F-89J. The F-101 came aboard in Apr of 1971.

Twelve aircrew members climbed aboard their "Scorpions" in September, their destination Tyndall Air Force Base, Florida. Ground support personnel, who had been flown in the day before, anxiously awaited their arrival. Practice firing the Genie missile at a moving target created great enthusiasm. Aircrews stated that a sound like a freight train was heard when the missile left the aircraft's pylon rail. At missile launch, the F-89 was engulfed in a thick "con trail" of exhaust smoke and turbulence!

On 30 November 1966 we launched our first F-102 sortie. This momentous occasion when Lt Col Al Amatuzio joined formation with an F-89J flown by Lt Col Bill Carr with Major Ken Wennberg his radar observer. The "Deuce" seemingly nudging the "old gal" and asking that she move over and make way for the supersonic generation.

Perhaps the most significant change was the return to single-seat configuration. The Radar was now in the hands of the pilot and his hands were literally FULL! A safe, orderly conversion was culminated in a successful Tactical Evaluation and Operational Readiness Inspection within six months after the start of the conversion.

By February 1961, the \$34,000 prefab engine build-up shop was near completion. Community activities were at a peak with many of our personnel involved on a voluntary basis.

The expansion of the unit's Alert commitment to a 24-hour around the clock program caused activity on base to reach a new high pitch. The Duluth Guard has continued to perform this mission to date, except for a short period during transition to the F-102 aircraft.

Field training at home station high-lighted the month of June with 675 men in attendance.

In June, Field Training was held at Duluth. Support units for Tyndall Air Force Base were deployed quickly, and six complete aircrews fired the missile during the first week and again during the second week of the encampment. Parking facilities were expanded, and much of this work was completed by guardsmen. This year was our final encampment of the unit in its entirety. Under a new plan, field training would be accomplished throughout the twelve month period.

1964 was the busiest year for the 179th FIS and the F-89. On October 28 they had their only major accident with the aircraft was when one departed K. I. Sawyer AFB, Michigan, after a refueling stop. Its fire warning lights came on just as the aircraft broke ground, and smoke entered the cockpit, which was followed by both engines starting to vibrate in their mounts. The pilot, flying solo, ejected successfully, although he did have burns from the flames that had started to enter the cockpit. Also in 1964 the 179th FIS won the Ricks Trophy Race, an ANG competition.

In late January, 1965, a two-day NORAD exercise commenced in subzero weather. Seventeen aircrews kicked off the first night of operations followed by a second night with eighteen aircrews participating. Ground crews who were on duty before and after the exercise, watched the chill factor as closely as they watch their wife's charge accounts. With winds of twenty-five miles an hour and temperatures of 30° below, the exposure time was running between four and eight minutes.

30 November 1966. Lt Col Amatuzio flew #325 on our first F-102 sortie generated at Duluth. He was accompanied by Lt Col Carr piloting F-89J #522 with Maj Wennberg as his RIO.

Early spring of 1966 found construction underway on two of our new buildings, with a third Weapons Calibration building being considered at a cost of \$220, 000. This building also had a target date of early 1967.

The 22nd day of November was high-lighted by the arrival of our first F-102 when number 0-61336 taxied onto the parking ramp at 1440 hours followed by an additional three within a few minutes. A conversion program was once again underway.

The 50 man dormitory was occupied during the December unit training period. Our two other buildings Operations and Training at a cost of \$380, 000, and the Weapons Calibration building were near completion with January being the actual occupancy month.

January, 1967 was moving month for the administration, medical, personnel, comptroller, civil engineering and food service sections as the doors swung open in the newly constructed building.

The last "Scorpion" was flown out on January 19. Some had been taken to the "bone yard" at Tucson while others had a more glorious end as "cannon fodder" for air-to-ground gunnery at Eglin Air Force Base and the Aberdeen Proving Ground.

By March, the unit was nearly transitioned into F-102s. A thirteen man field training detachment of Air Force personnel had completed an excellent program of instruction in all phases of ground training.

Nineteen officers participated in Survival training in September at the Life Support school at Tyndall AFB. Each man made three parasail descents into the water after having been towed aloft by a speed boat with a long tow rope attached to the harness of the parasail. Other bone-jarring aspects of survival were covered and the group returned to Duluth sore and tired but wiser in the art of survival.

Forty-seven officers and men were off to Tyndall to fire the missile, putting the final segment of the F-102 conversion into place. Seventy-two sorties including travel to and from the base with no air or ground aborts brought praise to the ground support personnel from the aircrews.

The end of June 1968 brought an end to our first full year of F-102 alert operation. It was a good year. We had flown 5,031 accident free hours in the F-102, T-33 & C-47. A lot of experience had been gained and many modifications were made on the F-102 during the year to make it an even more reliable weapons system.

June saw the final touches added to the F-102 Conversion and full-time Air Defense Alert was resumed on June 30.

Three weekend training assemblies in a period of 30 days climaxed the conversion. A practice Tactical Evaluation on July 15-16 was followed by a 10th Air Force Tactical Evaluation on July 29-30 and an Operational Readiness Inspection (ORI) by Air Defense Command on August 12-13. Having used the entire quarterly allocation of training days, our next training assembly was over sixty days away.

On 17 Dec 1971, pilot Cpt James L. Verville and WSO Cpt Sherman L. Gonyea died when their Voodoo crashed on takeoff from Duluth. "The plane was taking off on a routine training mission when it swerved moments after takeoff at high speed,"

Another F-101 crash in Mar 1973 killed another 148th member. 1LT Wayne F. Vine, a WSO, was killed while ejecting from an F-101 as it took off from George AFB, CA. The pilot, Maj Allan Harri, sustained injuries during the ejection, but survived. They were in California participating in an air defense exercise.

The tragedy in Jul 1975 when MSG George Ion was killed as he was removing a high pressure air bottle from inside the aircraft. Ion was a charter member of the unit and had recovered from injuries sustained in the C-47 crash.

Two RF-4 were lost to crashes, but the aircrew in both escaped to fly again. Both incidents took place in 1978. The first involved Cpt Ken Stromquist and Maj Charles Nelson, Sr. Their RF-4 crashed while attempting to land in foggy weather on the night of May 25, 1978. The aircraft came down just short of the west end of the runway. After impact, the Phantom bounced back into the air and both aircrew ejected. Nearly five months later, an RF-4 piloted by Cpt Tim Cossalter and WSO Maj Edwin Culbert Jr. crashed over Upper Michigan. Both aircrew ejected

safely when the aircraft lost power during a night flight.

18 Apr 1979 The 148 TRC was the first unit to fly Strike Control and Recon (SCAR) missions in Red Flag exercises.

4 Aug 1979, The unit deployed to Erding AB, West Germany for a three week exercise.

6 Oct 1979 The 148th participates in their first "photo finish" competition at Boise, Idaho. Pilot LTC John Broman and WSO Maj Roger Nelson win top aircrew honors.

It was like a homecoming when on 17 Jun 1983, it was announced that the 148th would return to the familiar role of air defense

1 Aug 1986 The 148th assumed alert duties at Ramstein AB, West Germany as part of project Creek Klaxon.

1 Oct 1987 The 148th began an alert commitment at Loring AFB.

5 Jul 1989 148th started an alert commitment at Fresno, CA.

30 Jun 1990, LTC Dick "Tree" Delano and LTC Roger Lund, along with their WSOs, Maj Keith Hulten and Cpt Randy Overby scrambled their F-4Ds out of the alert barn at Duluth for the last time. Later that evening when the flight returned, the Northeast Air Defense Sector (NEADS) at Griffiss AFB, New York gave the unit permission to stand down. Fortunately, the 148th did not have to go to the unemployment line. Conversion to the F-16 provided a new mission, an alert detachment at Tyndall AFB, Florida.

4 Jul 1990 The 148th "stands down" from five minute runway alert at Duluth.

31 Dec 1990 The 148th began an alert commitment at Tyndall AFB, FL.

7 Dec 1991 The 148th began participation in Coronet Nighthawk at Howard AFB, Panama.

Unit members were in mourning again when on 19 Dec 1991, an F-16B failed to return from a training flight during a deployment to Panama. The two-seat F-16B was piloted by LTC Jeffrey S. Dennis and carried a passenger, SSgt Christopher J. Ford, who was getting an incentive ride. The flight was to have circled the Central American country which has both mountains and rain forest. The aircraft departed at 12:28 p.m. from Howard AFB on the Pacific side of the Isthmus. The last confirmed sighting of the aircraft was at 1 p.m. by off-duty 148th maintenance personnel who were snorkeling on the Atlantic coast. Search and rescue crews involving the United States Army, Air Force and Navy scoured the countryside and surrounding waters for the missing aircrew, but neither they nor the plane were ever found. They were declared dead in late January, 1992.

Maj Dave Johnson ejected shortly after take-off from Duluth on 18 Sep 1992. Johnson's aircraft experienced a compression stall in the engine as it left the runway. The control tower reported

flames coming from the tailpipe. Johnson unsuccessfully attempted to gain altitude and circle around for a landing. He ejected at 1,500 feet near the intersection of LaVaque and Martin Roads. Johnson was unharmed from the ejection and was soon back on flying status. The F-16 came down in a swamp northwest of the intersection. The engine failure was later attributed to ingesting birds on take-off.

On 7 Jan 1997 the unit suffered loss again when Maj Peter Woodbury was killed when his F-16 crashed during a night training flight over northeast Minnesota. Woodbury's aircraft was one of four jets involved in a combat training mission. The four aircraft were simulating air combat when the jet disappeared from radar screens. A search and rescue operation was immediately started when the aircraft failed to return to the base. It took over a day before wreckage of the aircraft was discovered in deep snow on the northeast edge of Greenwood Lake in Lake County. Investigators determined Woodbury's F-16 hit the ground with such force that a rock weighing between 500 to 1,000 pounds was moved about a quarter of a mile, the airplane disintegrated on impact.

On 1 Oct 1999, the 148 FW officially entered a mission conversion from the Air Superiority mission to the General Purpose mission. For the next two years, the unit trained in all the essentials of air-to-ground tactics and in the delivery of precision guided and unguided bombs. The GP mission included air superiority and air defense functions as well and officially encompassed "any mission the aircraft can accomplish, anywhere in the world." The 179th FS saw a first when they dropped live bombs during training exercises in Mar 2000.

On 11 Sep 2001, the 148th FW became very busy as a result of the tragedy that saw the collapse of the two World Trade Center towers in New York City. As an immediate aftermath, the 148th was tasked with air defense at the Minneapolis-St. Paul International Airport, with providing Combat Air Patrols over our nation's capital and New York City, and with deploying personnel and aircraft back to its detached alert facility at Tyndall Air Force Base, Florida.

Fighter pilot Lt. Col. Reed Bowman was all smiles when the first F-16 Block 50 landed at the Duluth Air National Guard Base April 27, 2010. "You don't believe it till they're sitting on the ramp in front of you and you're ready to start work on them and we're there today," said Bowman, 148th Fighter Wing Conversion Officer. "This has been in motion for many, many months and the work to get us into this position took years." The Block 50 aircraft were transferred from the 22nd Fighter Squadron at Spangdahlem Air Base, Germany, replacing the 148th's current Block 25 F-16s. Past and present members of the unit, friends and family, along with state and local officials celebrated the arrival of the new aircraft during a ceremony at the Duluth Air National Guard Base on Friday, April 30, 2010. "Our leadership, national, state and local, as well as the support we get from the community is the reason we're here. If nothing happened and those forces didn't rise up we would be shutting the doors," said Col. Frank Stokes, 148th Fighter Wing Commander. The 148th Fighter Wing is the first Air National Guard Wing to convert to the Block 50 from the active duty Air Force, and one of only two guard units in the country to fly them. In 2005, the 148th faced the loss of its fleet, and potentially hundreds of jobs, when the Pentagon recommended the unit's Block 25 F-16s be retired as part of the Air Force Base Realignment and Closure. Instead, after years of hard work and support from state and national politicians, along with local community groups and leaders, the unit was awarded a

new mission along with new aircraft providing the wing ready capabilities well into the future. "No base is more deserving of these planes than this base, Duluth and the 148th. Time and time again, they've won awards because they're one of the best bases in the nation. They may be small but they're mighty and we wanted to make sure they got these planes," said U.S. Sen. Amy Klobuchar (D-MN). The Block 50 aircraft boasts an improved engine with more thrust as well as enhancements to the aircraft structure. It also includes a greater computer capacity for future upgrades and improvements. "Our previous airplane was like you bought a computer and just couldn't upgrade it anymore," said Bowman. "These new jets have almost limitless upgrade capability to the point where they'll be the second most capable aircraft we have in our inventory behind the F-22 until the F-35 comes online." 2010

Duluth Gets First F-16 Block 50 Airplane: The Minnesota Air National Guard's 148th Fighter Wing in Duluth held a ceremony on April 30 to celebrate the arrival of its first F-16 Block 50 aircraft three days prior. The unit is scheduled to receive 20 Block 50 aircraft from the 22nd Fighter Squadron at Spangdahlem AB, Germany, by the end of May. Spangdahlem is shedding some of its F-16s as part of USAF's legacy fighter drawdown. The Block 50s are replacing Duluth's current F-16 Block 25s, which are being retired. The 148 FW is the first Air Guard wing to switch to Block 50s passed on from the active duty ranks and becomes the second Air Guard unit behind South Carolina's 169th Fighter Wing to fly this F-16 model. Among their improvements compared to Block 25s, Block 50 aircraft feature higher thrust engines. 2010

Minnesota Air Guardsmen Conduct Live-Fire Training: Members of the Minnesota Air National Guard's 148th Fighter Wing in Duluth are at Tyndall AFB, Fla., with their recently acquired F-16 Block 50 aircraft for two weeks of rigorous air-to-air and air-to-ground munitions training. Tyndall's 53rd Weapons Evaluation Group sponsors these activities. "We came here to shoot missiles and drop live ordnance to be better prepared for our air sovereignty alert mission," said Lt. Col. Reed Bowman, 148th FW Block 50 conversion officer. He added, "The training we receive here gives us confidence in our jets' ability to perform." The wing supports the Continental NORAD Region in protecting American skies from air threats. Last April, it began receiving its first F-16 Block 50 airframes. Fitted with more powerful engines and different internal avionics, they are more capable than the F-16 Block 25 airplanes they are replacing. 2011

Duluth-based F-16s of the Minnesota Air National Guard's 148th Fighter Wing deployed to Kandahar Airfield, Afghanistan, on a two-month close-air-support rotation. The deployment is the unit's first since completing a two-year conversion from older F-16s to newer F-16 Block 50 airplanes in April, according to Duluth's Aug. 13 release. In the deployment run-up, the wing "completed an intense, focused training program," said 148th FW commander Col. Frank Stokes "The Bulldogs are the most prepared, best equipped, and most highly trained unit I have ever had the privilege to witness," added Stokes. Pilots and support personnel rotated to Nellis AFB, Nev., for training three times in the last year, flying suppression of enemy air defense sorties at Red Flag there early this year, states the release. The 300-airman-strong contingent left Duluth for Afghanistan between Aug. 5 and Aug. 11. 2012

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| 440614 | P-38 | 42-104211 |
| 440617 | P-38 | 42-68060 |
| 440617 | P-38 | 42-104079 |

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| 440622 | P-38 | 42-67510 | |
| 440625 | P-38 | 43-28702 | |
| 440815 | P-38 | 44-23575 | |
| 440822 | P-38 | 44-23571 | |
| 440911 | P-38 | 43-28463 | |
| 441205 | P-38 | 44-24421 | |
| 450221 | P-38 | 44-23498 | |
| 450302 | P-47 | 44-20487 | |
| 450324 | P-47 | 44-33193 | |
| 450331 | P-47 | 42-29171 | |
| 430721 | P-39N | 42-18828 | LAC Henske, Clarence J Oakland Municipal Airport, CA |
| 431107 | P-39Q | 42-20757 | BOSSP White, George S 6 mi E of Hayward, CA |
| 431124 | P39Q | 44-2352 | LACSSP Henske, Clarence J Santa Rosa AAF, CA |
| 431130 | P-39Q | 44-2404 | LAC Peters, Earl L Santa Rosa AAF, CA |
| 431202 | P-39Q | 42-19563 | LAC Cooksey, Albert B Santa Rosa AAF, CA |
| 431213 | P-39Q | 44-2424 | LACSSP Connally, Eugene F Oakland Muni Airport, CA |
| 431220 | P-39Q | 42-19558 | BOEF Ody, Earl D San Francisco Bay, CA |
| 440101 | P-39Q | 44-2394 | MAC McMillen, Rolland T. 2 Mi E Morgan Hill, CA |
| 440108 | P-39Q | 44-2405 | LAC Norris, William G. Oakland Mun Arpt, CA |
| 440109 | P-39Q | 44-2352 | LAC Henske, Clarence J. Oakland Mun Arpt, CA |
| 440117 | P-39Q | 42-20761 | KSSP McCary, William J. 25 Mi S Tonopah Aflid, NV |
| 440128 | P-39Q | 44-2394 | BOEF Joy, Carroll H 5 Mi SW Pt Reyes, CA |
| 440205 | P-39Q | 44-2424 | FLEF Ody, Earl D One Qtr Mi Camp Pks |
| 440205 | P-39Q | 44-2410 | GMAC No pilot Oakland Mun Arpt, CA |
| 440205 | P-39Q | 42-20756 | GMAC Fraitag, Harold Oakland Mun Arpt, CA |
| 440503 | P-38J | 42-104200 | CBL Blumer, Laurence E Stony Cross/Sta 452 |
| 440611 | P-38J | 42-68047 | TAC [ground crew] Stony Cross/Sta 452 |
| 440726 | P-38J | 42-68186 | MAC Greene, Robert R Ibsley/Sta 347 |
| 440726 | P-38J | 42-68044 | BMAC Brandt, Robert N Ibsley/Sta 347 |
| 440726 | P-38J | 44-23650 | KMAC Cooksey, Albert B Ibsley/Sta 347 |
| 440804 | P-38J | 44-23614 | KCR Northrop, John R Cretteville/7mi NW A-14 |
| 440807 | P-38J | 42-68047 | LAC Jones, Melvyn D Cretteville/A-14 |
| 440812 | P-38J | 42-68039 | CRL Jones, Melvyn D Cretteville/A-14 |
| 440815 | P-38J | 42-104106 | LAC Cain, Howard E Criqueville/A-2 |
| 441112 | P-38J | 44-23572 | TOA Evans, Ray R Juvincourt/A-68 |
| 441121 | P-38J | 44-23488 | KCRL Carruthers, Douglas H Juvincourt/A-68 |
| 441201 | P-38J | 42-104315 | LAC Craig, Fred G Juvincourt/A-68 |
| 441224 | P-47D | 44-20590 | TAC Lohbeck, Arthur H Juvincourt/A-68 |
| 450228 | P-47D | 44-20536 | TOA Baumeier, Leon E St Dizier/A-64 |
| 450302 | P-47D | 44-20590 | KMAC Clement, Fred R Lachaussee/2mi S {U-6346 |
| 450302 | P-47D | 44-20487 | KMAC Juair, George R Lachaussee/2mi S {U-6346} |
| 450315 | P-47D | 42-28588 | LAC Baumeier, Leon E Jarny/A-94 {U684629} |
| 450331 | P-47D | 42-29183 | LAC Dawson, Charles C Conflons/A-94 |
| 450405 | P-47D | 42-29181 | TOA Thomas, James E Jr Jarny/A-94 {U-684629} |
| 450405 | P-47D | 42-25552 | LAC Mount, Roy L Jr Jarny/A-94 |
| 450405 | P-47D | 44-33592 | LAC Hardaway, Benjamin F Jarny/A-94 |

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| 450426 | P-47D 44-33111 | TOA | Gelhaus, Donald F | Frankfurt/Y-74 {M-5971} |
| 450508 | P-47D 44-33591 | GL | George, Charles A | Ansbach/R-45 |
| 450519 | P-47D 44-19765 | CBLMF | Schoen, Reinhard F | Hailer {N-0178} |
| 450620 | P-47D 44-20544 | CBL | Everett, Daniel L | Eschbom/Y-74 |
| 440101 | P-39Q 44-2394 | MAC | McMillen, Rolland T. | 2 Mi E Morgan Hill, CA |
| 440108 | P-39Q 44-2405 | LAC | Norris, William G. | Oakland Mun Arpt, CA |
| 440109 | P-39Q 44-2352 | LAC | Henske, Clarence J. | Oakland Mun Arpt, CA |
| 440117 | P-39Q 42-20761 | KSSP | McCary, William J. | 25 Mi S Tonopah Afld, NV |
| 440128 | P-39Q 44-2394 | BOEF | Joy, Carroll H | 5 Mi SW Pt Reyes, CA |
| 510308 | F-51D 44-74760 | LACW | Vaughn, John H. | Duluth AFB |
| 510403 | F-51D 44-74855 | LACGL | Hed, John R. | Duluth AFB |
| 510803 | F-51D 44-72697 | KMAC | Tantines, Wayne J. | 22 Mi W Duluth |
| 510803 | F-51D 44-74636 | BOMAC | Magnuson, Warren E. | 22 Mi W Duluth |
| 511001 | F-51D 44-84879 | CBLEF | Magnuson, Warren E. | 14 Mi W Duluth |
| 500513 | F-51D 44-72783 | LACGL | McQuade, Thomas H. | Williamson-Johnson APT |
| 500614 | F-51D 45-11377 | LACGL | Graboski, Victor. | Camp Williams |
| 510131 | F-51D 44-72697 | LAC | Stuart, John P. | Williamson-Johnson APT |



Air Force Order of Battle

Created: 8 Oct 2010

Updated:

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