

182 AIRLIFT WING



MISSION

LINEAGE

182 Tactical Fighter Group, 15 Oct 1962
Redesignated 182 Tactical Air Support Group, May 1969
Redesignated 182 Fighter Group
Redesignated 182 Airlift Wing

STATIONS

Peoria ANGB, Peoria, IL

ASSIGNMENTS

Illinois Air National Guard

WEAPON SYSTEMS

Mission Aircraft

F-84
U-3
O-2, 1971
C-130

Support Aircraft

T-33, 1955
VC-47, 1949
U-3
C-131, 1972
T-29, 1972
C-26A

COMMANDERS



Col Harold C. Norman (ANG photo)

Col Harold C. Norman, 1962
Col George H. Mason, 1975
Col Harold C. Norman, 1975
Col George H. Mason, 1976
Col Roland E. Ballow, 28 Feb 1977
Col Kenneth D. Peterson, 1983-1989
Col Frank D. Rezac, 1989-1994
Col Alan L. Paige, 1994-1998
Col Barry W. Beard, 1998-2004
Col William P. Robertson, August 7, 2004

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award
August 1, 2003-July 31, 2005

EMBLEM

MOTTO

NICKNAME

OPERATIONS

In 1962 the 182d Tactical Fighter Group (TFG) was formed and assumed control of the redesignated 169th Tactical Fighter Squadron (TFS).

In May of 1969, the 182d TFG was redesignated as the 182d Tactical Air Support Group (TASG). In January of 1970, the wing received its first O-2A Skymaster aircraft. Members of the 182d TASG provided relief assistance during state active duty for the Canton tornado disaster in July of 1975.

In 1976, the 182d TASG was awarded its first Air Force Outstanding Unit Award, and the group converted to the OA-37 Dragonfly in 1979. The 182d TASG received an "Excellent" rating on its first Operational Readiness Inspection (ORI) under the 12th Air Force, and the group was awarded its second Air Force Outstanding Unit award in 1985. In 1987, construction began on the new base facilities, which were formally dedicated in December, 1990. In January of 1991, 138 personnel were called to active duty for Operation Desert Shield/Desert Storm.

In July of 1992, the wing converted to the F-16 and was redesignated the 182d Fighter Group (FG). In June of 1993, members served on state active duty in response to the Mississippi River flooding of southern Illinois. Due to government budget constraints and military restructuring projects, the 182d FG converted to the C-130E and was redesignated the 182d Airlift Wing (AW) effective October 1, 1995. In 1996, the wing began participation in ongoing flying missions for Operation Joint Endeavor in Bosnia.

After the 9-11 terrorist attacks, members of the wing were called up to support the Air Force at various locations around the world. During a September 2002 deployment to Oman, wing aircraft flew combat supply missions into Afghanistan for Operation Enduring Freedom. On March 29, 2003, SSgt Jacob Frazier of the 169th Air Support Operations Squadron (ASOS) was killed in action while serving with Army Special Forces in Afghanistan. He was the first member of the wing to die in combat.

In March of 2003, immediately following mobilization, six aircraft and over 350 personnel were deployed to Minhad, United Arab Emirates, for Operation Iraqi Freedom. These airmen returned in August after providing airlift support throughout the theater. Since that mobilization, smaller numbers of wing personnel and aircraft have continually supported Operations Enduring Freedom and Iraqi Freedom. On December 28, 2003, a wing crew delivered earthquake relief supplies to Iran, becoming the first US aircraft to land there since 1981.

2005 3 Sep On this date, 113 Air Guard Security Forces personnel from New Jersey, District of Columbia, Wisconsin, Tennessee, West Virginia, Montana, Utah, Wyoming, and Oregon deployed to NAS New Orleans. Twelve Security Forces personnel from the 182nd Airlift Wing, Illinois ANG, deployed to Mississippi. Thirty seven ANG Services personnel deployed to Gulfport CRTC.

Air National Guard C-130s rotated to the Aviation Detachment at Powidz AB, Poland, for the first time to begin exercises with the Polish air force this month, according to an Air Force release. Three C-130Hs from the Illinois ANG's 182nd Airlift Wing based in Peoria along with

some 50 pilots, maintainers, and support personnel, deployed to Poland on Oct. 10, wing spokesman TSgt. Todd Pendleton told Air Force Magazine. Until now, C-130Js from Ramstein AB, Germany, have supported the bulk of AvDet airlift rotations. "As Poland's state partner, the Illinois ANG airmen continue to deepen established relationships and build partner capacity between US and Polish forces," said Lt. Col. Jack Harman, commander of the 52nd Operations Group Det. 1, which oversees the AvDet. "NATO's interoperability is key to the strength of the Alliance," he said. Illinois C-130s will wrap-up their three-week rotation to Powidz on Nov. 1, said Pendleton.2014

Air National Guardsmen from the 120th and 182nd Airlift Wings departed for home this week following a four-month deployment at an undisclosed location in Southwest Asia. During their deployment, the Airmen were assigned to the 386th Air Expeditionary Wing, where they successfully delivered cargo downrange at a record-breaking pace in support of Operation Inherent Resolve, the coalition mission aimed at defeating ISIS. Their mission while deployed were flying and maintaining multiple C-130H Hercules aircraft. Some of the records they broke included the most hours flown since October 2012 and most passengers moved in recorded history from their location. This was accomplished by a team of citizen Airmen working tirelessly to complete the mission.

"The guys I have worked with here are outstanding," said Lt. Col. Joseph Rudebeck, a 737th Expeditionary Airlift Squadron pilot, deployed from the 182nd Airlift Wing. "Their level of professionalism and dedication is second to none." In order to keep the C-130 mission fully functional and off the ground, knowledgeable maintenance Airmen worked day and night to identify and fix potential issues. Airman 1st Class John Rayyan, a 386th Expeditionary Aircraft Maintenance Squadron aircraft environmental electrician, deployed from the 182nd AW, did his part to make sure the aircraft was working properly. "Without the components the aircraft wouldn't be able to fly, so if anything goes bad with those components, I am there to fix it," said Rayyan.

This team also achieved their unit's best mission completion rate since 2015. This was accomplished through close integration between the aircrew and the Aircraft Maintenance Unit. Pilots like Rudebeck recognized the importance of working alongside these maintainers. "Those guys are spot on and always have a spare jet ready for us to go so we can still get the mission off on time," said Rudebeck. The flying missions often brought the aircraft to rough environments. This resulted in a need for constant upkeep of the C-130s. "These planes take a beating and there is always maintenance that goes along with it," said Rudebeck. "The maintenance guys are challenged in ways they are not challenged at home station." "One that sticks out the best is our hours flown," said Tech. Sgt. Taylor Thoroughman, a 386th EAMXS crew chief, deployed from the 120th AW. "Not only are we not breaking the aircraft, but when they do break we are getting them back fully mission capable within the allotted time they give us." These Airmen will go back home knowing they did their part in sending ammunition, food, personnel and other necessary cargo downrange in the fight against ISIS.

Federal activation for the Berlin Crisis came in 1961 and after that, in 1962, Headquarters 182nd Tactical Fighter Group was formed which assumed all support functions and the 169th Tactical Fighter Squadron. By 1965 the unit was so good that it furnished half the fighter force

for Exercise Diamond Lil XVII. This exercise deployed a task force of 12 F-84' s from Volk Field nonstop to Elmendorf AFB, Alaska, with inflight refueling. Redeployment to home base was also nonstop with aerial refueling.

One of our F-84 drivers was known for heading straight for his destination, no matter what. One day, with this particular pilot as flight lead, a fourship was headed for the range when suddenly, up ahead, a squall appeared. And, just as predicted, he flew straight into it. The other three ships flew around the squall, joined him on the other side, and he never knew the difference.

One of the dangers of flying a range mission is target fixation. They tell the story about one of the pilots who became so fixed on the target that even shouted warnings from the range control officer did not break his trance. The plane just kept diving further and further until it disappeared behind some trees. There was a cloud of dust and range control activated crash procedures. Then they saw the plane come sort of lumbering up out of the trees and head off the range. The crew chief swears to this day that there was grass and mud on the belly of that plane. And the pilot, after that day, was known as a chain smoker.

Some of the guys were sitting around on the bank of a big lake in Michigan. They were discussing the depth of the water. There were all kinds of estimates from REAL deep to just so-so. But all bets were off when they looked up to see one of our boys standing knee-deep in the middle of the lake happily serving some liquid refreshment to a couple of startled fishermen in a boat.

One of the boys caught a really BIG fish up at Volk, iced it down in a cooler, put it on, the C-47 and asked the flight mechanic to keep an eye on it for him on the trip home. There was some delay in takeoff because the C-47 developed a problem . . . and so did the fish, after about three days!

Then there was the "abandoned" tank that the boys found in the woods at Alpena. Whoever left it there couldn't get it started ... but our boys could. They painted it all up with graffiti, drove it on base and parked it in front of the chow hall one night. They made the boys put it back.

And there was the time that a couple of the boys were out in a boat fishing all nice and peaceful when, suddenly, a big ole' bear showed up on the far side of the lake. Well, they figured they'd just ignore that ole' bear ... until one of our boys, safely on the opposite side, decided to growl at the ole' boy. The bear must have thought the growl sounded like it needed investigating (maybe he thought it was a girl bear!) because he made a beeline for the other side, headed directly at the boys in the boat. Here they were, trying to keep an eye on the bear, cranking like crazy on a stubborn, stalled boat motor and yelling at the idiot on the other side to "STOP GROWLIN', YOU "

In 1969 the unit was redesignated the 182nd Tactical Air Support Group and was equipped with

the U-3 as an interim aircraft. The O-2' s came in 1970. They were small, push-pull, propeller driven, noisy and UGLY! They looked something like a pregnant guppy. But they kept the unit in the flying business. Again, the boys learned quickly and the unit was soon involved in exercises all over the country and even out of the country. . . Puerto Rico, Germany and Alaska. The Maintenance people won an award for their method of "packaging" the O-2 for deployment. It could get there faster "packaged" by airlift than it could under its own power!

But slow, noisy or ugly, that little plane kept busy. The unit participated in RED FLAG exercises at Nellis AFB, Nevada, in O-2' s. Those were tough, realistic exercises.

The story is told about one of the O-2 aircrews who was obviously not accustomed to being propeller driven. During a range mission at Atterbury, he forgot to switch fuel tanks. When things suddenly got very quiet in the cockpit, he radioed, "I think I've had a flameout."

It got very boring just taking the O-2 "around the pattern" and a lot of the boys sort of, one hesitates to say, "created" flight time. But they found a lot of nice places to stop - for breakfast, lunch, or just a coffee break. Decatur was a good place. Quincy and Mattoon were popular. Davenport was especially nice on Friday nights; there was a seafood buffet. Poor babies really got their wings clipped when it was discovered one day that there were more O-2' s on the ground in Decatur than there were in Peoria!

With the O-2' s came the jeeps - the MRC-108 Communications Central, actually. Those jeeps took some know-how to operate. They also took gasoline. Someone launched a convoy of jeeps just to practice and just to go around the airport. About halfway around, someone realized that all the vehicles' gas tanks were on empty.

Another convoy was coming home from Volk. Their leader swears emphatically that some gremlin stole a road sign and they missed their turn because, before he realized it, they were approaching a toll gate where there shouldn't have been a toll gate. It cost him fifteen bucks.

In 1979, the 182nd was awarded its first Outstanding Unit Award, a proud moment in its history.

In September of 1979, the first OA-37 landed in Peoria. That, too, was a proud moment. The unit was back into jet aircraft. The mission was still the same and the jets were not big, but they were jets. And, true to form, the unit put forth a tremendous effort with the result that conversion to the OA-37 was completed ahead of schedule. The last O-2 left and the remainder of the OA-37's arrived in April, 1980. Unit manning was on the upswing with many pilots joining the unit.

Very soon, 1981, the unit was involved in RED FLAG exercises again. The first one was a good sized deployment requiring four C-130's to haul all the equipment and personnel. In addition to its many exercises, the unit was being called upon to instruct personnel from other units and even from the active duty Air Force during those first few years. By August 1981, the unit had

progressed to the point of being called upon constantly to support exercises and even to assist in a test of Electronic Warfare/Close Air Support at Nellis AFB. Nellis in August is one hot spot! The Maintenance and Munitions people spent a lot of time on thOSE hot, concrete ramps.

For the past three years, the unit has sponsored an Air Show. It's a big job but it is done with the local communities in mind. The shows are free of-charge to the public so that those in the poorest of circumstances can come. Local charities are solicited to operate the concession stands and share in the profits. This is only one of the many community projects in which the members of the unit participate. The men are never too busy to help with some worthy or charitable cause; these efforts contribute to the very favorable community relationship the unit continues to enjoy.

The unit also continues to enjoy the reputation of being "can do." The last three inspections by 12th Air Force inspectors, two in 1985 and one in 1987, have resulted in "Excellent" ratings. And, in 1987, the second Air Force Outstanding Unit Award was presented. To add to this, the 182nd is the proud possessor of the best flying safety record in all of Tactical Air Command, having completed twenty years of flying without a major aircraft accident.

Two C-130H Hercules aircraft assigned to the 182nd Airlift Wing, Illinois Air National Guard, delivered 250 medical isolation pods to Chicago Midway International Airport, Chicago, April 8, 2020. The two 182nd Airlift Wing C-130 aircraft and aircrews flew the pods cross-country in a homeland defense mission for use at the McCormick Place COVID-19 alternate care facility.
2020

USAF Unit Histories
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Sources

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