

64th AGGRESSOR SQUADRON



MISSION

LINEAGE

64th Pursuit Squadron (Interceptor) constituted 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 64th Pursuit Squadron (Interceptor) (Twin-Engine), 31 Jan 1942
Redesignated 64th Fighter Squadron (Twin-Engine), 15 May 1942
Redesignated 64th Fighter Squadron, 1 Jun 1942
Redesignated 64th Fighter Squadron, Single Engine, 21 Aug 1944
Inactivated, 7 Nov 1945
Activated, 15 Aug 1946
Redesignated 64th Fighter Squadron, Jet, 20 Jul 1948
Redesignated 64th Fighter Interceptor Squadron, 20 Jan 1950
Inactivated, 15 Dec 1969
Redesignated 64th Fighter Weapons Squadron, 7 Sep 1972
Activated, 15 Oct 1972
Redesignated 64th Tactical Fighter Training Aggressor Squadron, 30 Dec 1981
Redesignated 64th Aggressor Squadron, 1 Apr 1983
Inactivated, 5 Oct 1990
Activated, 3 Oct 2003

STATIONS

Mitchel Field, NY, 15 Jan 1941
Winsor Locks, CT, 19 Aug 1941

Revere Beach, MA, 12 Dec 1941
Boston, MA, 9 Feb-5 Jul 1942
Muqeibile, Palestine, 19 Aug 1942
El Amiriya, Egypt, 16 Sep 1942
LG 37, Egypt, 5 Nov 1942
Gambut, Libya, 13 Nov 1942
Martuba, Libya, 20 Nov 1942
Belandah, Libya, 11 Dec 1942
Hamraiet, Libya, 12 Jan 1943
Zuara, Libya, 24 Feb 1943
Ben Gardane, Tunisia, 10 Mar 1943
Soltane, Tunisia, 20 Mar 1943
Hazbub, Tunisia, 4 Apr 1943
Skhirra, Tunisia, 11 Apr 1943
El Djem, Tunisia, 14 Apr 1943
El Hani, Tunisia, 21 Apr 1943
Bou Grara, 19 May 1943
Malta, 27 Jun 1943
Pachino, Sicily, 19 Jul 1943
Scordia, Sicily, 29 Jul 1943
Milazzo, Sicily, 12 Sep 1943
Rocco Bernardo, Italy, 17 Sep 1943
Gioia del Colle, Italy, 25 Sep 1943
Foggia, Italy, 2 Oct 1943
Amendola, Italy, 25 Oct 1943
Cercola, Italy, 3 Mar 1944
Alto, Corsica, 30 Mar 1944
Ombrone, Italy, 12 Sep 1944
Grosseto, Italy, 24 Sep 1944
Villafranca di Verona, Italy, 29 Apr 1945
Grosseto, Italy, 8 May 1945
Bagnoli, Italy, 15 Jul-6 Aug 1945
Drew Field, FL, 23 Aug-7 Nov 1945
Shemya, AK, 15 Aug 1946
Nome, AK, 8 May 1947
Elmendorf AFB, AK, 8 Sep 1947
McChord AFB, WA, 15 Aug 1957
Paine Field, WA, 15 Mar 1960-2 Jun 1966
Clark AB, Philippines, 10 Jun 1966-15 Dec 1969
Nellis AFB, NV, 15 Oct 1972-5 Oct 1990
Nellis AFB, NV, 3 Oct 2003

ASSIGNMENTS

57th Pursuit (later, 57th Fighter) Group, 15 Jan 1941-7 Nov 1945

57th Fighter (later, 57th Fighter Interceptor) Group, 15 Aug 1946
10th Air Division, 13 Apr 1953
325th Fighter Group, 15 Aug 1957
326th Fighter Group, 15 Mar 1960
57th Fighter Group, 1 Apr 1961
405th Fighter Wing, 10 Jun 1966-15 Dec 1969
57th Fighter Weapons Wing, 15 Oct 1972-5 Oct 1990
57th Operations Group, 3 Oct 2003
57 Adversary Tactics Group, 15 Sep 2005

WEAPON SYSTEMS

P-40, 1941-1944
P-47, 1944-1945
P-38, 1946
P-51, 1946, 1947-1948
F-80C
F-94B
P-47D
P-51H
P-38L
P-40E
P-40C
F-80, 1948-1951
F-94B, 1951-1954
F-89C, 1954-1957
F-102A, 1957-1969
TF-102
T-38, 1972-1976
F-5, 1976-1988
F-16, 1988-1990
F-16, 2003
F-16C
F-16D

COMMANDERS

Cpt Romulus W. Puryear, 15 Jan 1941
1Lt Frank H. Mears, 1 Jun 1941
Cpt Clermont E. Wheeler, 1 Jul 1942
Cpt Glade B. Bilby, 11 Nov 1942
Maj Arthur E. Exon, 17 Aug 1943
Maj Louis Frank III, 20 Apr 1944
LTC Robert A Barnum, 24 Oct 1944-1945
Maj Julius D. Shivers, 16 Aug 1946-c. Dec 1946
None (not manned), Dec 1946-7 Sep 1947

Maj William A. Norris, 8 Sep 1947
Cpt Morton A. Kammerlohr, 23 Feb 1948
Maj William L. Jacobson, 14 May 1948
Maj Harry G. Sanders, 26 Jul 1948
Maj William P. Benedict, 13 Mar 1950
Maj Earl Bastian, 3 May 195
LTC Ollie O. Simpson III, 19 Nov 1951
Maj Willard L. Bolton, 1 Jun 1952
LTC George L. Wells, 1952
LTC Carroll H. Wight, 1953
LTC Emmett J. Theisen, 1955
Maj Caro C. Colson, 1956-unkn
Maj Wyman D. Anderson, c. 1958
LTC Edward R. Weed, 4 Mar 1959
Maj Warney L. Crosby, 17 Nov 1959
LTC Jack H. McCreery, 1960
LTC Wyman D. Anderson, 1960
LTC Theodore R. Adams, 1962
LTC Riley E. Patrick, 3 Jul 1964
Maj William S. Turner, 1965
LTC Robert A. Coffin, 20 Jul 1965
LTC William S. Turner, Jun 1966
LTC William E. Davis, 1 May 1968-15 Dec 1969
LTC L. W. Boothby, 15 Oct 1972
LTC Ernest J. Laudise, by Oct 1973
LTC Jerry H. Nabors, by Jun 1975
LTC Ronald R. Davis, 15 Jul 1976
LTC Ritchie F. Graham, Jan 1978
LTC C. J. Henn, Feb 1980
LTC Russell A. Everts, 24 Feb 1981
LTC Paul W. Harbison Jr., 18 Mar 1983
LTC Peter H. Fox, 13 Mar 1986
LTC Donald L. Sexton, 13 Mar 1987
None (not manned), Jan-30 Mar 1988
LTC Michael R. Scott, 31 Mar 1988
LTC Roger E. Taylor, 9 Nov 1989-15 Jun 1990
None (not manned), 15 Jun-5 Oct 1990
LTC Paul W. Harbison Jr., 18 Mar 1983
LTC Peter H. Fox, 13 Mar 1986
LTC Donald L. Sexton, 13 Mar 1987
None (not manned), Jan-30 Mar 1988
LTC Michael R. Scott, 31 Mar 1988
LTC Roger E. Taylor, 9 Nov 1989-15 Jun 1990
None (not manned), 15 Jun-5 Oct 1990

LTC Edward A. Ingham, 3 Oct 2003
LTC Paul E. Huffman, 20 Feb 2004

HONORS

Service Streamers

None

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

None

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 Oct 1974-31 Mar 1976

1 Jun 1984-31 May 1986

1 Jan 1987-31 Dec 1988

[3 Oct] 2003-31 May 2004

1 Jun 2004-31 May 2006

French Croix de Guerre with Palm

Oct 1942-May 1945

EMBLEM





On a disc Silver Gray, a mullet Gules fimbriated Or, overall charged with a target consisting of two concentric circles with crosshairs centered Sable throughout, all within a narrow border Yellow. Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "AGGRESSORS" in Yellow letters. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "64TH AGGRESSOR SQ" in Yellow letters.

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 outlined star represents the full spectrum of adversary aircraft and tactics which the 64th Aggressors learn and replicate. The black crosshairs represent the training that the 64th Aggressors provide to the combat air forces to understand, target, and defeat those enemies. The field behind the star is for the "grey-world" air assets which might someday be adversaries, which the Aggressors learn about and teach to the combat air forces. (Approved, 17 Jul 1956)

MOTTO

NICKNAME

Aggressors
Gomers

OPERATIONS

Air defense, Dec 1941-Jun 1942. Combat in MTO, 7 Oct 1942-5 May 1945. Air defense in Alaska, Aug-Dec 1946 and Sep 1947-Aug 1957, then in Northwestern US, Aug 1957- Jun 1966. Moved to Philippines in Jun 1966 and assumed air defense alert commitment at Clark AB. Rotated flights to bases in Vietnam and Thailand, Jul 1966-Dec 1969. Deployed temporarily to Korea during the Pueblo crisis in Jan-Jun 1968. From Oct 1972 to Jun 1990, deployed throughout US and overseas to teach adversarial tactics and provide dissimilar air combat training to US Air Force flying units.

64th Aggressor Squadron has the 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 USAF Aggressor program was born in 1972 as a response to the poor aerial combat performance of U.S. Air Force aircrews in Vietnam. 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 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.

The USAF's own study into improved air combat training began in 1970. The evaluation to find a suitable aircraft to fulfill the aggressor mission was undertaken by the 64th Fighter Weapons Squadron at Nellis AFB, Nevada. As with the Navy program, the T-38 was found to be the only

type in USAF inventory which could adequately duplicate the MiG-21's flight envelope. The 64th FWS initially received 20 Talons on loan from Air Training Command and went operational on 1 June 1973.

As with the Navy T-38s, the Air Force Talons were given new paint schemes; each one sported a distinctive camouflage scheme and later had Russian-type ID numbers added. The Air Force chose special names for their camouflage patterns including Ghost, Grape, Lizard, Snake, and Gloss Gray. These schemes were designed to match those used by Soviet bloc air forces. They took some time to perfect, and the mix did not always come out as planned. Pilots were only too aware of this when they were scheduled to fly a T-38 in a color scheme which contrasted with the terrain over which the mission was being conducted.

RED FLAG broadened the aggressor concept to train every TAC fighter squadron and beyond; TAC would send their units to Nellis to take part in RED FLAG flying on the Nellis ranges, practicing combat as a unit, with the pilots passing on their new found skills to other members of the squadron. RED FLAG 75-1 was held at Nellis in November 1975. The T-38 was an integral part of every RED FLAG. The 64th FWS pilots constituted Red Force, which Blue Force (the visitors) have to beat, not only in air combat, but by successfully attacking ground targets - dummy radar sites, missile batteries, airfield, tanks and vehicle convoys-dispersed throughout the ranges.

The T-38s began being replaced with F-5Es in late 1976, and many of the aggressor T-38s went to Holloman AFB to be used in lead in fighter training. Most were later modified to the AT-38 configuration.

In June 1954 both the 64th and 66th Fighter Interceptor Squadrons sent their tired F-94Bs to the "Lower 48" where they went to either the 433rd FIS on temporary assignment, or to Air National Guard FISs, and they received brand new F-89Ds in exchange. The 64th FIS lost three of these Scorpions, one in a solo accident, and two via a mid-air collision.

On August 15, 1957, the 64th FIS was transferred to McChord AFB, Washington, as a part of the programmed reduction of Scorpions in Alaska, as by now the threat was believed to be more from ballistic missiles than intercontinental bombers and the AAC was commencing their draw-down of fighter squadrons. The 64th FIS re-equipped with F-102s at McChord.

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 65th 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 65th 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 Shemy 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, Anchor-33, Alaska. The 66th FS completed move on May 17th. The 65th 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.

With such minor damage, F-51H 44-64430 of the 64th FS was written-off after being stood on its nose and then falling back to crush its tail wheel mechanism at Marks Field. They just did not have the physical facilities available to them at Nome to make such repairs in January 1948, even though just three years previously Marks had been a major jumping-off location on the aircraft ferry route to Russia.

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-51Hs (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.

EXECUTIVE SUMMARY AIRCRAFT ACCIDENT INVESTIGATION F-15C, SERIAL NUMBER (S/N) 83-0017, 71 ST FIGHTER SQUADRON (FS), LANGLEY AIR FORCE BASE (AFB), VIRGINIA AND F-16C, S/N 86-0269, 64TH AGGRESSOR SQUADRON (AGRS), NELLIS AFB, NEVADA EIELSON AFB, ALASKA 11 JUNE 2007 On 11 June 2007 at 1905 Zulu, or Greenwich Meridian Time, approximately 80 miles east of Eielson APB, Alaska, Mishap Aircraft 1 (MAI), F-15C, S/N 83-0017, 71 FS, Langley AFB, Virginia collided with Mishap Aircraft 2 (MA2), F-16C, S/N 86-0269, 64 AGRS, Nellis AFB, Nevada. Both aircraft were participating in a RED FLAG-Alaska exercise. Mishap Pilot 1 (MP1) was flying MAI as Blue air and attacking Red air. While attacking, MP1 descended out of his assigned altitude block of 30,000 to 35,000 feet. Mishap Pilot 2 (MP2) had been "killed" for exercise purposes and was exiting the airspace when MAI and MA2 collided. MAI immediately departed controlled flight, and MP1 ejected safely. MAI crashed and was totally destroyed on impact, with the loss valued at \$33,174,003.72. MP1 was recovered approximately ninety minutes after the ejection. MA2 suffered damage to the left wing and tail section, but MP2 was able to land at Eielson AFB. The damage to MA2 was valued at \$1,041,595.00. Neither MP1 nor MP2 was injured. There were no civilian casualties or damage to private property. The estimated cost for clean-up of the crash site, a remote area on a vegetated hillside owned by the Alaska Department of Natural Resources, is \$19,000. The Accident Investigation Board (AIB) President found by clear and convincing evidence that the cause of the accident was the failure of MP1 to stay within his altitude block because of channelized attention on mission tasks. MP1 lost situational awareness of MAI's altitude and MA2's position relative to MAI. The AIB President found sufficient evidence to conclude that the particular angle of MAI relative to MA2 made it difficult for either MP1 or MP2 to visually acquire the other aircraft and substantially contributed to the mishap.

21 August 1941 24 year-old Lt. Eugene M. Bradley, of Antlers, Oklahoma, assigned to the 64th Pursuit Squadron (Interceptor), 57th Pursuit Group (Interceptor), is killed while engaged in a dogfight training drill with Frank Mears, commander of the 64th. Lt. Bradley's Curtiss P-40C, 41-13348, spins out of a tight turn and spirals into a grove of trees 1 mile W of Windsor Locks Army Air Base, Windsor Locks, Connecticut, the first fatality at the new base. Following his funeral in Hartford, Lt. Bradley's remains are interred at San Antonio National Cemetery in Texas. In January 1942, the War Department formally authorized the field's designation as Bradley Field, as a tribute to the flier's memory, so designated on 20 January. It is now Bradley International Airport.

NELLIS AIR FORCE BASE, Nev. (AFNS) -- The 64th Aggressor Squadron and its pilots have handled the mission of preparing combat air forces as well as joint and allied aircrews to win any fight, any time, since 1972. Through these sorties and support, the pilots of the 64th ARGS prepare forces to strengthen alliances through the highest level of combat training and preparation. The pilots provide realistic threat replication for all airframes that travel to Nellis Air Force Base for training, most importantly during the U.S. Air Force's premier air-to-air combat exercise, Red Flag. Once Red Flag hits, Aggressor pilots fly day and night missions as opposing forces by providing the highest level of training possible to maintain readiness.

"It's nothing short of a moral obligation to ensure that we establish air superiority quickly whenever and wherever it's required," said Air Force Chief of Staff Gen. David L. Goldfein. To

maintain this level of readiness, during Red Flag, pilots' days are dominated by flying missions followed by briefs before and afterward, said Capt. Danielle Kangas, the 64th AGRS chief of training. For the Aggressors, select pilots have the added responsibility of being adversaries, said Kangas. "Our job is to know the threats the United States faces, become subject matter experts on those threats, and be able to teach our combat squadrons the air capabilities those threats possess," said Kangas. "We have to accurately replicate these threats to provide the most realistic training possible. We are the go-to for adversary tactics, capabilities and limitations."

The 64th ARGS also supports the U.S. Air Force Weapons School and Mobile Training Teams to teach aggressor academics and provide flying support, said Kangas. Through these sorties and support, the pilots of the 64th ARGS prepare joint and allied forces to strengthen our alliances through the highest level of training and preparation. "We not only have a detailed understanding of how we plan and execute tactically in the United States, but it requires a very detailed understanding and knowledge of all threats," said Kangas. "We are the (subject matter experts) on our adversaries." 2017

Air Force Order of Battle

Created: 19 Nov 2010

Updated:

Sources

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

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. 25 NORAD Region. Army and Navy Publishing. Baton Rouge, LA. 1963.