

18th AGGRESSOR SQUADRON



MISSION

LINEAGE

18th Pursuit Squadron (Interceptor) constituted, 22 Dec 1939
Activated, 1 Feb 1940
Redesignated 18th Fighter Squadron, 15 May 1942
Redesignated 18th Fighter Squadron, Single Engine, 20 Aug 1943
Redesignated 18th Fighter Squadron, Two Engine, 6 Mar 1945
Inactivated, 15 Aug 1946
Redesignated 18th Fighter Interceptor Squadron, 10 Oct 1952
Activated, 1 Dec 1952
Inactivated, 15 Apr 1971
Redesignated 18th Tactical Fighter Squadron on 19 Sep 1977
Activated, 1 Oct 1977
Redesignated 18th Fighter Squadron, 1 Jul 1991
Redesignated 18th Aggressor Squadron, 24 Aug 2007

STATIONS

Moffett Field, CA, 1 Feb 1940
Hamilton Field, CA, 10 Sep 1940–8 Feb 1941
Elmendorf Field, AK, 21 Feb 1941
Ft Greely, AK, 18 Apr–23 Nov 1942
Adak, AK, 6 Dec 1942
Amchitka, AK, 15 Feb 1943
Attu, AK, 28 Mar 1944

Elmendorf Field, AK, 6 Nov 1945
Ladd Field, AK, 20 Jun–15 Aug 1946
Minneapolis–St Paul Intl Aprt, MN, 1 Dec 1952
Ladd AFB, AK, 28 Aug 1954
Wurtsmith AFB, MI, 20 Aug 1957
Grand Forks AFB, ND, 1 May 1960–15 Apr 1971
Elmendorf AFB, AK, 1 Oct 1977
Eielson AFB, AK, 1 Jan 1982

ASSIGNMENTS

35th Pursuit Group, 1 Feb 1940
28th Composite Group, c. 24 Feb 1941
XI Fighter Command, 7 Jun 1942
343rd Fighter Group, 11 Sep 1942–15 Aug 1946
31st Air Division, 1 Dec 1952
514th Air Defense Group, 16 Feb 1953
11th Air Division, 1 Sep 1954
5001st Air Defense Group, 20 Sep 1954
11th Air Division, 1 Oct 1955
412th Fighter Group, 20 Aug 1957
30th Air Division, 1 Apr 1960
478th Fighter Group, 1 May 1960
478th Fighter Wing, 1 Feb 1961
Grand Forks Air Defense Sector, 1 Jul 1963
Duluth Air Defense Sector, 4 Sep 1963
29th Air Division, 1 Apr 1966
28th Air Division, 15 Sep 1969
24th Air Division, 19 Nov 1969–15 Apr 1971
21st Composite Wing, 1 Oct 1977
343rd Tactical Fighter Group, 15 Nov 1977
21st Tactical Fighter Wing, 1 Jan 1980
343rd Tactical Fighter Wing, 1 Jan 1982
343rd Operations Group, 1 Jul 1991
354th Operations Group, 20 Aug 1993

WEAPON SYSTEMS

P-36A, 1940–1941
P-40K
P-40E, 1941–1945
P-39N, 1943
P-38E, 1943
P-38G
P-38J
P-38L

P-51, 1946
F-51, 1952-1953
F-86, 1953-1954
F-89D, 1954-1957
F-102A, 1957-1960
F-101B, 1960-1971
T-33, 1960-1971
F-4E, 1977-1981
A-10A, 1982-1991
F-16, 1991
F-16C
F-16D

COMMANDERS

Cpt (later LTC) Norman D. Sillin, 1 Feb 1940
1Lt William A. Bowie, 5 Aug 1941
1Lt Charles A. Gayle, 13 Feb 1942
1Lt Eldon R. Fisher, 18 Feb 1942
1Lt John C. Bowen, 27 Feb 1942
1Lt Joseph S. Littlepage, 26 Mar 1942
1Lt Charles A. Gayle, 12 Apr 1942
1Lt John C. Bowen, 24 Apr 1942
1Lt Charles A. Gayle, 28 May 1942
Cpt Clayton J. Larson, 3 Aug 1942
Maj Charles A. Gayle, 12 Sep 1942
Cpt Louis T. Houck, 18 Sep 1942
Cpt Joseph S. Littlepage, 2 Oct 1942
1Lt Albert S. Aiken, 29 Oct 1942
Cpt Clayton J. Larson, 10 Nov 1942
Cpt William H. Booth, 5 Apr 1943
Cpt George L. Hicks, 31 Jan 1944
Maj Dean Davenport, 13 Sep 1944
Maj Glenn K. Oberst, 25 Jul 1945
1Lt Harry K. Holtzinger, 31 Oct 1945
None, 1 Feb-17 Jun 1946
Cpt Ralph L. Kipper, 18 Jun-15 Aug 1946
Maj John H. Rogers, Dec 1952
LTC James T. Weldon Jul 1956
Maj Merrill E. Roberts, Feb 1957
LTC John M. Patton, Jun 1958
Maj Dwaine L. Weatherwax, 16 Jul 1959
LTC Raymond S. Brown, 14 Aug 1959
LTC James M. Fogle, 1 Jul 1960
LTC Frederick L. Webster, 9 Jan 1963

LTC J. Robert Lilley, 10 Jun 1966
LTC David B. Ballou, Oct 1968
LTC Kenneth A. Shealy, 6 Jun 1969-15 Apr 1971
LTC Roger K. Schmitt, 1 Oct 1977
LTC Louis C. Tronzo, 26 Jul 1978
LTC James M. Hinkle, 1 Jan 1980
LTC Robert H. Price, 26 Jun 1981
LTC Charles W. Parker, 1 Jan 1982
LTC Roland C. Potter, 23 May 1983
LTC Charles C. Higgins, 23 Jun 1983
LTC Bernard H. Fowle, IV, 26 Mar 1985
LTC Gerald R. Yarger, 4 May 1987
LTC Robert R. Woods, 27 May 1988
LTC James P. Hogan, 25 May 1990
LTC Randall L. Sage, 10 May 1991
LTC Jeffrey G. Fee, 18 Dec 1992
LTC Thomas A. Oram, 28 May 1993
LTC Chase J. Johnson, 9 Jul 1993
LTC Kenneth C. Schow, 10 Jul 1995
LTC Curtis L. Cook, 7 Apr 1997
LTC Jeffery A. Paulk, 7 May 1999
LTC Burt A. Bartley, 23 Jun 2000
LTC Robert L. Cushing Jr, 2 Jul 2002
LTC Dean A. Anderson, 24 Jun 2004
LTC Dieter E. Bareihs, 24 Jun 2006

HONORS

Service Streamers

None

Campaign Streamers

World War II

Aleutian Islands

Air Combat, Asiatic–Pacific Theater

Armed Forces Expeditionary Streamers

None

Decorations

Air Force Outstanding Unit Awards

1 Jun 1962–31 May 1964

7 Jun 1966–8 Jun 1968

1 Jan–31 Dec 1978

1 Jan 1983–30 Jun 1984
1 Jul 1985–30 Jun 1987
1 Jan 1988–31 Dec 1989
1 Jul 1990–30 Jun 1992

EMBLEM





Or, a cloud arcing fesswise in base throughout Argent outlined Sable supporting a fox caricature erect Azure, outlined Celeste, eyed and langued Gules, eyes garnished of the first, grasping in its forepaws a machine gun bendwise Black garnished Light Blue and White firing lightning bolts to base Red and surmounting a lightning flash issuing from dexter chief bendwise of the second outlined Black, all within a diminished bordure of the last. (Approved on 10 Nov 1944 and reinstated in Nov 1995; replaced emblem approved on 15 Mar 1978)

Slightly modified to present form in 1978: An updated Gatling gun is now braced against the left side of the fox's chest, and is shooting to dexter-base rather than sinister-base. The fox himself is now facing dexter instead of sinister.

The fox is used symbolically for his qualities of intelligence and cunning in seeking out and attacking his enemies and for his perseverance in preservation and protection of his species. Like qualities are essential in carrying out the fighter mission. Original significance of blue fox: indigenous to Southern Alaska.

MOTTO

NICKNAME

Blue Foxes

OPERATIONS

The first Air Force unit to be assigned to Alaska, the 18th Pursuit Squadron 145 enlisted men and 68 officers, arrived in February 1941.

March 1, 1943 – The 18th Fighter Squadron flew the first single-engine fighter attack against Kiska since October 1942 when the single-engine fighter attacks from Adak against Kiska had been called off as being too risky. The fighter strip at Amchitka placed the P-40 pilots within 90 miles of Kiska. The four pilots arrived over Kiska to find their target obscured by clouds. They

jettisoned their bombs and returned to Amchitka to find the landing strip covered by clouds. After a failed attempt to talk them down by radio, another squadron pilot, Lt. Donald J. Crisp, volunteered to take off and lead them down through a hole in the cloud layer. All five landed safely.

March 3, 1943 – The 18th Fighter Squadron flew the first successful fighter mission against Kiska from Amchitka when Maj James Dowling, Capt Joseph S. Littlepage, and Lt's Sidney M. Richman and George T. Terault dropped fragmentation bombs on the Main Camp area. It signaled a stepped-up offensive against Kiska. An average of 46 sorties a day were flown during March and April.

The 18th FIS had been activated at Minneapolis-St. Paul International Airport, Minnesota, in December 1952 to replace the 109th FIS of the Minnesota ANG that was being relieved from Federal Service after their Korean Conflict activation. Initially they took over the 109th FIS's F-51Ds, but then re-equipped with F-86As in the spring of 1953. This was followed by a short-term switch to F-86Fs the following fall.

On January 7, 1954, the 18th FIS became ADC's first F-89D squadron with the receipt of their first example. As the 18th FIS had already been scheduled for overseas deployment, forecasted for 1955-56, and their transition into Scorpions had been faster than anticipated, their deployment date was revised to September 1954. The last of their assigned twenty-five F-89Ds arrived in July, and on July 26 the relocation of the squadron to Ladd AFB, Fairbanks, Alaska, commenced. On September 1, 1954, the 18th FIS was officially transferred from ADC to the AAC.

The 18th FIS "Blue Foxes," led by Major John "Buck" Rogers, arrived at Ladd from Minneapolis-St. Paul two weeks behind the 433rd FIS, on July 26, 1954, and they brought the first F-89Ds to Alaska. Although the 18th FIS lost two Scorpions while at Ladd, they did establish a new record for F-89 operations. By late June 1957 one of their Scorpions, 52-1858, had been flown over 1000 hours without requiring any major depot maintenance. In the three-year period this Scorpion had been serviced by no less than seven crew chiefs.

On 5 June 1956, A USAF Northrop F-89D 51-11314, of the 18th Fighter-Interceptor Squadron armed with 104 live rockets, strikes an automobile during an aborted take-off at Wold-Chamberlain Field, Minneapolis, Minnesota, United States, killing three of the five occupants of the vehicle; both F-89 crew members survive.

On August 20, 1957, the 18th FIS was transferred back to the ADC from the AAC and was assigned to Wurtsmith AFB, to be re-equipped with F-102s shortly thereafter.

In October, 1977, the 18 TFS, also flying the F-4E, was activated at Elmendorf. The 18 TFS acquired the close air support mission while the 43 TFS retained its role of air defense/air superiority.

Air Defense of US, 1952–1971 and 1977–1982.

October 1, 1982 – The 18th Tactical Fighter Squadron, newly equipped with the A-10A, achieved operational capability. The squadron was authorized 32 pilots and 20 A-10A including two maintenance backup aircraft. There were also seven A-10 pilots authorized in the headquarters of the 343rd Composite Wing and two in Headquarters, Alaskan Air Command. The A-10 pilots were drawn from other A-10 units, former Alaskan Air Command F-4E pilots, O-2A and T-33 conversions and recent graduates of undergraduate pilot training who underwent conversion training at Davis-Monthan AFB, AZ.

The strategic importance of Elmendorf AFB was exercised during the spring of 1980 when the 18th Tactical Fighter Squadron deployed eight of its F-4Es to Korea to participate in exercise Team Spirit. It was a historical first and underlined an increasing emphasis AAC placed on its tactical mobility. The strategic location of Elmendorf AFB on the Great Circle Arctic navigation routes made it an excellent deployment center, a fact that validated the contention of Billy Mitchell who, in 1935, stated that "Alaska is the most strategic place in the world." Deployments from Elmendorf AFB and Eielson AFB to the Far East are now conducted on a routine basis.

May 4-31, 1984 – The 343rd Tactical Fighter Wing conducted its first A-10 overseas deployment when it sent 12 A-10s from the 18th Tactical Fighter Squadron to Suwon AB, Korea.

Tragedy struck on February 19th, 1993 when Captain Glen S. Porter and flight surgeon Major Dr. Robert Verdone were killed in their F-16D twenty miles east of Eielson.

May 18, 1993 – Captain Luis F. Jordan, 18th Fighter Squadron, died when his F-16C crashed 60-miles southeast of Eielson AFB.

Taking advantage of an opportunity for dissimilar combat training the 18th Fighter Squadron deployed in 1997 to Singapore for Commando Sling and then to Malaysia for Cope Taufan. The Cope Taufan was a particularly unique as it allowed the Vipers of the 18th FS to fly against the MiG-29.

Six F-16s from the 18th FS headed south this summer for a six-week tour in Southeast Asia. The unit sent ten pilots and sixty-six maintenance and support personnel to Singapore and Malaysia to participate in two exercises. In Commando Sling the first exercise, the 18th FS pilots flew with and against F-16s, A-4s and F-5Es of the Singapore Air Force. In Cope Taufan they flew against MiG-29s of the Royal Malaysian Air Force. The 18th FIS flew forty sorties against the MiG-29s during the deployment.

Deployments

Operation Southern Watch: Ahmed Al Jaber AB, Kuwait (October of 1998 to December of 1998)

Operation Northern Watch: Incirlik AB, Turkey (September of 2000 to December of 2000)

Operation Enduring Freedom: Ahmed Al Jaber AB, Kuwait (December of 2001 to March 22nd, 2002)

2003 was a busy year as it saw the unit go to Anderson AFB in Guam in support of Operation Noble Eagle during March and the squadron also participated in Commando Slingshot during October.

During the 2005 BRAC proceedings, it was announced that the 18th FS would be disbanded. One of the early changes to a BRAC decision came as the realization of how successful Red Flag - Alaska was. Previously the exercise held in Alaska was Cope Thunder, but will be rebranded as 'Red Flag - Alaska'. Instead of in the past, deploying a detachment of 64th FS (and before this the 414th CTS), the 18th FS would instead convert to an Aggressor Squadron. The block 40s would be sent to Kunsan AB for the 80th FS making the 8th FW an all block 40 wing. The 80th FS block 30s would be sent to the 18th AS. Officially the squadron stood down on June 23rd, 2007 to become the 18th Aggressor Squadron on August 24th, 2007. Aircraft were painted in Kunsan but didn't arrive at Eielson AFB till very early 2008. Out of the 18th Aggressor Squadron came a unique Arctic aggressor scheme which uses black, white and grey. About three or four aircraft wear this scheme while the rest wear the standard aggressor schemes.

The Air Force will activate the 18th Aggressor Squadron at Eielson Air Force Base, Alaska. The mission of the 18th Aggressor Squadron is to provide realistic, combat adversary training in air, space and information operations. Aggressor squadrons use enemy tactics, techniques, and procedures to give a realistic simulation of air combat. The unit will activate with 18 F-16 Block 30s and will later expand to 24 fighter aircraft. The squadron will be ready to provide aggressor training for Red Flag - Alaska exercises in Spring 2007. The squadron will also support training and exercises throughout the Pacific region and additional requirements of the 57th Aggressor Tactics Group at Nellis AFB, Nev. The designation of the 18th for this Aggressor Squadron continues its long history in the Pacific

A contingent of F-16s from the unit, which calls Eielson AFB, Alaska, home, has been operating from Osan Air Base, acting as the primary "threat aircraft" during the USAF-South Korean air force drills. "Interoperability with US and allied forces versus a highly trained threat flying dissimilar aircraft enables our aircrew members to be battle-ready for a myriad of potential threats," said Capt. Ryan Noonan, 18th AGRS chief of standards and evaluations. The unit's F-16s are painted to resemble MiG and Sukhoi fighters and its pilots employ the tactics and maneuvers associated with those aircraft. Friday October 22, 2010

German Eurofighters earlier this month flew in Red Flag-Alaska 12-2 from Eielson AFB, Alaska. Not only was this the first overseas deployment of Germany's newest fighters, it was also their first participation in a US exercise, according to an Eielson release. During RF-A, the Germans pilots and machines were pitted against the F-16s of Eielson's 18th Aggressor Squadron. "We have some really experienced pilots, but this is a huge challenge for most of them-it's the first time they've done something like this," said German air force Col. Andreas Pfeiffer in Eielson's June 21 release. "There is no other training partner like the Aggressors," he added. The eight Eurofighters, based at Neuburg AB, Germany, arrived in Alaska in May to participate in Exercise Distant Frontier as preparation for Red Flag. "If you put all the factors together, this is probably the highest quality training you could possibly get in modern air combat," said Pfeiffer. RF-A 12-2 lasted from June 7 to June 22. 2012

The Air Force has changed course and decided to keep the 18th Aggressor Squadron at Eielson AFB, Alaska, near Fairbanks, and not alter the size of the remaining base operating support functions, announced service officials on Wednesday. "Given what we've learned about the strategic rebalance to the Pacific in the last year, the reaffirmation of the importance of Air Force presence in Alaska, and the decrease in expected savings, the Air Force has elected to retain the 18th AGRS at Eielson while we finalize our long-range plans for this region," said Acting Air Force Secretary Eric Fanning in the Oct. 2 release. Those long-range plans may include F-35s for Eielson, as the base is a candidate location to host them. Air Force officials had originally estimated that the move of Eielson's F-16 aggressor aircraft-which serve as adversary forces in training exercises like Red Flag-to Joint Base Elmendorf-Richardson, near Anchorage, coupled with curbing other activity at Eielson, would save some \$240 million. Alaska's congressional delegation fought the proposal. 2013

Air Force Order of Battle

Created: 16 Nov 2010

Updated: 25 May 2012

Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

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