75 FIGHTER SQUADRON

MISSION

LINEAGE
75 Pursuit Squadron (Interceptor) constituted, 17 Dec 1941
Redesignated 75 Fighter Squadron, 15 May 1942
Activated, 4 Jul 1942.
Redesignated 75 Fighter Squadron, Single-Engine, 28 Feb 1944
Inactivated, 5 Jan 1946
Activated, 10 Oct 1946
Redesignated 75 Fighter Squadron, Jet, 3 May 1949
Inactivated, 24 Sep 1949
Redesignated 75 Fighter Interceptor Squadron, 19 Dec 1950
Activated, 12 Jan 1951
Discontinued and inactivated, 30 Jun 1968
Activated, 30 Sep 1968
Inactivated, 30 Nov 1969
Redesignated 75 Tactical Fighter Squadron, 18 May 1972
Activated, 1 Jul 1972
Redesignated 75 Fighter Squadron, 1 Nov 1991
Inactivated, 2 Dec 1991
Activated, 1 Apr 1992

STATIONS
Hengyang, China, 4 Jul 1942
Chanyi, China, 17 Aug 1942
Yunani, China, 20 Jan 1943

Lingling, China, 31 Mar 1943
Kunming, China, 26 Apr 1943
Kweilin, China, 11 Oct 1943
Hengyang, China, c. Nov 1943
Lingling, China, 10 Jun 1944
Kweilin, China, 25 Jun 1944
Luliang, China, 12 Sep 1944
Luichow, China, Aug 1945
Hangchow, China, 10 Oct–10 Dec 1945
Ft Lewis, WA, 3–5 Jan 1946
Northwest Field (later, Northwest Guam AFB), Guam, 10 Oct 1946–3 Apr 1949
Howard AFB, CZ, 25 Apr–24 Sep 1949
Presque Isle AFB, ME, 12 Jan 1951
Suffolk County AFB, NY, 16 Oct 1952
Presque Isle AFB, ME, 18 Aug 1955
Dow AFB, ME, 25 Jun 1959–30 Jun 1968
Wurtsmith AFB, MI, 30 Sep 1968–30 Nov 1969
England AFB, LA, 1 Jul 1972–2 Dec 1991
Pope AFB, NC, 1 Apr 1992
Moody AFB, GA, 30 Jul 2007

ASSIGNMENTS
23 Fighter Group, 4 Jul 1942–5 Jan 1946
23 Fighter Group, 10 Oct 1946–24 Sep 1949
23 Fighter Interceptor Group, 12 Jan 1951
4711 Defense Wing, 6 Feb 1952
4709 Defense Wing, 14 Oct 1952
519 Air Defense Group, 16 Feb 1953
23 Fighter Group, 18 Aug 1955
Bangor Air Defense Sector, 1 Jul 1959
36 Air Division, 1 Apr 1966–30 Jun 1968
34 Air Division, 30 Sep 1968–30 Nov 1969
23 Tactical Fighter (later, 23 Fighter) Wing, 1 Jul 1972–2 Dec 1991
23 Fighter Wing, 1 Apr 1992
23 Operations Group, 1 Jun 1992

ATTACHMENTS
20 [later, 46] Fighter Wing, Dec 1947–16 Aug 1948

WEAPON SYSTEMS
P–40, 1942–1944
P–51, 1944–1945
P–47, 1946–1949
RF–80, 1949

F–86, 1951–1955
F–89, 1955–1959
F–101, 1958–1968
F–101, 1968–1969
A–7, 1972–1981
A–10, 1980–1991
A/OA–10, 1992

COMMANDERS
Maj David L. Hill, Jul 1942
Lt Col John R. Alison, 1 Dec 1942
Maj Edmund R. Goss, Mar 1943
Lt Col E. W. Richardson, Oct 1943
Lt Col Philip C. Loofbourrow, Mar 1944
Maj Donald L. Quigley, Jul 1944
Maj A. T. House, Aug 1944
Lt Col Clyde B. Slocumb Jr., Oct 1944
Capt John R. Alarie, Dec 1945-Jan 1946
Capt Robert D. Cox, 10 Oct 1946
Maj Kenneth C. Jacobs, 1 Feb 1947
Maj Harold C. Gibson, Jan 1948
Maj George B. Hamilton, Oct 1948
Maj Richard R. Coursey Jr., May 1949
Lt Col George J. Labreche, Jun-Sep 1949
Lt Col Francis J. Vetort, 12 Jan 1951
Maj Edward C. Fletcher, 13 Mar 1952
Lt Col August E. Weil, 1954
Maj George C. Mccleary, 1955
Lt Col John A. Simmons Jr., 1956
Maj Luverne S. Johnson, 1957
Maj James S. Simon, 1959
Lt Col Harold I. Hill, 10 Jul 1959
Lt Col William C. Davis, 20 Aug 1962
Col Morris B. Pitts, 1 Jul 1964
Lt Col Donald F. Chaplain, 23 Jun 1966
Lt Col Robert E. Prince, 1 Nov 1967-30 Jun 1968
Lt Col Monroe E. Blaylock, By Jan-30 Nov 1969
Lt Col Robert D. Reichart, 1 Jul 1972
Lt Col George R. Kennebeck, 16 Mar 1974
Lt Col Hugh D. Ebert, 16 Jun 1975
Lt Col Lawrence G. Hoppe, 9 May 1977
Lt Col William K. Hayes, 31 May 1979
Lt Col Ronald E. Smith, 20 Mar 1981
Lt Col Albert M. Barnes, 1 Sep 1981

Lt Col Robert G. Coleman Ii, 1 Sep 1983
Lt Col Roger R. Radcliffe, 4 Sep 1985
Lt Col Marvin G. Bass, 24 Oct 1986
Lt Col John D. Smith, 12 Sep 1988
Lt Col Larry A. Reseter, 1 Jun 1990-Unkn
Lt Col Phillip Brown, 3 Apr 1992
Lt Col William Dixon, 28 Jan 1994
Lt Col Leonard M. Ritchey, 26 May 1995
Lt Col Marc W. Frith, 11 Mar 1996
Lt Col Wayne C. Pepin, 24 Jun 1997
Lt Col John Allison, 27 May 1999
Lt Col Paul T. Johnson, 16 Jan 2001
Lt Col Raymond Strasburger, 8 Jun 2003
Lt Col Richard Turner, 2 Apr 2004
Lt Col Tim Rice, 10 Jun 2005

HONORS
Service Streamers

Campaign Streamers
World War II
India-Burma
China Defensive
Western Pacific
China Offensive

Armed Forces Expeditionary Streamers

Decorations
Distinguished Unit Citation
Hunan Province, China, 17–25 Jun 1944

Air Force Outstanding Unit Awards
1 Jul 1980–30 Jun 1981
1 Jul 1981–30 Jun 1983
1 Apr 1989–31 Mar 1991
31 May 1995-31 Mar 1997
1 Jun 1997-31 May 1999
1 Jun 2000-31 May 2002
1 Jun 2002-31 May 2003

EMBLEM

On a Black disc with an inner White border a tiger shark (white with Blue and Black markings and Red eye) swimming to dexter and firing Yellow tipped white rockets from its lateral fins. (Approved, 27 Feb 1953)

75 Fighter Squadron emblem: On a disc Sable, fimbriated Gules, a shark bearing fighter plane wings uriant bend sinisterwise tail to dexter of the field, detailed, dented and fimbriated Argent, eyed and langued of the second, highlighted and each wing emitting three wind streaks Azure, bearing six turrets three and three of the third, shooting gun fire Or, all within a narrow border Black. Attached above the disk, a Scarlet scroll edged with a narrow Black border and inscribed "TIGER SHARKS" in Black letters. Attached below the disk, a Scarlet scroll edged with a narrow Black border and inscribed "75 FIGHTER SQ" in Black letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The shark fighter plane symbolizes the unit's attack mission dating to WW II, when joined by the historic American Volunteer Group, "Flying Tigers" in the China-Burma-India Theatre. The diving attitude of the shark with guns blazing represents the power and aggressiveness with which the unit attacks the enemy, while protecting friendly forces. The scarlet fimbriation memorializes the sacrifice of members of the unit in past and future combat operations. (Approved, 9 Aug 2007)

MOTTO

OPERATIONS
Combat in CBI, 6 Jul 1942–14 Aug 1945. Air Defense, 1946–1949, 1951–1968, and 1968–1969.

The 75 Fighter Squadron was first constituted as the 75 Pursuit Squadron (Interceptor) on 17 December 1941. On 15 May 1942, the squadron was redesignated as the 75 Fighter Squadron, and on 4 July 1942 it was activated into service flying P-40 Warhawks.

The 75 Fighter Squadron's first assignment as an active unit was in the China-Burma-India theater, where it absorbed members of the famous American Volunteer Group known as the "Flying Tigers." On the same day as its activation, the 75 scored its first major victory during a night interception flight against Japanese bombers. This was the first night interception ever attempted over the China theater and gave the Japanese quite a shock. The intercepting pilots were credited with the destruction of two enemy bombers and two probables.

During the early days of its history, the 75's mission was to attack and destroy the enemy by strafing airfields, troops, and supply depots, while maintaining air superiority so that the Japanese could not locate and bomb targets in China. Operating from numerous airfields within China, the 75 Fighter Squadron compiled an impressive record during World War II and received the Presidential Unit Citation.

The squadron transitioned to the P-51 Mustang in 1944. The Tiger Sharks began flying the first "Thunderbolt", the P-47 in 1946. After the war the squadron returned to the United States and was stationed at Fort Lewis, Washington. The squadron was inactivated there on 5 January 1946. Following a period of activations and inactivations, during which the squadron was assigned to such bases as Northwest Field, Guam, and Howard Air Force Base, Canal Zone, the squadron returned to active duty on 12 January 1951 as the 75 Fighter Interceptor Squadron

stationed at Presque Isle Air Force Base, Maine. During this period, the 75 served under the Air Defense Command and flew the F-86 Sabre Jet with a mission to maintain a high degree of operational proficiency so that it might repel any possible enemy air attack. The squadron left Presque Isle on 16 October 1952 and was reassigned to Suffolk County Air Force Base, New York, where the squadron remained for three years before returning to Presque Isle.

In March 1956 the 76th FIS obtained twenty-four brand new F-89Ds from Northrop, and turned their worn-down ones over to the 75 FIS, which did not go over all too well! Also, during the summer of 1956 the USAF originated Project Blue Flame, which transferred higher ranking staff officers back to operational units. Under this, Lt. Colonel Frank Keller replaced Lt. Colonel Hardee. (In many squadrons this was not a happy situation, as when "desk weenies" relieved combat operational pilots, squadron morale among the other pilots suffered through a lack of leadership proficiency.)

Prior to conversion to F-89Hs the 75 FIS had three F-89Ds destroyed in operational accidents, fortunately without loss of life. However, on December 11, 1958, 1st Lt. David St. Clairand R/O 1st Lt. Roger Sundhal were killed at Presque Isle when they landed a mile and a half short of the runway in their F-89H. Three months later, on March 24,1959, Lt. Fred Hudson and R/O 1st Lt. Larry Turki also crashed on final approach while returning from a scramble, with Turki being killed.

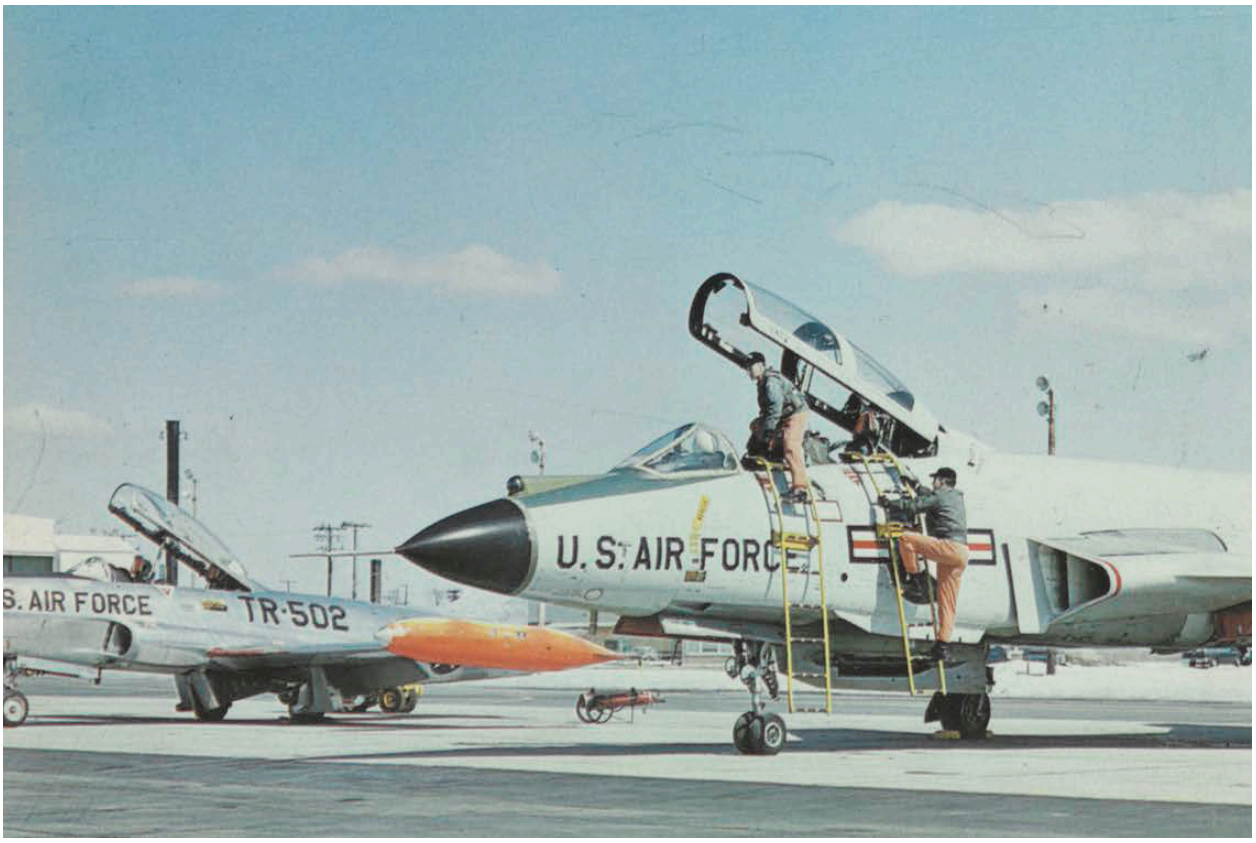
In April 1959 the 75 FIS F-89Hs started to be transferred to Pennsylvania's 111th FIG at Philadelphia and on May 11 the 75 FIS was relieved of their alert commitment to prepare for a transfer to Dow AFB and conversion to F-101Bs. Lt. Colonel John Bell was their last commanding officer during their Scorpion era.

When Dow Field was rebuilt into a modern SAC base, a new fighter alert facility was built next to the B-52 Alert (Christmas Tree) Area. This new facility was a standard F-106 design (identical to those at Loring AFB) however, due to problems in the F-106 production line, the 75 FIS received the F-101 instead of the planned F-106. This new facility housed F-101 alert aircraft along with the pilots and maintenance crews. The F101B carried an array of missiles including those with nuclear capability. The mission of the 75 was to provide and maintain trained crews and combat-ready aircraft for the support in the air defense of the northeastern United States. To accomplish these tasks, the 75 was committed to a 24-hour alert schedule, and regular daily flying training in the F-101B. In the event of detection of an unidentified or hostile aircraft or object, planes of the 75 were airborne in minutes to accomplish identification or, if necessary, engagement of the unknown.

11 April 1961 A USAF McDonnell F-101 Voodoo of the 75 Fighter-Interceptor Squadron, returning from an Air Defense Command patrol over the Atlantic Ocean, dropped too low in poor visibility on approach to Dow AFB, Maine, and struck Bald Mountain, near Ellsworth, Maine, killing pilot Capt. Vernal Johnson and Lt. Edward Masaitis. Wreckage remains in place and the Maine Aviation Historical Society has erected a plaque commemorating the crew and asking that the wreck remain undisturbed.

F-101B VOODOO 57-401 APRIL 11, 1961 BALD MOUNTAIN, DEDHAM
75 FIGHTER INTERCEPTOR SQ

DOW AFB, BANGOR ME At 12:22 AM, two alert F-101Bs were scrambled from Dow Air Force Base to intercept an unidentified aircraft over New Brunswick. At takeoff, a spring freezing rainstorm was moving in over the base and there was a light drizzle with a 500 foot ceiling. Both crews had participated in a multii-day operational readiness inspection (ORI) with very little sleep. They had just turned in about a few hours before the klaxon sounded in the alert hanger. Shortly after getting airborne and establishing datalink and verbal communication with the SAGE control center in Topsham, the crews were advised that the unknown aircraft had been identified as a SAC aircraft inbound to Loring Air Force Base. Captain Vernal Johnson, in the lead ship requested a vector back to Dow, after discussing the weather situation there with the SAGE controller. The first aircraft landed at Dow, but slid into the barrier wire due to an icy runway. At that moment the DOW TACAN glide slope function went out. DOW RAPCON began bringing 401 down using a non-precision approach. About 12 miles out, cleared to an altitude of 2200 feet, Dow RAPCON lost contact with the aircraft and SAGE lost their datalink to 401. The aircraft had impacted 1200 foot Bald Mountain, 1000 feet below the intended altitude at that point of the approach, killing the Pilot, Captain Vernal Johnson, and Radar Intercept Officer 1st Lieutenant Edward Masaiitis Jr. An investigation concluded that the field elevation had been incorrectly set by three of the four crew when the two alert aircraft were "cocked" in the alert hanger. This 1000' error went undetected as crewmembers acknowledged only the last two digits of altimeter settings given over the radio. Assignment of alert crews without adequate rest was listed as a contributing factor.



The mission of the 75 FIS is to provide and maintain trained crews and combat-ready aircraft for the support in the air defense of the northeastern United States. To accomplish these tasks, the 75 is committed to a 24-hour alert schedule and regular daily flying training in the F-101B Voodoo. In the event of detection of an unidentified or hostile aircraft or object, planes of the 75 would be airborne in minutes to accomplish identification or, if necessary, engagement of the unknown.

The squadron inactivated again on 30 November 1969.

On 18 May 1972, the squadron was redesignated the 75 Tactical Fighter Squadron, and on 1 July 1972 was activated at England Air Force Base, Louisiana. There the squadron began flying the A-7D "Corsair II" aircraft. The unit remained at England Air Force Base flying the A-7D until 1981 when conversion to the A-10 "Thunderbolt II" was completed.

On 18 November 1991, the 75 Tactical Fighter Squadron inactivated at England Air Force Base. On 3 April 1992, the squadron was again activated, this time under the "Flying Tiger" flag as the 75 Fighter Squadron located at Pope Air Force Base, North Carolina.

Since the move to Pope AFB, the Tiger Sharks have participated in contingency operations worldwide, including Operations UPHOLD DEMOCRACY, VIGILANT WARRIORS, NORTHERN WATCH, and SOUTHERN WATCH.

The aircraft accident occurred on 3 September 2001 at approximately 12:32:04L, in the Virgin River Gorge (VRG) in northwest Arizona, along Interstate 15 between St. George, Utah and Mesquite, Nevada.

A/OA-I0. Tail Number: 78-0676. 75 Fighter Squadron, Pope Air Force Base, North Carolina.
The Mishap Aircraft (MA) impacted the ground in the VRG following the ejection of the Mishap Pilot (MP) during low altitude formation training. This low altitude training was a segment of the first leg of a cross-country mission from Nellis Air Force Base (AFB), Nevada to Pope AFB, North Carolina scheduled for 3-4 September 2001. The MP ejected safely, sustaining only minor injuries. The aircraft was totally destroyed upon impact with the loss valued at $11,724,785.00. Because the aircraft crashed on undeveloped Bureau of Land Management (BLM) federal property, there was no damage to civilian or private property. The Accident Investigation Board President determined that the accident was caused by errors committed by the aircraft's pilot. The pilot, due in part to several adverse human factors, flew the aircraft into a situation where he felt he could not avoid impacting the terrain given his knowledge of how the aircraft was performing and his perception of the terrain around him. The pilot had lost sight of his flight leader in the rugged VRG and had attempted to turn down a narrow canyon to rejoin with him after regaining sight. However, partially-through the turn, the pilot realized he could not complete the turn without impacting the canyon wall so he reversed his turn only to feel that he was now trapped and that impact with the high terrain was imminent. The pilot ejected seconds before the aircraft impacted the side of a mountain.

The Tiger Sharks closed out the summer of 2002 maintaining a 24-hour combat search and rescue alert posture at Ahmed Al Jaber, Kuwait for Operation SOUTHERN WATCH and around the clock close air support from Bagram Air Base, Afghanistan for Operation ENDURING FREEDOM. The 75 exceeded all execution expectations of the combat planners and directors. The Tiger Sharks were the only unit to never miss a combat alert or airborne close air support tasking, flying 665 combat sorties for a total of 1,836 flying hours.

On 10 May 2010 at 1655 local time, A-10C, tail number 79-0141, assigned to the 75 Fighter Squadron, 23 Wing, Moody Air Force Base (AFB), Georgia, departed the right edge of runway 18L when the mishap pilot (MP) did not successfully stop the aircraft during an aborted takeoff. As the mishap aircraft (MA) departed the runway, the MP ejected sustaining minor injuries. The MA continued traveling over soft uneven grassland until the nose gear collapsed and the right main landing gear and MA nose became lodged into the ground causing a catastrophic fuselage failure just forward of the right wing's leading edge. The MA stopped approximately 500 feet into the grassland at a 45° angle off the end of the runway. Minutes later, the MA was engulfed in fire due to the ruptured forward main fuel tank. The MA was destroyed with loss valued at $17,306,077 to include $52,095 in environmental clean-up on Moody AFB. As the wingman in the two-ship formation, the MP was briefed to takeoff 20 seconds behind his flight lead. After his flight lead began his takeoff roll, but prior to the MA brake release, the MP realized he had not put on his prescription glasses. The MP released brakes at the 20 second mark; however donning his glasses distracted him from immediately advancing the throttles to their takeoff setting. The MP noted a lower than calculated airspeed at the required airspeed check point

1000 feet down the runway and attributed it to his late application of power, so he continued the takeoff. The MP checked his speed again at 1500-2000 feet and the indicator showed negligible to no change. At 3500 feet, the MP correctly diagnosed a pitot-static issue but elected to continue with the takeoff versus executing an abort. Approaching the calculated takeoff distance, the MP rechecked the airspeed indicator and noted an unexpected airspeed rise to 90-100 knots indicated airspeed (KIAS). At the same time, the MP had a visual misperception that the MA was no longer accelerating. The MP concluded that the airspeed indicator was working properly and for an unknown reason the MA was unable to attain the takeoff speed of 136 KIAS. The MP aborted the aircraft with approximately 3500 feet of runway remaining. Evidence supports that the MA was traveling 160-170 KIAS at the time the abort commenced. Due to his perceived lower airspeed, the MP did not apply the required maximum braking. In a final attempt to stop the MA on a prepared surface, the MP attempted a ninety degree right turn onto the last taxiway at the end of the runway. The MP recognized the MA was traveling too fast to complete the turn and subsequently ejected as the MA departed the prepared surface. The accident investigation board (AIB) president found clear and convincing evidence that the cause of the mishap was human factor error. Specifically, the MP's initial decision not to abort the takeoff, and then once the decision to abort was made, the MP applying an inappropriate braking procedure that was based on his perception of being at a lower airspeed. Additionally, the AIB president found by a preponderance of the evidence, that the pitot-static system blockage, task misprioritization, distraction, and procedural error were substantially contributing factors to the mishap.

On 26 September 2011 at approximately 1448 local time, the mishap aircraft (MA), an A-10C, T/N 80-0282, experienced dual engine failure during a Functional Check Flight (FCF) and impacted the ground approximately 20 miles northwest of Moody Air Force Base (AFB), Georgia. The Mishap Pilot (MP) ejected safely and sustained no significant injuries. The MA, operated by the 75 Fighter Squadron at Moody AFB, was destroyed upon impact with the loss valued at $14,708,772.19. Environmental clean-up costs are estimated to be $150,147.50. The MA impacted on private property consisting of a waste runoff site for an unused sand quarry. The impact left a 15-foot diameter crater, burned 5 acres of land, churned 1 acre of earth and destroyed 15 pine trees. An FCF is flown to ensure airworthiness after major scheduled aircraft maintenance. At 15,000 feet, during the stalls and slats checks, the MP noted that the stall warning tones were not functioning properly. The MP elected to continue the FCF profile into the high altitude checks and under a combination of flight conditions of altitude, airspeed and angle of attack that could lead to an increased risk of aircraft stall and engine failure. There is no explicit guidance that prohibited the MP from continuing the FCF profile without a functional stall warning system. At 34,000 feet, the MP performed the high altitude checks. This was the first time the MP was performing checklist items in the aircraft at 25,000 feet and above. The MP slowed the MA for slat extension and looked over his right shoulder to observe the slats. Before the slats extended, the MP noticed the MA enter a stall with a slight right bank. The MP did an aircraft stall recovery; he then checked the engine gauges and noticed both were winding down. The MP followed the proper procedures to attempt to recover the engines and ultimately determined that both engines had completely failed. The MP then correctly executed the procedures for a dual engine failure. The MP attempted to restart the

left and right engines multiple times without success. He continued his attempts until reaching an unpopulated area and ejected from the MA. Engineering analysis of external and internal engine parts, as well as the MP's testimony regarding the engine gauges, suggests that both engines seized while the MP flew the MA down to the optimum altitude for an APU assisted engine restart attempt. The MP's FCF upgrade training did not include the climb to 35,000 feet nor practicing the FCF checks at altitude. In addition, the MP had no experience and insufficient training about the intricacies and possible hazards of high altitude flight without a properly functioning stall warning system. Finally, the MP misprioritized his tasks by checking for slat extension over preventing the MA from stalling. The board president found by clear and convincing evidence the cause of the mishap was the MA engines flaming out due to being flown under flight conditions where aircraft stall and engine failure were imminent; the engines never restarted, causing the MP to eject and the MA to impact the ground. Additionally, the board president found by a preponderance of evidence that the following factors substantially contributed to the mishap: (1) the MA engines failed to restart due to engine seizure; (2) there was insufficient guidance for the possibility of engine seizure after high altitude engine flameout; (3) there is no requirement for 35,000-foot checks during FCF upgrade training; (4) the combination of the MP's inexperience at flying above 23,000 feet and the MA's malfunctioning stall warning system; and (5) the MP misprioritized an FCF checklist item during the mishap flight over preventing the MA from stalling.

Moody A-10s Deploy to South Korea: Nine A-10C ground-attack aircraft from the 75 Fighter Squadron at Moody AFB, Ga., and some 250 Moody airmen deployed to Osan AB, South Korea, for six months to help maintain stability in the region, announced Osan officials Tuesday. The Moody contingent, now dubbed the 75 Expeditionary Fighter Squadron, arrived at Osan on April 30. It constitutes a theater security package of fighters that the Air Force regularly rotates to Osan and Kunsan Air Base, also in South Korea, to bolster those bases' own combat assets. "This deployment will enhance our combat capabilities and provide a strong deterrent, ensuring peace and stability" for South Korea, said Lt. Gen. Jan-Marc Jouas 7th Air Force commander. The Moody A-10s relieved a TSP of F-16s from Hill AFB, Utah, that had been operating out of Kunsan and returned home in mid April. 2012

One Deployment, 10K Hours: The 75 Expeditionary Fighter Squadron, an A-10 unit deployed from Moody AFB, Ga., has surpassed 10,000 combat flying hours in a single rotation to Afghanistan. The unit's commander, Lt. Col. Sam Milam, and Col. Raymond Strasburger, commander of the 455th Expeditionary Operations Group at Bagram Air Base, flew the milestone close air support sortie on Feb. 24. Milam noted that the squadron flew the 10,000 hours with less than a full complement of aircraft and did it in six months' time, reflecting the surge in daily sorties in Afghan operations. He said the milestone was "a manifestation of a great operations and maintenance team." Among those greeting Milam and Strasburger on their return was Pennsylvania National Guardsman Lt. Col. George Chizmar, who currently leads the ground liaison detachment at Bagram and who said, "Close air support is absolutely critical in the execution of ground operations throughout Afghanistan." Chizmar declared CAS "an enormous force multiplier" that "offers the ground force commander a wide spectrum of response options in a precise and timely manner."

The deployment of 12 A-10s to Incirlik AB, Turkey, is part of a normal rotation to support the operation and does not signify any "adjustment to the tactical situation," according to the coalition. Army Col. Steve Warren, spokesman for Combined Joint Task Force-Operation Inherent Resolve, said the six F-16s that had been deployed to Incirlik needed to rotate back to their home base of Aviano AB, Italy, and the 12 A-10s of the 75 Fighter Squadron at Moody AFB, Ga., were what was available to deploy. The deployment is "what it appears to be," and there is nothing "special or magical about the platforms" the military deploys to the fight. While the US has airdropped munitions to Syrian Arab Coalition fighters that are looking to advance on the ISIS stronghold of Raqqa, the increase of fighters deployed to Incirlik-from six F-16s to 12 A-10s-and the close air support strength of the A-10 does not mean the A-10s were picked for an advance on the city, said Warren. "Certainly if there is an offensive on Raqqa, we will use airpower to support it," he said. "We've been striking Raqqa for months if not almost a full year. 2015

USAF Unit Histories
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Updated: 25 May 2023

Sources
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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.
Air Force News. Air Force Public Affairs Agency.
Unit history. *32nd Air Division. 1955.*