

101 INTELLIGENCE SQUADRON



MISSION

In its federal capacity, the 101 Intelligence Squadron operates the Air Force Distributed Common Ground System (also referred to as the AN/GSQ-272 SENTINEL weapon system) at Digital Ground Station—Massachusetts (DGS-MA). The 101 is responsible for providing near real-time processing, exploitation, and dissemination of intelligence in direct support of fielded forces and other United States combatant commander requirements. Additionally, in its domestic role, the 101 provides unclassified imagery analysis and incident awareness and assessment to executive agencies supporting local, state, and federal emergency management requirements.

The 101 conducts real-time tactical and national intelligence collection, exploitation, analysis, and reporting operations. The squadron partners with and directs U-2 Dragonlady, MQ-9 Reaper, and RQ-4 Global Hawk aircraft in order to develop intelligence products from the data collected and produce cryptologic and imagery products for war fighters and decision makers operating in, or concerned with, the CENTCOM, EUCOM, AFRICOM, and SOCOM areas of responsibility.

The squadron is comprised of nearly 230 military and civilian personnel from various intelligence disciplines who serve in a mix of full and part-time capacities to execute federal and state tasking.

LINEAGE

101 Aero Squadron organized, 22 Aug 1917
Demobilized, 14 Apr 1919

101 Squadron organized, 18 Nov 1921
Redesignated 101 Observation Squadron, 25 Jan 1923

101 Aero Squadron Reconstituted and consolidated with 101 Observation Squadron, 1936

Ordered to active service, 25 Nov 1940

Redesignated 101 Observation Squadron (Light), 13 Jan 1942

Redesignated 101 Observation Squadron, 4 Jul 1942

Redesignated 101 Reconnaissance Squadron (Fighter), 2 Apr 1943

Redesignated 101 Tactical Reconnaissance Squadron, 11 Aug 1943

Redesignated 101 Photographic Mapping Squadron, 9 Oct 1943

Redesignated 39th Photographic Reconnaissance Squadron, 29 Mar 1944

Redesignated 39th Tactical Reconnaissance Squadron, 4 Dec 1945

Inactivated, 29 Jul 1946

Redesignated 101 Fighter Squadron (SE), and allotted to ANG, 29 Jul 1946

101 FS (SE) extended federal recognition, 15 Oct 1946

Redesignated 101 Fighter Interceptor Squadron, 1950

Redesignated 101 Tactical Fighter Squadron, 1958

Redesignated 101 Tactical Fighter Squadron, 1969

Redesignated 101 Fighter-Interceptor Squadron, 28 Apr 1972

Redesignated 101 Fighter Squadron, 15 Mar 1992

Redesignated 101 Intelligence Squadron, 1 Apr 2008

STATIONS

Kelly Field, TX, 22 Aug 1917

Garden City, NY, 3 Nov-4 Dec 1917

St Maixent, France, 1 Jan 1918

Issoudun, France, 21 Feb 1918

Bordeaux, France, 6 Jan-18 Mar 1919

Mitchel Field, NY, 5-14 Apr 1919

Boston, MA, 18 Nov 1921

Otis Field, MA, 31 Jul 1941

Hyannis, MA, 31 Jul 1942

Harrisburg Mun Aprt, PA, 11 Sep 1942

Reading AAF, PA, 1 Jun 1943

Thermal AAFld, CA, 11 Jan 1944

Muskogee AAFld, OK, 12 Apr-17 Dec 1944

Valenciennes, France, 24 Jan 1945

St Amand, France 7 Feb 1945 (flights at Jarny, France, 10 Feb-7 Mar 1945)

Gosselies, Belgium 13 Feb-8 Mar 1945

Le Culot, Belgium, 8 Feb-8 Mar 1945

Jarny, France, 7 Mar 1945

Maastricht, Holland, 2 Apr 1945

Wiesbaden, Germany, 20 Apr-Jul 1945

Drew Field, Flay 3 Aug 1945

Santa Maria AAFld, CA, 24 Oct 1945

March Field, CA, 3 Dec 1945-29 Jul 1946
Boston Airport, East Boston, MA
Otis Air Force Base (Later, ANGB), MA, 1968

ASSIGNMENTS

Third Aviation Instruction Center, 1918-1919
Massachusetts NG (divisional aviation, 26th Division), 18 Nov 1921
First Corps Area, 25 Nov 1940
VI Army Corps, 30 Dec 1940
26th Observation (later Reconnaissance; Tactical Reconnaissance) Group, 1 Sep 1941
74th Tactical Reconnaissance Group, 9 Oct 1943
76th Tactical Reconnaissance Group, 21 Oct 1943
III Tactical Air Division, 29 Mar 1944; I (later III) Tactical Air Division, 12 Apr 1944
Ninth Air Force, 6 Jan 1945 (flight attached to XIX Tactical Air Command to 28 Feb 1945
flights attached to IX Tactical Air Command and XXIX Tactical Air Command [Prov] to 10
Mar 1945)
10th Photographic Group, 28 Feb 1945
Ninth Air Force (attached to 9th Tactical Reconnaissance Group [Prov J]), 30 Mar 1945
363rd Tactical Reconnaissance (later Reconnaissance) Group, 23 May 1945
United States Strategic Air Forces in Europe, 25 Jun 1945
Third Air Force, 3 Aug 1945
Fourth Air Force, 24 Oct 1945
Tactical Air Command, 21 Mar 1946
Twelfth Air Force, 17 May-29 Jul 1946
102nd Intelligence, Surveillance and Reconnaissance Group

ATTACHMENTS

412th Fighter Group, 5 Nov 1945-3 Jul 1946

WEAPON SYSTEMS

Mission Aircraft

JN-4,
JN-6,
PT-1,
BT-1,
O-2,
O-11,
XO-12,
O-17 1922
O-38, c. 1932
O-46, 1936
O-47, 1939
O-52, 1942
A-20,

L-5,
O-49,
O-57,
O-59
P-40, 1943,
B-25, 1943
L-5,
O-52,
P-39 1943
P-38/F-5, 1944
P-51, 1945
P-47N, 1947
F-84F, 1950
F-51H, 1951
P-80-1946
F-94A, 1954
F-94B
F-94C, 1956
F-86H, 1958
F-84F, 1964
F-100D, 1971
F-100F
F-106A, 1972
F-106B
F-15A, 1987
F-15B
F-15C, 2004

Support Aircraft

COMMANDERS

Maj Charles H. Woolley, 4 Feb 22-Jun 25
Maj Clarence E. Hodge, 17 Nov 31-13 Nov 38
Maj Louis E. Boutwell, 3 May 29-16 Nov 31
Maj Albert L. Edson, 14 Nov 38-ao Jan 41
Cpt Clyde C. Jackway, Sep 41-ao Jan 42

HONORS

Service Streamers

Theater of Operations

Campaign Streamers

Antisubmarine, American Theater
Rhineland

Central Europe
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



A blue disc edged with gold behind a sea gull in flight. The famed seagull insignia was designed by the distinguished Paul F. Seavey, artist in residence at the renowned Swain School in New Bedford, and was approved for use on Nov. 19, 1924. Superimposed on the circular insignia is a white seagull, native to New England skies and known for its sturdy build and keen vision. Originally, the seagull symbolically represented the squadron's reconnaissance ability to act as the watchful eye for military ground forces, observing and photographing related activities. Able to endure New England's unpredictable weather, the seagull is steadfast in purpose and courageously persevering in combat. The inner circle of blue originally represented the water of Boston Harbor which surrounds Logan International Airport, the squadron's first home. It now represents the skies of Massachusetts and the Atlantic Ocean which surrounds Cape Cod. The

patch is encircled by a gold ring, traditionally the symbol of unity, strength and golden opportunities for development. The golden ring literally and symbolically adds color to the insignia and good fortune to the squadron. (Approved, 18 Nov 1924)

The famed seagull insignia was designed by the distinguished Paul F. Seavey, artist in residence at the renowned Swain School in New Bedford, and was approved for use on Nov. 19, 1924. It is the oldest patch still in use in the U.S. Air Force. Superimposed on the circular insignia is a white seagull, native to New England skies and known for its sturdy build and keen vision. Originally, the seagull symbolically represented the squadron's reconnaissance ability to act as the watchful eye for military ground forces, observing and photographing related activities. Able to endure New England's unpredictable weather, the seagull is steadfast in purpose and courageously persevering in combat. The inner circle of blue originally represented the water of Boston Harbor which surrounds Logan International Airport, the squadron's first home. It now represents the skies of Massachusetts and the Atlantic Ocean which surrounds Cape Cod. The patch is encircled by a gold ring, traditionally the symbol of unity, strength and golden opportunities for development. The golden ring literally and symbolically adds color to the insignia and good fortune to the squadron.

MOTTO

NICKNAME

OPERATIONS

Maintained aircraft, 1918.

In the spring of 1921, Maj. Leonard H. Drennan, USA, Air Officer, learned that in the organization of the division which Massachusetts was pledged to raise under the National Defense Act, provisions were made for the formation of certain units, of which aviation formed a part. He mentioned the subject at a luncheon of the "Archie Club," an organization of Bay Staters and New England men who shared the memories of war-time combat with the enemy on the various fronts of World War I. At their luncheon, action was initiated that resulted in the authorization to form an air unit of the Massachusetts National Guard.

On June 30, 1921, the Adjutant General of Massachusetts, in paragraph V, General Order 7, granted authority to form such a unit. Fifteen of these young men in the Archie Club signed up with Maj. Drennan to form the nucleus of the new air unit. Maj. Drennan, together with James K. "Joe" Knowle, famous World War I ace, who became the squadron's first commanding officer, Lt. Louis E. Boutwell, Capt. Gardiner H. Fiske, Capt. Harold B. White, Capt. Charles H. Wooley, and Mr. James T. Williams, the editor of the Boston Transcript, finally succeeded in surmounting legislative difficulties and convinced the political powers that a means should be provided for the formation of this new air unit. Organization had been proceeding during the days when actual recognition of the squadron was held in abeyance.

The first federal inspection of the new unit was made in early November 1921, and federal recognition followed on Nov. 18, 1921.

In 1922, the first Field Training Period of the new unit was held at Mitchell Field, Long Island, New York, then a regular Army Air Service post. Returning from its first tour of field training, the new unit girded itself for a new battle, this time to secure a place to fly. They found a remarkably suitable area for a flying field, a great expanse of newly made land created by the filling of East Boston tidal flats at Jeffries Point. This area is now known as Logan International Airport. The sum of \$35,000 was made available from state funds for the laying out of two cinder runways. This amount fell short of that required to complete the job. The National Guard airmen enlisted the aid of the Boston Chamber of Commerce and \$15,000 more was raised by public subscription insuring completion of the task. From this start, a great international airport has sprung.



A Curtiss O-11 from the 101st Observation Squadron undergoes inspection circa 1928.

On June 13, 1923, Boston's first aircraft touched down on a 1,500 foot cinder runway (piloted by Lt. Kitchell Snow) on the then tiny airfield known as Boston Airport built by the U.S. Army on 189 acres of tidal flats. On September 8, 1923, Boston Airport was officially dedicated. The original airfield was used primarily by the Massachusetts Air Guard and the Army Air Corps. The squadron played a big part in the first around the world flight of the United States Army Air Service. The official return to the United States for these pioneers came when they landed at

Boston's Airport on the first westward crossing of the Atlantic Ocean in history by an airplane from Europe. These aircraft were prepared for the last lap of their journey by the 101.

The 101 Squadron, from 1923 for half a dozen years on, became a veritable flying circus. It did much to keep alive interest in aviation in New England. Hardly a country fair or so-called air meet went on but what the National Guard airmen provided the backbone of the program. Continuing their training, the unit progressed in efficiency and skill. Hampered by inadequate equipment, the men flew on, hoping for better days, when they could be equipped with planes which would really fly without risking their lives every time they left the ground. The unit was assigned to the 26th Division, the Yankee Division.

In Aug, 1925, the squadron made new militia history when it was sent to Virginia to take its tour of duty at Langley Field. It demonstrated its efficiency, and upon its return, better type planes were issued it, and it began to take its place as a service organization. New planes continued to be issued the squadron, until by 1927 the full complement of service type planes were in the hangars, together with training planes of a new type. Finally, its six veteran "Jennies" were declared obsolete. Few if any tears were shed, but their passing was celebrated with suitable ceremony.

Another legislative battle was fought by the squadron; this time for suitable quarters at the Boston Airport. After many legislative trials and tribulations, in which the air unit was aided immeasurably by leading citizens and again the Boston Transcript, the Boston Chamber of Commerce, the American Legion, and many other individuals and organizations throughout the state, the bill making available the \$250,000 for construction of suitable quarters at the airport was finally passed and signed by Governor Joseph B. Ely.

In 1927, a fellow Guardsman, Lt. Col. Charles Lindbergh, came to Boston in his famous "Spirit of St. Louis," which was housed and care for in the 101 hangar.

In 1931, 2nd Lieutenant Frank Otis died when his O-46A crashed into the Illinois River. As a result, Otis Field was named for him in 1938.

In 1933 Jeffery Field was rebuilt with new hangars and administrative buildings, and renamed Logan Airport in honor of Major General Edward L. Logan, who commanded the 26th Division from 1923 to 1928. The 101 was ordered into state service in 1936 and 1938 during a devastating flood and hurricane to fly observation missions and to drop food and equipment to stranded fishermen and the residents of Isle au Haut, Maine. The 101 helped gained fame when it played a big part in the U.S. Army Air Service's flight around the world. It then cared for the Spirit of St. Louis when Charles Lindbergh visited the state.

In 1938 the unit went to camp with its division for the first time. Having progressed in equipment through O-2s, O-11s, O-17s, O-36s, and O-38Es, the squadron went to the new camp with its full complement of new O-46s. In 1939 three O-47s were received by the unit.

From 1932 to 1939, the squadron continued service beyond the call of military duty, winning commendations for service in locating yachting parties lost at sea in 1933, the location of a wrecked airliner in the Adirondacks in 1934. during which food and equipment were dropped to the four persons marooned; similar missions of mercy to drop food to starving fishermen marooned on an island off Nantucket. and to an entire community of 75 persons marooned on the Isle au Haut, off the coast of Maine, both missions in the winter of 1935.

The disastrous New England floods of the spring of 1936 brought the squadron to duty with the rest of the Guard, personally flying many hours on missions during which vital supplies and medicinal aids were dropped or transported to isolated communities, officials transported. communications established, and much cooperative work accomplished with other National Guard units, coast guard and state police. The 1938 hurricane which swept New England saw the squadron again called for duty, much of the service performed in the 1936 floods being repeated by officers and men who remained on duty for several days. The 1938 hurricane which swept New England saw the squadron again called for duty much of the service performed in the 1936 floods being repeated by officers and men who remained on duty for several days.

In 1940, the 101 was inducted into federal service and was then moved from Logan Airport to Otis Field at Camp Edwards, Mass. During World War II the unit served under the Ninth Air Force as a reconnaissance unit. After serving in France, the squadron returned to the states in 1945 and was reactivated as a National Guard unit on July 29, 1946.

In 1940, the 101 was separated from the 26th Infantry Division and in November was ordered into active Federal service for intensive training. Initially the 101's 25 officers and 133 enlisted men remained at home station until July 31, 1941 when it was then moved from Logan to Otis Field at Camp Edwards. Otis Field was named in after 1st Lt Frank J. Otis, Jr., MD, a 101 flight surgeon who was killed in a flight accident in 1938. The 101 participated in the North Carolina maneuvers in the fall of 1941 and returned to Otis on December 6, 1941.

With the outbreak of World War II, the 101 was assigned to fly anti-submarine patrols off the coast of New England until September 10, 1942. By then many of its original members has been reassigned during the expansion of the Army Air Forces. During the next two years, the 101 was transferred to several bases and on May 20, 1944 had its mission changed when it was re designated as the 39th Photo Reconnaissance Squadron. It was then placed under the command of the Ninth Air Force and deployed to the European Theater in December 1944 with 45 officers and 297 enlisted men. The 39th flew both P-38s and P-51s during operational missions from January 1945 to the end of the war in May. The 39th returned to the states in August 1945 and was re designated as the 101 Fighter Squadron in May 1946, and then inactivated two month later.

The 412th Fighter Group, 4th Air Force, at March Field, California, received eleven P-51Hs and six F-6Ds during the summer of 1945. These Mustangs were then assigned to the Group's 39th

Photo Reconnaissance Squadron for sundry duties. The 412th FG had been intended to become the Air Force's first combat jet Fighter Group but the envisioned Bell P-59 assignment did not pan out, and deliveries of the Lockheed P-80 did not occur in time for them to be shipped overseas before the war ended. The 412th FG became heavily tasked with evaluating both of the jet aircraft in all tactical functions.

In the post-war era the National Guard Bureau began a major expansion of its air units. Massachusetts was allotted the 67th Fighter Wing, which consisted of the 101 and the 131st Fighter Squadrons, the 202nd Air Service Group, 601st Signal Construction Company, 101 Communications Squadron, 101 Air Control Squadron, 151st Air Control and Warning Group, 567th Air Force Band, 101 Weather Flight and the 1801st Aviation Engineer Company. The 67th Wing was assigned to Air Defense Command.

With the formation of the US Air Force the Guard units suffered from neglect. In the midst of the switch to jet fighters, the Guard units were left with their handed-down and generally overused World War II propeller aircraft, and had little money for training. As the Cold War intensified, the Air Force looked to the Guard to fill US-based interception missions and started overhauling their organization. On 1 November 1950 the 67th Fighter Wing was inactivated and replaced by the 102nd Fighter Wing, including just the 101 and 131st along with their associated support units.

In 1950, the 102nd was recalled to active duty and assigned to the Air Defense Command. Remaining at home station, the Logan International Airport-based ANG unit stood runway alert throughout the Korean conflict.

101 F-51Hs 44-64334 and 64341 were written-off after this 18 October 1953 accident. Although the damage was not severe, the repairs were not deemed economically feasible as the "H" was close to the end of its service life. The collapse of the tail wheel strut was common in such an accident. The strut itself was one of the aircraft's major shortcomings.

Painted as a target tug 101 F-51H 44-64347 had a yellow tail, nose scallop and outer wing panels. It was lost in an accident on 17 December 1953.

When the Berlin wall was built in 1961, the sqn was alerted and by Nov. 1st, 26 of the wing's F-86H were on the ramp at Phalsbourg Air Base, France. The sqn provided close air support to NATO's U.S. Seventh Army. By August 1962, the sqn was released from active duty and returned to Air National Guard control. In August of 1968, the 101 left its Boston home of over 45 years and became a tenant unit at Otis Air Force Base.

During the summer of 1961, as the Berlin Crisis unfolded, several USAF reserve units were notified on August 16 of their pending recall to active duty. On October 1, the Massachusetts Air National Guard's 102nd Tactical Fighter Wing and its three squadrons, the 101 Tactical Fighter Squadron, the 131st Tactical Fighter Squadron, and the 138th Tactical Fighter Squadron went on active duty at Otis Air Force Base. Between 28–30 October, the 101 TFS departed

Logan International Airport to Phalsbourg, France. The wing deployed 82 Sabres across the Atlantic. In addition two C-47 and six T-33 were assigned to the wing for support and training purposes. The 101's primary mission at the time was to provide close air support to NATO ground forces and air interdiction. Starting on December 5, the 102nd began deploying to Wheelus Air Base, Libya for gunnery training. During its time in Europe, the 101 participated in several USAF and NATO exercises, including a deployment to Leck Air Base, West Germany near the Danish border. At Leck, ground and support crews from both countries exchanged duties, learning how to perform aircraft maintenance and operational support tasks. On May 7, 1962, the Seventeenth Air Force stated that the 102nd would deploy back to the United States during the summer, returning in July 1962. Regular USAF personnel, along with a group of ANG personnel who volunteered to remain on active duty formed the 480th Tactical Fighter Squadron of the newly activated 366th Tactical Fighter Wing.

In 1968, the 102nd Tactical Fighter Wing moved to Otis Air Force Base. The next year the squadron was reassigned from Air Defense Command to Tactical Air Command. The wing flew the F-84F from 1964 until June 1971, when a squadron of F-100D was transferred directly from units fighting the Vietnam War. After making the transition to the "Hun," the F-106 soon arrived to replace them. On June 10, 1972, after completing the move to the F-106, the unit officially became the 102nd Air Defense Squadron. On December 30, 1973, Otis AFB was inactivated and transferred to the Massachusetts ANG as Otis Air National Guard Base.

On April 25, 1975, 101 pilots were scrambled to intercept two Soviet TU-95 BEAR Ds, 240 nautical miles off the Long Island coastline. Intercepts since that time have included everything from aircraft off course, additional intercepts of Soviet BEAR Ds, and aircraft carrying illegal cargo. The squadron participated in the interception of Soviet TU-95 Bear bombers on many occasions, the first of which occurred off Long Island in 1975. Many of these occasions included escorting the aircraft to Cuba. Other escort missions involved the escorting of drug smuggling planes and the identifying of one mysterious ghost plane, which turned out later to be a weather balloon.

The 102nd FIW deactivated its F-106s on January 5, 1988. Between January and April 1988, the squadron converted to the F-15A, which it received from a unit deactivating at Minot Air Force Base. It then resumed its alert commitment at Otis, and also provided an alert detachment at Loring AFB. The 101 was the first ANG unit to be equipped with the F-15

The squadron continued its air defense mission after the fall of the Soviet Union. Examples of this include a 1992 deployment of eight pilots, five F-15, and 48 maintenance and security personnel, for five days to Canadian Forces Base Goose Bay, Labrador, Canada.

Between 1991 and 1995 the squadron deployed to Panama as part of Operation Coronet Nighthawk, a drug interdiction operation.

Examples of the sqn ability to function worldwide include a 1992 deployment of eight pilots, five F-15, and 48 maintenance and security personnel, who deployed for five days to Canadian

Forces Base, Goose Bay, Labrador, Canada. More recently, in the years 1991 through 1995 the wing deployed to Panama as part of "Coronet Nighthawk," a drug interdiction operation.

From 1995 to 1998 the wing deployed to Iceland for 45 days of air defense duty. During 1998 members both trained for and performed in real-world contingency assignments in Iceland, Canada, Korea, and Europe. In 1999 the wing participated in Operation Northern Watch when it deployed with its F-15s to Turkey to patrol and enforce the no-fly zone north of the 36th Parallel in northern Iraq. The squadron again deployed more than 350 personnel to the Middle East and Europe in 2000 to participate in Operation Southern Watch.

On September 11, 2001, Then Federal Aviation Administration contacted the North American Aerospace Defense Command's Northeast Air Defense Sector at Rome, New York, bypassing standard procedures. NORAD ordered the 101 Fighter Squadron to scramble its jets. Two F-15s piloted by Lieutenant Colonel Timothy Duffy and Major Daniel Nash were scrambled and took off to fly to New York. Difficulties in pinpointing the exact location of Flight 11 led to a delay of five minutes before the scramble order was given at 8:43. When Flight 11 hit the North Tower at 8:46, the two F-15 that had been ordered to scramble were still on the runway at Otis; they did not take to the air until 8:52. Lacking a target, the F-15s were directed toward military-controlled airspace off the Long Island coast to avoid New York area air traffic. Uncertain about what to do, the planes were ordered to 'hold as needed' there. At 9:02, Flight 175 hit the South Tower while the fighters flew to their holding position. The Northeast Air Defense Sector was not contacted about this hijacked plane until 9:03. From 9:09 to 9:13 the F-15s stayed in the holding pattern. At 9:13, the pilots of the F-15s told FAA Boston Center that they were heading for Manhattan to establish a Combat Air Patrol over the area. The F-15s arrived over Manhattan at 9:25

The BRAC 2005 commission originally planned to close Otis Air National Guard Base and dissolve the 101. Locals argued that this would leave a huge gap in the national air defenses. BRAC officials, after visiting the base, decided to keep it open, but the 101 would still lose its planes, only this time they were only going to the 104th Fighter Wing, based at Barnes Municipal Airport.

The wing hosted its last airshow with the F-15C at the end of Air Force Week in August 2007. The wing shared a commonality with the 101 Air Refueling Wing, the 103d Fighter Wing, and the 104th Fighter Wing, which due to BRAC decisions, also changed the type of planes that they flew. Beginning in 2007, the F-15s began moving to Barnes Municipal Airport. With the grounding of the F-15, the 158th Fighter Wing, which is based in Vermont, temporarily took over the role of patrolling the Northeast's skies. This interruption of the F-15's flight, coinciding with the transitioning of the fighter jets to the 104th Fighter Wing, created some issues. The move was originally scheduled to be completed at the end of January, but the grounding of the F-15's in late 2007 and early 2008 delayed this move to the end of February.

On January 24, 2008, the 101 Fighter Squadron flew its last patrol mission. The unit's wing commander, Colonel Anthony Schiavi, led the flight, accompanied by Major Daniel Nash, who

was one of the first responders for 9/11. Fire trucks were on hand when the team landed a half-hour later, giving the planes and the pilots the customary ceremonial hose-down for the last time.

As soon as it was announced that the wing would be kept alive and Otis Air National Guard Base would remain open, the state government began thinking of the future for the 101. There was talk among the members of the Massachusetts National Guard that it could transition to an intelligence mission so that it could help support the War on Terror. The plans hit a roadblock when it was announced that there were few funds left with which the wing could use to transition into its new mission.

The new mission was finally confirmed when Governor Deval Patrick announced that the wing would transition to an intelligence mission as soon as the planes left. Original BRAC plans only said that a Distributed Common Ground System would be created at Otis. These plans didn't include the air guardsmen affected by the loss of their jobs. The issue was finally resolved when the Air Force announced its plans, right before the F-15's started to leave for Barnes.

When Col. Timothy Lynch, 102nd Operations Group commander, taxied F-15 519 to the ramp at Otis, it represented more than just your average sortie; it represented lots of planning, 30 days of maintenance inspection, many confidence flights and thousands of miles. The aircraft came to Otis from the 18th Fighter Wing to become one of our primary assigned aircraft after being accepted by the third rotation of 102nd maintainers. This third group of maintenance folks arrived at Kadena Air Base on Okinawa, Japan, at the end of March and took a full month to inspect and fly two of the 18th Fighter Wing F15Cs back to Cape Cod. Tech. Sgt. Brian Savage ran the transfer dock operation. "The most challenging part was making sure everything was good to go across the pond (Pacific Ocean)" said Sergeant Savage. "We wanted to make sure it was all properly inspected, but we really got busy when we started flying." Sergeant Savage went on to say that working with the active duty and visiting that part of the world was an "overall incredible experience." All the aircraft systems are inspected during the process, so the 102nd team had representatives from all the shops. Engine shop was particularly busy inspecting and installing new Pratt & Whitney F100 turbofan motors in the new tails. Senior Master Sgt. Mike McCarthy, shop supervisor, was justifiably happy with his team. "I'm extremely proud of the quality and quantity of maintenance accomplished by all the individuals deployed to Kadena, Okinawa," said McCarthy. "Over the past 5 months engine shop personnel and augmentees conducted 14 engine changes, 21 engine borescope acceptance inspections, and three augmentor removals and installations. The professionalism and focus on mission accomplishment displayed to this point has been very impressive considering Master Sgts. Tim Schilling and Bill Killen work on an aircraft in the transfer dock at Kadena Air Base, Okinawa, Japan. all the distractions we have all been through over the past year." When the Otis team of 22 personnel had completed inspecting, fixing and prepping the aircraft, pilots from the 101 Fighter Squadron flew the planes to check the systems. Then maintainers began the next round of fixing and flying. After one local sortie, Colonel Lynch praised the quality of Guard maintenance and thanked the team for their efforts in getting his aircraft ready for a long trip across the Pacific. With a whole month in the country, the trip wasn't all work. "It's a great little

island, I really enjoyed the local culture,” said Tech. Sgt. Don Auclair from the maintenance squadron machine shop. “But the best part of it was the food, half the time I didn’t know what the heck I was eating. I tried kelp, octopus and local shrimp.” The rotation culminated with the successful launch of two aircraft back to Cape Cod. Then the team turned over their tools, briefed the incoming group and started the long trip back home.2006

What is a snowbird? Migratory birds (in other words birds with common sense) flee the cold, harsh winters of the north for the warm weather of the south. Like these smart birds, snowbirds are also defined as retired people from northern climates who carry their homes with them, as campers (mounted on bus or truck frames) in search of warmer locales in the Sun belt region of the Southern United States. And who can blame F-15 fighter pilots who each year migrate to places much warmer than frigid Massachusetts in the month of February?

You can bet that their mode of transportation, the “Eagle,” gets them to their destination much quicker than the typical snowbird. This year, the soon to be intelligence wing deployed with eight aircraft and landed in Savannah, Ga. The migration will most likely mark the 102nd Fighter Wing’s last major aircraft deployment before becoming a non-flying Air National Guard unit. Savannah is home to the Air National Guard’s, Combat Readiness Training Center (CRCT) located at Savannah International Airport, where the 102nd based its operations from Feb. 1 through 16.

While deployed, wing pilots found many challenging opportunities for dissimilar aircraft training while flying over more temperate waters than the Vineyard Sound off Cape Cod. Maj. Alexander “Snip” Haldopoulos was the project officer for the first week of the exercise. He explained that the deployment originally was scheduled for Nellis Air Force Base, Nev. .Nellis fell out in early December because on base billeting was not available and it became too expensive to quarter members off base in the Las Vegas area. Other locations considered were Savannah, Ga. and San Diego, Calif.

Savannah was picked because of its proximity to great over water air space training areas and an air combat maneuvering instrumentation range. About 125 wing personnel were deployed in support of this year’s Snowbird exercise. The fighter squadron typically flew six sorties in the morning and another six in afternoon while operations specialists, maintainers, crew chiefs, and back shop personnel keep operations and maintenance flowing without a hitch. Security forces were also critical to this deployment, they basically moved into the CRCT and took over 24 hour, seven day a week responsibility for securing the facilities and aircraft.

Another situation that made Savanna ideal was that during the deployment time-frame there was a large force exercise being built and headquartered out of Shaw Air Force Base named Operation Iron Thunder. This exercise consisted of over a hundred participating Air Force, Navy, Marine, and Royal Air Force aircraft. Maj. Haldopoulos said, “This was a great deployment. On most days we flew in support of Iron Thunder on the morning goes of the first week, and in the afternoon we flew against ourselves which was more the exception than the rule. Most often we were flying against F-16s based at McEntire Air National Guard Base, or F-18s from Beaufort Marine Corps Air Station, both in South Carolina.”

Capt. Kevin Pugh, the 79th Fighter Squadron weapons and tactics large force exercise officer explained, “Iron Thunder had suppression of enemy air defense and air-to-air combat scenarios. There were two phases in the exercise. One phase had blue air protecting a target area from

red air, the aggressors. The other had blue air attacking an enemy target. Who flew blue or red air during the exercise, which was off the North Carolina coastline, was determined each day.” On a typical day during Iron Thunder, the E-3 Sentry airborne warning and control system and about six or seven tankers took off, then the fighters rolled out to the coastlines between Myrtle Beach, S.C., and Charleston, S.C. They flew north toward the North Carolina coastline and received fuel from tankers.

The fighters were approximately 120 miles off the coast of North Carolina when the first phase of exercise play began, Captain Pugh said. There were approximately 85 blue air aircraft, which includes escorts, versus about 15 red air aircraft. Blue air, which targets were along the coastline, headed west and red air headed east. Blue air performed simulated attacks toward red air until the threat was destroyed. Something not originally planned for was an exercise that 102nd pilots quickly planned after high winds and waves on the North Carolina coast cancelled Exercise Iron Thunder on Thursday of week one.

Not wanting to lose an opportunity for training, Otis pilots rushed to put together a large force scenario calling on Iron Thunder assets to exercise in the Savannah area where the weather was better. This created a great training opportunity for us,” said Maj. Haldopoulos. “We flew through a long vulnerability window performing defensive counter-air operations. Normally, we train to secure a target area for 15 to 20 minutes; in this scenario, we had to secure the target area for a much longer time. The scenario required us to utilize a tanker where by our F-15s were able to siphon on and off the tanker during the fight, and defend the target area for 55 minutes.”

On April 1, 2008, the 101 Fighter Squadron was re-designated as the 101 Intelligence Squadron, with a formal ceremony on April 6. The wing will reach full operation in 2010.

During the time preceding the wing reaching full operational capacity, members of the wing had the option of moving with the F-15s to Barnes. Most members decided to stay behind and train for their new missions. The crash trucks moved with the F-15s to Barnes, leaving the brush breakers of the Massachusetts Military Reservation behind. The buildings formerly occupied by the planes will be reused for the intelligence mission by wing members. These buildings include the hangars that the F-15s formerly occupied.

101 Intelligence Squadron sought a partnership with another facility to get its people mission ready. The solution was found with the 117th Intelligence Squadron, Distributed Ground Station-Alabama (DGS-AL). “The surge in MQ-1 Predator sorties for the wars in Afghanistan and Iraq has placed a huge demand on (Intelligence, Surveillance and Reconnaissance) exploitation. Combatant commanders simply couldn’t wait any longer for us to get into the fight,” said Lt. Col. David McNulty, 101 IS commander. “Alabama has always been an Intel unit, so learning from their experience gives our crews a great launching point. Instead of starting out at ground zero, we have the benefit of learning their tried and true tactics, techniques, and procedures,” said Colonel McNulty.

Senior Airman Kevin Teves started his Massachusetts Air National Guard career as a security forces specialist. The new mission has found him in Alabama for over a year. The second imagery analyst from Otis to graduate from technical school, Airman Teves has seen the

groundswell move from just a handful of Otis people to well over 100 qualified, mission-ready folks to run a mission. "It's kind of funny because I've met more Otis people (in Alabama) than when I was back (at Otis.) You get to work closely with others," said Airman Teves. Master Sgt. Charles Mignault is another of the first wave of Team Otis members ready to take part in live missions. Since the transition he has not only successfully completed reclassification, but also become mission qualified in under a year.

Picked for his strong mission skills and teaching ability at the 117th, Sergeant Mignault has become one of the first Team Otis members to become 'Instructor Rated Operator' certified. "Initially, we had a handful of people go out and get certified. Then a few more went out. Then a whole group. Pretty much we are on the downside of spinning up folks. We are ready to go," said Sergeant Mignault. The partnership seems to be working. Senior Master Sgt. Bill Majors works as the enlisted advisor for the operations of the 117th. As such, his role is to make sure that Team Otis is performing adequately, so when the time comes to run a mission on their own, they are ready. "We could not have performed our missions without the help and manpower of Massachusetts.

The workload was too great. So, in a sense, Massachusetts was critical for us to maintain the workload we were expected to perform," said Sergeant Majors. "We have learned from each other. While we have trained Massachusetts guys, they have also been able to contribute to our operations due to some individuals' unique skill sets. This has and will continue to benefit the entire enterprise as well as the warfighter." Airman Teves agrees, "I think we've learned a lot from their experience. I mean, they've been doing the job for over 40 years and all the personnel issues and best ways to do things, we can learn from them. That will make things a lot easier on us." Major Michael Raszka, the Otis detachment commander at Alabama, feels the same.

"What I can tell you is that the 117th has been an extremely accommodating partner and mentor in our efforts to train our people for our new mission," said Major Raszka. The level of training and need to complete their own mission has pushed DGS-AL to its limits. According to Sergeant Majors, a recent Air Force Intelligence, Surveillance and Reconnaissance Agency inspection team pointed out that well over half of the crew position evaluations ('checkrides') for the entire DCGS enterprise in 2009 have been conducted at DGS-AL. "That is substantial considering that we are only a squadron," said Sergeant Majors. Long hours and denied leave requests are unfortunate, but very real, costs of doing business.

"It's kind of tough being away from family and friends for so long," admits Airman Teves. With the influx of successfully trained Otis personnel, DGS-AL members are finally able to turn over the reins and get some relief. "Again, we were only able to do this through Massachusetts leaving a core group of people at DGS-AL to alleviate some of the burden," surmises Sergeant Majors. And while the distance from home has been difficult, there is some reward in the knowledge that doing the job helps others. Airman Teves firmly said, "I really feel a sense of accomplishment. That's definitely worth it."

As Team Otis facilities near completion, there will soon be a home for our members to return to and workstations to man. Team Otis welcomes that day but isn't so ready to leave behind the friendships made with DGS-AL. "We'll miss the barbecue, Auburn University vs. University of Alabama football debates, and their southern hospitality. We look forward to

hosting them for visits to the Cape down the road to introduce them to lobster, Red Sox, and snow,” said Colonel McNulty.

As the wing embarks on establishing a new tradition of excellence at Otis, 13 members of the 102nd Intelligence Wing recently returned from training at Goodfellow Air Force Base, Texas, sporting hard earned intelligence badges. They completed their career development courses in short order and were then deployed to Alabama for 90 days of specialized training and certification. “They have completed six months of training at Goodfellow Air Force Base and are supporting U.S. Central Command (from) Alabama,” said Master Sgt. Ed Veneto, intelligence flight supervisor. The members are tasked in an air and space expeditionary force rotation with a unit line number. “Even though they are going to a stateside base to do a manning assist and get some certifications from the 117th Intelligence Squadron in Alabama, they are technically supporting a (U.S. Central Command Air Forces) pre-deployment. They have to be 100 percent overseas deployable to take these ULNs (Unit Line Numbers).

They technically could be forward deployed from that location,” said Veneto. Lt. Col. Dave McNulty, 101 Intelligence Squadron commander, described the training process as a journey and is proud of their performance thus far. “Colonel Anthony Schiavi handed out 17 coins last month to our honor graduates,” said McNulty. “Five different specialties are awarded at Goodfellow Air Force Base, and we have had at least one distinguished graduate from each of those courses.” McNulty is impressed with the commitment of the group.

“They returned from Goodfellow Air Force Base, cranked out their CDCs within 60 days and headed down to Alabama,” he said. The deployed Airmen faced additional challenges due to the fact that their coursework is classified, forcing them to study at the vault at Otis or at a sensitive compartmentalized information facility at Hanscom Air Force Base. During the first 30 days, Airmen take open- and closed-book tests and a “check ride” with the mission examiner. “The process is similar to a pilot going through his or her training – you have to know your academics as well as be able to demonstrate proficiency in the actual task,” explained McNulty.

The deployment requires each individual to be Title 10 active duty, as they will be making “kill chain” decisions. The 13 Otis Airmen were embedded as members of the 117th Intelligence Squadron for the 90-day duration of their training. McNulty is mindful of the diligent efforts of the newly minted intelligence Airmen as well as the sacrifices of their families. “We know family members are putting up with a lot with these deployments, and we appreciate their support,” said McNulty. “It’s a team effort. The logistics readiness folks, Senior Master Sgt. Joann Letourneau and 2nd Lt. Jenn O’Connell, have done an outstanding job,” said McNulty. As the mission moves forward, Otis Airmen continue to excel in their training and are poised for this vital undertaking. 2009

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