

65 AGGRESSOR SQUADRON



MISSION

The 65 Aggressor Squadron mission of preparing combat air force joint and allied aircrews for tomorrow's victories through challenging, realistic threat replication, training, test support, academics and feedback. The Aggressors' charter remains to this day to improve combat performance through realistic, challenging training and education. They accomplish this as the USAF's professional adversaries, flying F-15 for Red Flag and Maple Flag exercises, USAF Weapons School syllabus support, priority test mission support and roadshows that visit various units throughout the CAF.

LINEAGE

65 Pursuit Squadron (Interceptor) constituted, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 65 Fighter Squadron, 15 May 1942
Inactivated, 7 Nov 1945
Activated, 15 Aug 1946
Redesignated 65 Fighter Interceptor Squadron, 20 Jan 1950
Inactivated, 8 Jan 1958
Redesignated 65 Fighter Weapons Squadron, 22 Aug 1969
Activated, 15 Oct 1969
Redesignated 65 Tactical Fighter Training Aggressor Squadron, 30 Dec 1981
Redesignated 65 Aggressor Squadron, 1 Apr 1983
Inactivated, 7 Apr 1989
Activated, 15 Sep 2005

STATIONS

Mitchel Field, NY, 15 Jan 1941
Bradley Field, CT, 19 Aug 1941
Trumbull Field, CT, 13 Dec 1941
Rentchler Field, CT, 24 Jun-5 Jul 1942
Cairo, Egypt, 9 Aug 1942
Cyprus, 15 Aug 1942
Landing Ground 174, Egypt, 16 Sep 1942
Landing Ground 172, Egypt, 6 Nov 1942
Landing Ground 75, Egypt, 9 Nov 1942
Martube, Libya, 12 Nov 1942
Belandal, Libya, 11 Dec 1942
Hamariet, Libya, 12 Jan 1943
Zuara, Libya, Feb 1943
Ben Gardane, Tunisia, 10 Mar 1943
Sollane, Tunisia, 21 Mar 1943
Hani, Tunisia, Apr 1943
Cape Bon, Tunisia, c. 6 Jun 1943
Takali, Malta, 13 Jul 1943
Pachino, Sicily, 19 Jul 1943
Scordina, Sicily, 30 Jul 1943
Rocco Bernado, Italy, 18 Sep 1943
Gioia del Colle, Italy, 25 Sep 1943
Foggia, Italy, 2 Oct 1943
Amendola, Italy, 28 Oct 1943
Cercola, Italy, 1 Mar 1944
Alto, Corsica, 28 Mar 1944
Grosseto, Italy, 11 Sep 1944
Villafranca di Verona, Italy, 29 Apr 1945
Grosseto, Italy, 7 May 1945
Bagnoli, Italy, 15 Jul -5 Aug 1945
Drew Field, FL, 22 Aug-7 Nov 1945
Ladd Field, Alaska, 15 Aug 1946
26 Mile Field, Alaska, 20 Sep 1946
Elmendorf Field, Alaska, 23 Jun 1947-1 Nov 1957
Richards-Gebauer AFB, MO, 1 Nov 1957-8 Jan 1958
Nellis AFB, NV, 15 Oct 1969-7 Apr 1989
Nellis AFB, NV, 15 Sep 2005

ASSIGNMENTS

57 Pursuit (later, Fighter) Group, 15 Jan 1941-7 Nov 1945
57 Fighter (later, Fighter-Interceptor) Group, 15 Aug 1946
10 Air Division, 13 Apr 1953
328 Fighter Group, 1 Nov 1957-8 Jan 1958

57 Fighter Weapons (later, 57 Tactical Training; 57 Fighter Weapons) Wing, 15 Oct 1969-7
Apr 1989

57 Adversary Tactics Group, 15 Sep 2005

WEAPON SYSTEMS

P-40, 1941-1943

P-47, 1943-1945

AT-6, 1946

C-45, 1946-1947

P-51, 1946-1948

F-80, 1948-1951

C-47, 1948

T-6, 1948

B-26, 1949

T-33, 1949-1956

F-94, 1951-1954

F-89, 1953-1957

F-100, 1969

A-7, 1972-1975

F-5, 1975-1989

COMMANDERS

1lt Phillip G. Cochran, 15 Jan 1941

Unkn, Aug 1941-May 1942

Capt Arthur G. Salisbury, By 28 Jun 1942

Maj Gordon F. Thomas, 20 Aug 1942

Capt Gilbert O. Wymond Jr., 13 May 1943

Capt Edward H. Ellington, 20 Jul 1943

Lt Col Gilbert O. Wymond Jr., C. 1 Sep 1943

Capt Richard O. Hunziker, May 1944

Lt Col Gilbert O. Wymond Jr., 20 Jun 1944

Maj Edward H. Ellington, 25 May-7 Nov 1945

Capt Ralph L. Kipper Jr., 15 Aug 1946

Maj William L. Jacobsen, 4 Sep 1946

Maj Benjamin H. King, 29 Dec 1946

Lt Col Thomas C. Kelly, 17 May 1948

Maj James A. Wilson, 10 Nov 1948

Maj John M. Winkler, 26 Apr 1949

Maj Warren S. Patterson, 1950

Maj William H. Stewart, 14 Nov 1951

Unkn, Jan-Oct 1952

Lt Col Orville M. Erdman, By Nov 1952

Lt Col Ralph C. Heatly Jr., By Dec 1954

Maj Chester L. Doron Jr., By Jun 1955

Lt Col Gale S. Glenny, By Dec 1955
Unkn, Jul 1956-8 Jan 1958
Lt Col Burton M. Field, 15 Oct-C. Feb 1970
None (Not Manned), Mar 1970-Jun 1972
Lt Col Kenny D. Cobb, 1 Jul 1972
Lt Col John J. Lynch, By Oct 1973
Lt Col Donald E. Madonna, By Jan 1976
Lt Col Rodney D. Gunn, Jan 1978
Lt Col Harold R. Alston, 28 Mar 1978
Lt Col Stephen B. Dwelle, 21 Jun 1978
Lt Col Michael C. Press, 29 May 1981
Lt Col Charles L. Buzze, 26 May 1983
Lt Col Marvin R. Esmond, 7 Dec 1983
Lt Col James R. Nuber, 30 Jan 1986
Lt Col Michael J. Koerner, 29 Jan 1988-7 Apr 1989
Unkn, 15 Sep 2005-11 Jan 2006
Lt Col Larry A. Bruce Jr., 12 Jan 2006

HONORS

Service Streamers

Campaign Streamers

World War II
Egypt-Libya
Tunisia
Sicily
Naples-Foggia
Rome-Arno
Southern France
North Apennines
Po Valley
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
North Africa and Sicily, 24 Oct 1942-17 Aug 1943
Tunis and Cape Bon Area, 18 Apr 1943
Italy, 14 Apr 1944

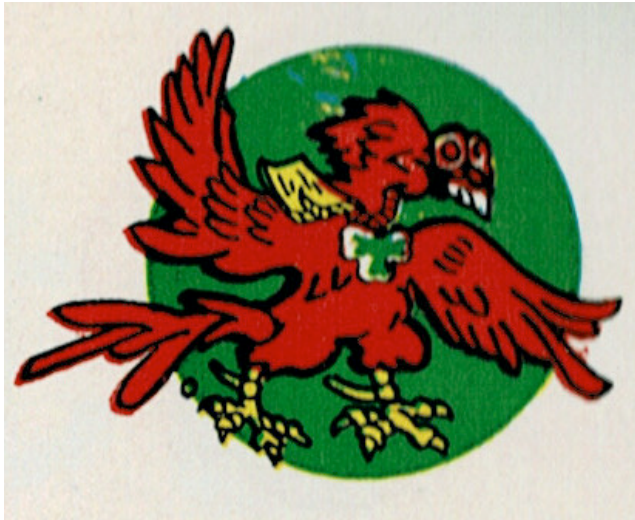
Air Force Outstanding Unit Awards

1 Jun 1984-31 May 1986
1 Jan 1987-31 Dec 1988

[15 Sep 2005]-31 May 2006

French Croix de Guerre with Palm
Oct 1942-May 1945

EMBLEM



65 Pursuit Squadron





The insignia of the Army's 65 Fighter Squadron is described as "a red gamecock in fighting attitude, wearing a flying helmet and carrying a chip of wood on his left shoulder"



On a disc Celeste, nine rays radiating from nombril point Or, surmounted by a mullet Argent, overall a target scope with bulls-eye Sable, all within a narrow border Azure. Attached above the disc, a Yellow scroll edged with a narrow Blue border and inscribed "AGGRESSORS" in Blue letters. Attached below the disc, a Yellow scroll edged with a narrow Blue border and inscribed "65 AGGRESSOR SQ" in Blue letter. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The star represents the full spectrum of adversary aircraft and tactics which the 65 Aggressors learn and replicate. The crosshairs represent the training that the unit provides to the combat air forces to understand, target and defeat those enemies. The rays are symbolic of the sun and the excellence required of Air Force personnel. (Approved, 24 Feb 1978)

MOTTO

NICKNAME

OPERATIONS

A pre-World War II squadron, the 65 entered combat early in the war when, on 12 Aug 1942, some of its pilots flew P-40s with the RAF against German positions in Egypt. From October 1942, the squadron pilots conducted reconnaissance, fighter sweeps, staffing, and dive-bombing missions against the retreating enemy troops across North Africa, as well as escorting fighter-bombers and medium bombers. By April 1943, it was attacking targets in Sicily in support of Allied Forces. It earned a DUC for its support of the British Eighth Army in harsh conditions and against great odds in North Africa and Sicily. The squadron earned a second DUC for aerial combat against enemy aircraft over the Gulf of Tunis on 18 April 1943. In Jun-Jul 1943, it attacked enemy targets on Pantelleria and Lampedusa Islands in the Mediterranean Sea. In Italy, from Sep 1943, it escorted medium bombers, staffed and bombed enemy targets in support of ground forces, and conducted armed and weather reconnaissance as far as Yugoslavia. It also transitioned late in the year to P-47s. The squadron hit German shipping in harbors, railroad marshalling yards, bridges, and other transportation targets, earning a third DUC for devastating attacks against such targets in the Florence-Arezzo area on 14 April 1944. The 65 flew its last combat mission on 2 May 1945. In Aug 1946, the squadron began training new P-51 pilots at Ladd Field, Alaska. Later, it was equipped with F-80Bs in Mar-April 1948, F-80Cs in Oct-Dec 1948, F-94Bs in the summer of 1951, and F-89Cs in Sep 1953. With these aircraft, the squadron provided fighter aircraft defense in support of the Alaska Area until late in the 1950s. In October 1969, the 65 Fighter Weapons Squadron took over the F-100F aircraft, personnel, and facilities of the 4536th Fighter Weapons Squadron at Nellis AFB, only to become non-operational early in 1970. Reequipped in July 1972 with A-7Ds, from May 1973-Jun 1975, the 65 conducted fighter weapons training. Then in Oct 1975, having transitioned to F-5Es, it took on a dissimilar aircraft combat tactics training role until its inactivation in 1989.

Pilot Identified in Fatal F-15 Crash: The 65 Aggressor Squadron pilot who died in the July 30 crash of an F-15D at Nellis AFB, Nev., was Lt. Col. Thomas Bouley, the commander of the squadron. The other pilot on the two-seat fighter was an Royal Air Force exchange officer is in stable condition, but his name is being withheld, said Col. Russ Handy, 57th Wing commander, during a July 31 press conference. He noted that the RAF pilot, who he said is working with the accident investigation board, has "extensive Royal Air Force Tornado F-3 experience and is now fully qualified in the F-16." Handy added that he had just begun his tour with the 65 AGRS. Of Bouley, Handy said, "he was a decorated warrior, an inspiring leader of airmen, and a loving father and husband. He served his country with distinction and will be greatly missed." Bouley had served for 20 years and amassed 4,500 flying hours in the F-15, RAF F-3, and T-38. The accident took place during a Red Flag training exercise, which was continuing without the participation of the 65 AGRS and the 64th AGRS. According to a July 31 Nellis release, the 64th would resume operations Friday (Aug. 1) and the 65 on Aug. 4.

F-15D Crash Cause Determined: A combination of pilot missteps and aircraft anomalies caused the crash of a two-seat F-15D fighter in July during a Red Flag training exercise at Nellis AFB, Nev.,

Air Combat Command announced Monday. The pilot in command, Lt. Col. Thomas Bouley, who led the 65 Aggressor Squadron at Nellis, died in the mishap, while the observer pilot, a Royal Air Force flight lieutenant, sustained only minor injuries. Based on the findings of the accident investigation board, ACC said Bouley executed a maneuver that momentarily exceeded a technical order limitation that is in place when the F-15D carries external fuel tanks. This maneuver, coupled with fuel imbalance in the two external fuel tanks, led the aircraft to enter a violent and prolonged spin that was exacerbated by an imperfection in the aircraft's nosecone. The pilot became spatially disoriented, necessitating ejection. The observer pilot ejected first from the aircraft's backseat and survived. Bouley ejected 0.4 seconds later and did not. The aircraft, worth \$38 million, was lost, ACC said.

11/17/2006 -WASHINGTON (AFPN) - Unit changes at Nellis and Eielson Air Force bases have resulted in two wings that, together, create better opportunities for Air Force pilots to train for combat against potential adversaries. In January, the 65 Aggressor Squadron was reactivated under the 57th Adversary Tactics Group at Nellis AFB, Nevada. The 65 AGRS, an F-15 Eagle unit, is a sister squadron to the existing 64th AGRS, an F-16 Fighting Falcon unit. About 2,300 miles north of Nellis, at Eielson AFB, Alaska, the 354th Operations Group is also adding an aggressor squadron. There, the 18th Fighter Squadron is preparing to swap its current fleet of Block-40 F-16 Fighting Falcons for the Block-30 version. In October 2007, the unit will change its name to the 18th AGRS. An aggressor squadron such as the 65 AGRS acts as a training aid for other military pilots. Aggressor squadron aircraft are flown by pilots specially trained to act as enemy aircraft during air combat exercises. While Air Force aggressor pilots fly aircraft such as the F-16 and the F-15, during exercises they fly as though they are in adversary aircraft, and they only use aircraft capabilities that would be available to enemy pilots. The most visible use of that training comes during exercises called "Red Flag - Nellis" and "Red Flag - Alaska." In those exercises, "friendly" blue forces - the participating units - fly against "hostile" red forces - the aggressor squadrons - in mock combat situations. In the past, only Nellis hosted Red Flag exercises. With two Air Force bases now hosting the exercises, there are more opportunities for mission-ready pilots to test their combat mettle in lifelike air-to-air scenarios. And though the two Red Flag exercises are held in different parts of the country, they both provide the same level of training to pilots who attend, said Brig. Gen. David J. Scott, commander of the 354th Fighter Wing at Eielson. "They're not going to be identical, they're not going to be perfectly the same - what they're going to be is complementary and compatible," he said. "And what we mean by that is you can go to either one of them and get the full spectrum. If a Spangdahlem (pilot) shows up at Nellis or at Eielson, it won't matter. The T-shirt may be a different color, but it will be the same training." The full spectrum of training includes more than just training against enemy aircraft. The 527th and 26th Space Aggressor Squadrons at Schriever AFB, Colo., replicate enemy threats to space-based systems while the 177th Information Aggressor Squadron at McConnell AFB, Kan., replicates hostile threats to information systems. These units round out the 57th ATG's ability to present a complete array of threats to friendly forces - air, ground, space and cyberspace. In December, the group's 507th Combat Training Squadron will become the 507th Air Defense Aggressor Squadron. The redesignated squadron will focus on operating ground-based elements of an "enemy" integrated air defense system including early warning, ground-controlled intercept and acquisition radars, and surface-to-air missile systems. While Eielson will not be adding similar

squadrons to its 354th OG, the units will be shared between both Red Flag - Nellis and Red Flag - Alaska, adding new dimensions to the exercise, said Col. Terrence J. O'Shaughnessy, commander of the 57th ATG. "What we are trying to do is put all our adversary forces under one umbrella - to get the synergy of having multi-discipline folks together in one effort -- so when we present a threat we don't present it in one dimension, but in an integrated fashion," he said. "We'll have our surface-to-air threat, our air threat, the information operations side, (the) advanced electronic warfare issues, and even our space aggressors, to try to present what we call the complete enemy target set." Red Flag exercises are attended by pilots and ground crews alike. And with the addition of Red Flag - Alaska, there are now more opportunities for pilots and ground crews to train. Air Force, Navy, and allied air forces participate in the exercises. Everybody who attends a Red Flag will now be challenged by the variety of new capabilities that have been included with the addition of the new types of aggressor units. But the primary goal of Red Flag remains the same - to ensure that mission-ready pilots are made as sharp as possible in a controlled, safe environment, before they are sent out to fight America's real-world battles, General Scott said.

"If you look back through history, during the first 10 sorties in a war, if (pilots) hadn't had any training, that's when they suffered the highest losses," he said. "What we want to do is get the young wingman across very intense-type scenarios so he already has those in his hip pocket. So when he does go to Iraq, Afghanistan or wherever we send him, he has that and has already lived under those kinds of high-intensity, stressful situations."

Lt. Col. Thomas Bouley, commander of 65 Aggressor Squadron at Nellis AFB, Nev., died July 30 when the two-seat F-15D he was flying crashed at the Nevada Test and Training Range. Bouley had been participating in a Red Flag air combat training exercise. He had served for 20 years and amassed 4,500 flying hours in the F-15, T-38, and Royal Air Force F-3. The second pilot, a Royal Air Force exchange officer assigned to USAF's 64th AGRS, survived but was hospitalized. The Air Force said it would not release his identity until the conclusion of its accident investigation. 2008

The 65 Aggressor Squadron, inactive for 17 years, is back in the saddle with a new mount: the F-15C Eagle. The unit was inactivated in 1989 due to cost-cutting and last flew with Northrop F-5E Tiger Ms that were iconic of the aggressor mission. The 65 resumed operations with camouflaged F-15Cs on Jan. 12 at Nellis AFB, Nev. The squadron stood up with nine Eagles, but eventually will have 24 aircraft as they become available from Air National Guard units under Base Realignment and Closure actions. The 65 will share ramp space at Nellis with the other adversary unit, the 64th Aggressor Squadron, which flies F-16s. The 65 and other aggressor units will provide realistic adversary training," according to Air Force Chief of Staff Gen. T. Michael Moseley. The unit's reactivation is a nod to the fact that foreign air forces now employ advanced aircraft more closely simulated by the F-15. The squadron's heritage goes back to 1940 when it was known as the 65 Pursuit Squadron. In World War II, it became the 65 Fighter Squadron, flying P-40s and P-47s. The unit earned three Distinguished Unit Citations for missions in North Africa, Tunis, and Italy. 2006

The 65 Fighter Weapons Squadron closed its A-7D Fighter Weapons Instructor Course, and converted into a second Aggressor squadron. Jul 1975

The 65 Fighter Weapons Squadron received its first F-5E aircraft and the unit became operational on 15 November. 29 Oct 1975

The primary recipient of the early F-89Cs, the -1, -5, and -10 versions was the 3625th Combat Crew Training Wing at Tyndall AFB, FL. They commenced receiving them in December for aircrew instruction. The majority of these remained at Tyndall AFB until December 1953/January 1954 when they were reassigned to either the 61st Fighter Interceptor Squadron at Ernest Harmon AB, Newfoundland, or Elmendorf AFB, Alaska, and the 65 FIS. The 176th FIS at Truax AFB, Wisconsin, became the first actually operational recipient of the F-89C-10 on February 8, 1952, when they obtained 50-769 as their first mission Scorpion. These -10 models were equipped with the improved Allison J-35A-21A engines. Later blocks, -15 through -30, would have J35-A-33 engines, and then blocks -35/-40 received J35-A-33As that produced 7,400 pounds thrust in afterburner.

The 65 Fighter Interceptor Squadron, based at Elmendorf AFB, was the first Alaskan Air Command recipient of the Scorpion. The first three of their F-89Cs arrived on September 6, 1953, to begin replacement of their F-94Bs. With the exception of these first three examples, half of their remaining complement of aircraft had been transferred from the 433rd FIS at Truax, while the remainder came from the 3625th Pilot Training Squadron at Tyndall AFB, Florida. The first of these already weary Scorpions was lost on October 29 after an engine failure near Elmendorf.

In November 1954 the 65 FIS F-89Cs gave way to new rocket equipped F-89Ds directly from Northrop. One of these being lost at Naknek (later renamed King Salmon Air Force Station), which the 65 FIS used as a forward staging base for interceptor operations in January 1955.

Naknek/King Salmon AFS, in itself is worthy of note: During WWII it had been the most south westward forward operating base on the North American continent. Served by a Low Frequency Radio Range, and later a Visual Omni Range, VOR, the airbase was located just inside Kvichak Bay, which was inside of Bristol Bay and the Bering Sea. Fog, ice fog, low ceilings and heavy precipitation were the norm. Coupled with no overrun on the approach end of the instrument runway and obstructions that were unmarked on the Instrument Approach Plate to begin with, it was "one hairy place" to operate all-weather fighters from.

The 65 FIS won the July 1956 Alaska Air Command Rocketry Meet as a cumulative effort with the 10th AD and narrowly beat out the 11th AD's 449th FIS. 1st Lt. David Riley and RO 1st Lt. Max Ross fired 5800 out of 6000 points and obtained perfect scores in one event, which brought them congratulations from Northrop. They then represented the Alaskan Air Command during the October 1956 Air Defense Command Rocketry Meet at Vincent AFB, Arizona. Although the 65 FIS finished in a tie for seventh place in the meet, the team of 10th AD deputy commander Colonel Donald Graham and his radar observer 1st Lt. Billy Thompson won the High Aircrew Trophy.

On November 1, 1957, the 65 FIS was assigned to Richards-Gebaur AFB, Missouri (previously Grandview AFB), "Without Personnel and Equipment," WOPE. The squadron was inactivated on January 8, 1958, without being remanned or re-equipped.

Immediately after an Air Force unit redesignation program saw the 343rd Fighter Group on Shemya designated as the 57th Fighter Group, on 15 August 1946. The new 57th FG began receiving P-51Hs from the Air Material Command depot at Spokane Field, Washington, where they had been winterized. The first two examples went to the 57th FG's 64th Fighter Squadron, and the second pair to the 65 FS. It was an inauspicious beginning, for 44-64511 was written off during an emergency landing on August 23rd because of a rough running engine and its pilot collapsing its landing gear. It was not until October before eight more P-51 Hs arrived and the last of the Group's old P-38s were disposed of.

Due to Air Force reductions of personnel, the Group's three squadrons were combined with the 64th FS, absorbing what remained of the 66th FS and the 65 FS, becoming tasked as the Group's-Reserve Training Unit. Their official role was that of "fighter defense of the Aleutian Chain, fighter support, assisting the Army in ground defense". One Mustang was lost in December, at Adak, which was the nearest suitable alternate to Shemya three hundred-fifty miles away!

It was determined that Shemya was operationally unfeasible for Mustang operations, particularly in respect to constant adverse weather conditions and logistical difficulties. In April 1947, the 57th FG withdrew to Fort Richardson, Anchorage, Alaska. The 66th FS completed a move on May 17th. The 65 FS moved up to 26 Mile Field, a satellite of Ladd Field, Fairbanks (later Eielson AFB), for practice bombing of ice dams brought on by the spring breakups. In August the 64th FS was reactivated and moved to Marks Field, Nome, with eighteen P-51Hs that had been in storage at Fort Richardson. They were just 150 miles from mainland Russia.

On August 8th the 57th FG flew its first large-scale exercise with eight P-51Hs of the 65 FS and sixteen from the 66th FS to intercept B-29s of the 7th Bombardment Group, TOY from Fort Worth, Texas, to Fairbanks, Alaska. Then, on August 15th, they worked with the Navy's Task Force 17, a submarine fleet operating off the Semide Islands.

On 14 March 1948, the 57th FG was ordered to become 100% combat ready as a result of Stalin's Berlin Blockade. As the 64th FS's location at Marks Field was considered to be untenable, they were withdrawn to Ladd Field. The winter paint schemes on the Mustangs were removed, and the aircraft's tail wheels, which had been locked down for over a year, were again made retractable and all aircraft were armed.

In April, the 57th FG obtained a squadron's worth of P-80As from the 94th FS and jet training commenced while the Group maintained a "business as usual" facade for the civilian populace. They remained on full alert, through June 10 when the 64th and 66th FSs partially stood down for P-80 training. On September 6th, the Berlin Blockade situation was determined to be calm enough to have the Group come off alert status. The 64th and 66th FSs began receiving P-80Cs and the Mustangs were prepared for transfer to the Air National Guard. The Mustangs went to the 113th FS at Stout Field, Indiana, the 181st FS at Dallas, Texas, and the 162nd FS at Dayton, Ohio. Three were lost en route to the ANG, with one fatality. The 57th FG had lost twenty-eight P-

51 Hs (five in midair collisions) in the two years they flew the aircraft in near combat conditions in a hostile weather environment. It would be hard to say whether this attrition rate would have been any better, or any worse, with any other type of aircraft of the era.

Officials at Nellis AFB, Nev., inactivated the 65 Aggressor Squadron during a ceremony, according to a Sept. 29 base release. The standdown ended the nine-year run of the unit's pilots flying their F-15s as mock adversaries against US and allied aircrews in air-to-air combat drills to help prepare those aircrews for real-world action. The unit stood down on Sept. 26, a victim of Air Force budget cuts, leaving the 64th AGRS as Nellis' sole aggressor squadron. It flies F-16s. "The F-15 brings strengths that will be missed, but the F-16 has been flying the aggressor role for a long time now and it will continue to do that to meet the Air Force's needs," said Capt. Jeremy Allen, 65 AGRS' chief of safety. The pilots from the 65 AGRS will continue their mission as aggressors, along with a limited number of the F-15s, under the 64th AGRS until March 2015, states the release. The Air Force is moving the other F-15s to Air National Guard bases around the country.

The Air Force Weapons School pulled F-15s from Seymour Johnson AFB, N.C., to temporarily fill a gap left by the loss of its dedicated F-15 aggressor squadron at Nellis AFB, Nev. "Having the Seymour Johnson operators and aircraft here is critical to achieving our Weapons School advanced training objectives," said school Commandant Col. Adrian Spain in a Nov. 7 release. "We're losing our red air ... capable of replicating a high-end adversary with the standdown of the 65 Aggressor Squadron and the accompanying loss of those F-15C aircraft," he said. The bulk of the school's F-15Cs were passed on to Air National Guard units when Nellis officials inactivated the 65 AGRS in September due to budget cuts. A few F-15Cs were shuffled to Nellis' F-16 aggressor squadron until next year, after which the school will be without an organic high-end adversary platform. F-15Es from Seymour Johnson's 335th Fighter Squadron supported the school's Weapons Instructor Course from Oct. 11 to Nov. 1, according to the release. 2014

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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