

THE STINGER

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100TH ANNIVERSARY ISSUE



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ABOUT THE STINGER

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COMMANDER'S COMMENTS



Editorial by Col. Gregg Biddle

Happy Birthday to the 112th Fighter Squadron! As we reflect back on this very momentous occasion, one can only imagine the countless amount of Airmen who either flew or supported the various missions of the 112th over the past 100 years. Just think of the challenges the Airmen have endured over the past century to remain relevant, lean forward with a vision, and most of all be an integral part of our nation's defense. All of this does not happen in a vacuum, each and every one of you have contributed to the success to help bring the fight to the enemy. Yes, every one of you have identified yourselves as "Stingers" - a proud heritage we can all point back to, a lineage that binds us together to achieve a common goal.

As I look back on my career and think of the airmen who have passed through this wing - Airmen who built the foundation of who we are today. Names you probably have never heard before, like Chief Master Sgt. John Arnett, Chief Master Sgt. Dick Royce, Chief Master Sgt. Ernest Huckels, Chief Master Sgt. Bob Mossing, Col. John Smith, Col. Jay Nielsen and Col. Larry Huckels just to name a few. Some of these airmen had more than 40 years of service. Without them, we may not have had the vision to move the wing from one generation to the next, or be celebrating this momentous occasion.

The base looks nothing like it did when I arrived as a senior airmen. Back then the base was smaller, the South Gate, Baker building, Sonnenberg building, and civil engineering were all a wooded area, the dining facility was a wooden building where the pavilion now sits. There were houses on both sides of Eber Road, where Parker Pond and the solar field are today. We were flying the A-7, fighting

the cold war and were considered a "strategic force" for the Air Force.

As we converted to the F-16, Desert Storm was fresh in our minds as we engaged in our first operational deployment with the active duty supporting "Operation Provide Comfort" leading into "Operation Northern Watch", launching the wing into the modern day deployment cycle. As a wing we continually tested our resilience to keep the mission going while dealing with Unit Compliance Inspections, Operational Readiness Inspections, Base Realignment and Closure challenges, aircraft and mission upgrades just to name a few. In the end, Stingers have risen to the occasion, met the challenges put before them, not only have we excelled but continue to amaze those around us.

Time has a way of softening the "good ole days", with every generation having their particular challenges. Things we might see as trivial today but for our predecessors those challenges could be life changing. Someday in the future, the things we fret about today, will be normal daily occurrences. One thing that is constant, every day we push the envelope - not because we want to, but because it has been passed down between generations of Airmen based on the common ground we call "Stingers". As you ascend throughout your career and work your way into leadership positions, you're going to wake up some day and the previous generation will have handed you the torch - the torch that keeps the wing relevant, giving opportunities to future generations as the past generations have given to you. Happy Birthday Stingers! May your next 100 years be as great as the last 100. 🇺🇸

HISTORY OF THE 180TH FIGHTER WING

Today's 180th FW was formed in October 1995, but its origins stretch back to Aug. 18, 1917 when the 112th Aero Squadron was organized as a supply unit at Kelly Field in San Antonio, Texas. Ten years later in 1927, the 112th moved to the Cleveland Hopkins Airport, Ohio where they became known as the 112th Observation Squadron flying a wide range of aircraft throughout the late 1920's and 1930's including the PT-1, BT-1, the O-2 and the O-11. In 1940, the unit was regrouped as the 112th Liaison Squadron.

During that time, the 112th was activated in support of World War II and Lt. Col. Addison Baker, a B-24 Liberator pilot received the Congressional Medal of Honor for his actions during the raids on the oil fields at Ploesti, Romania. After the war, the unit was reorganized as the 112th Bombardment Squadron (Light), flying Douglas A-26 Invaders and they were activated at Lawson Field, Georgia in support of the Korean Conflict in 1950. After the conflict ended, the unit returned to Ohio as an Air National Guard Fighter Bomber Squadron flying F-51 Mustangs at the Akron-Canton Airport.

Several more reorganizations and aircraft conversions took place throughout the next 20 years. First, the unit moved to Toledo as a Fighter Interceptor Squadron and converted from the F-51 to the F-84 E/F Thunderjet model aircraft in 1958. Then the unit became the 112th Tactical Fighter Squadron in 1958 and was activated for the Berlin Crisis in 1961. In 1962, the 112FS became part of the newly formed 180th Tactical Fighter Group. In 1970, the 180th TFG transitioned from the F-84 to the F-100 Super Sabre and then to the A-7 Corsaire in 1979. Then in 1992, the 180th received its first F-16 Fighting Falcon just before being renamed the 180th Fighter Wing in 1995.

Over the years, members of the 180FW and the 112FS have answered the call to duty by supporting several real-world contingencies to including Operation Just Cause in 1989 and Operation Desert Storm and Desert Shield in 1991. In 1994, 1996, 1999, 2000, 2001 and 2002 unit members volunteered to enforce the No-Fly-Zones over Iraq in support of Operation Provide Comfort, Operation Northern Watch and Operation Southern Watch. Following the horrific events of Sept. 11, 2001, unit members volunteered to support both Operation Iraqi Freedom and Operation Enduring Freedom in 2005 and Operation Iraqi Freedom again in 2007 and 2008. Most recently, in 2013, the wing deployed for the first time to Djibouti, Africa, in support of Operation Enduring Freedom.

While deployed to Africa, the wing received an unscheduled tasking to forward deploy to Azraq, Jordan. The men and women of the 180FW accepted and flawlessly executed this short-notice challenge and moved 221 personnel, eight F-16 Fighting Falcons and 250 tons of support equipment to stand up a bare base in less than 72 hours. Before returning home, 180FW Airmen assisted in yet another relocation, from Jordan to Afghanistan, moving personnel, aircraft and support equipment to Kandahar.

Always striving to better the wing, and the Air National Guard, the 180FW continually seeks out new missions. In 2006, the 180FW began the development of a 10-acre solar renewable energy site. The site is an operational 1.6 megawatt photovoltaic field which is



slated for expansion to approximately 1.9 megawatts peak electrical capacity. Currently, the system produces approximately 33 percent of the unit's annual electrical requirements, in turn saving the taxpayers an estimated \$230,000 each year while reducing the wing's dependence on coal by almost 623 tons annually. Most recently, the wing added 10 Dual Access Tracking Arrays.

From 2007 to 2015, the 180th Fighter Wing Medical Group joined Ohio's Chemical Biological Radiological Nuclear or High-Yield Explosives Homeland Response Force Package, or HRF. This joint package was designed by the National Guard Bureau and is comprised of civilian emergency agencies and Army National Guard components.

Ohio's HRF team serves the Federal Emergency Management Agency's region five, supporting Ohio, Michigan, Indiana, Illinois, Wisconsin and Minnesota. The team's mission is to provide immediate response to the governor in searching disaster sites, rescuing casualties, decontaminating them, performing medical triage and initial treatment to stabilize them for transport to nearby

medical facilities.

The 180FW Propulsion Element was selected in 2008 as the first Pratt and Whitney - 229/220 Repair Network Integration team to have provided War Ready Engines for the F-15 and F-16 communities by rebuilding and testing 81 engines from 2009 to date in support of the Air Force and Air National Guard. These engines have been sent to coalition partners as well as U.S. Air Force installations.

Activated in October 2008, the Air Sovereignty Alert mission became the newest mission at the 180FW. Today, the mission is known as Aerospace Control Alert, after the mission underwent an official name change in July, 2011, to more accurately depict the mission. Directly supporting Operation Noble Eagle, the 180FW aids in the protection of the continental United States and Canada under the direction of the North American Air Defense Command, or NORAD. Since the activation of the mission at the 180FW, ACA has responded to 135 real-world events, totaling 380 flying hours in support of ONE.

The ACA team continues to excel at the nation's number one

priority, our 24/7/365 mission, year after year, the team has earned the highest possible "Mission Ready" NORAD Command inspection ratings and "Best Seen to Date" comments for both Alert Forces Evaluations and Alert Forces Operational Assessments in 2009, 2012 and 2014. The 180FW ACA was the first unit to ever win the 1st Air Force ACA Unit of the Year title, two consecutive years in a row in 2010 and 2011.

Our ACA team has produced several 1st Air Force-level individual award winners as well over the years to include Pilot of the Year in 2011, Senior Noncommissioned Officer of the Year in 2009, Noncommissioned Officer of the Year in 2009 and 2011, Maintainer of the Year for 2010 and Command Post Controller of the Year in 2010, 2011 and 2012. Most recently a 180FW Airman was selected as the 1st Air Force First Sergeant of the Year for 2014. In 2015, a 180FW Airman was selected as the 2015 Security Forces Aerospace Control Alert Airman of the Year.

The team's continued excellence has earned them the full confidence of the continental U.S. North American Aerospace Defense Command Region Commander when he remarked "the 180FW is the benchmark for these operations." In the future, the 180FW and the 112FS will continue to be major contributors to the nation's air superiority.

Known for leaning forward in the research, development and implementation of green energy programs, in 2012, the 180FW became the first Air National Guard wing to fly routine training missions solely on biofuel as part of the testing plan with the Air Force to certify more than 40 aircraft models for bio-fuel use. Two 180 FW aircraft were designated to test 100,000 gallons of the renewable fuel as one of the final steps before taking the fuel mainstream and allowing the F-16 to use bio-fuel in unrestricted operations. The wing's use of Bio-fuels further reduces dependence on fossil fuels and brings us one step closer to achieving our goal of energy independence.

As part of the Air National Guard's community mission, 27 of our medical personnel deployed to Martin, Tennessee in support of "Hope of Martin," a two-week health fair in 2013 where they assisted in providing no-cost medical care to over 3,000 patients. Our Airmen helped to conduct over 7,900 medical procedures and produce over 1,100 pairs of eyeglasses for the people of Martin and surrounding communities.

Our Training Affiliation Agreement with the University of Toledo Medical Center, the first agreement of its kind in the Air National Guard and recognized as a benchmark training program at the National Guard level, was renewed for another five years. This training program streamlines medical skills verification and hands-on training of our military medical personnel locally while also providing extra manpower at the medical center during the wing's training weekends. This partnership is projected to save more than \$20,000 in training costs for each of our military medical personnel.

In the fall, the wing successfully relocated aircraft and personnel to Wright-Patterson Air Force Base during a three-week runway resurfacing project at Toledo Express Airport. The wing's alert mission and daily training never skipped a beat as our Airmen executed their responsibilities flawlessly.

The 180FW also received the first of four active-duty pilots in 2015, as part of the Active Association integration and contributing to the establishment of the One Force concept.

The 180FW remains committed to maintaining the long-standing tradition of high standards when providing combat ready Airmen for our federal, state and community missions. 🇺🇸

ADDISON E. BAKER HEROISM BEYOND THE CALL OF DUTY

On August 1, 1943, Lt. Col. Addison Baker flew into history. On this date, he led his command, the 93rd Heavy Bombardment Group, on a daring low-level attack against enemy oil refineries at Ploesti, Romania. Approaching the target, his aircraft was hit by a large caliber anti-aircraft shell, seriously damaged and set on fire. Ignoring the fact he was flying over terrain suitable for safe landing, he refused to jeopardize the mission by breaking the lead formation and continued unswervingly to lead his group to the target.

“Baker did not leave the formation to land in the flat fields in front of us, but showing a brand of courage that I have never seen before or since, continued to lead us the last two or three miles to the target,” wrote Capt. Raymond Walker, Assistant Operations Officer of the 93rd, who was flying on Baker’s right wing. In an affidavit sent to the War Department, Walker said, “The fire in Colonel Baker’s ship became progressively more intense. He did not swerve but continued on until we dropped our bombs.”

Capt. Carl Barthel, Group Navigator, was flying in the deputy lead ship of Baker’s Flying Circus. He saw Baker’s aircraft, Hell’s Wench, receive the first hit. “When first hit, Lt. Col. Baker made the most heroic decision that any man has been called upon to make. He chose to lead his force into a target even though he knew that such action would result in certain destruction. He also knew the alternative was a comparatively safe landing in the fields.

“Such action and decision shows exceptional devotion to duty, far and above the call of duty, or carrying out the orders. Such courage and decision is more than is asked of any man, but was necessary for the attack to be a success.”

According to Lt. Col. George Brown, the 93rd’s Deputy Force Commander, because the attack was being made on a different heading than the crews had been briefed, had Baker not continued flying to the target “the formation would have broken up at the critical point on the bomb run.”

Lt. Col. Brown’s description of the events reinforced Baker’s heroic action. “In the face of certain death and exhibiting heroism



beyond all call of duty, Lt. Col. Baker, in order to accomplish his assigned mission, continued to lead his force on the bombing run after his aircraft had been fatally hit and was, in fact, a raging inferno. He could have elected to much to a belly landing with open fields in front of the target or pull up in an effort to abandon ship, but he did neither.”

The citation accompanying the Medal of Honor reflects these testimonies: By extraordinary flying skill, gallant leadership and intrepidity, Lt. Col. Baker rendered outstanding distinguished, and valorous service to our nation.

Addison Earl Baker was born in Chicago in 1907 and enlisted in the Air Corps in 1929. He was commissioned a Second Lieutenant in 1930 after his graduation from flying school.

Baker served a year with the 94th Pursuit Squadron at Selfridge field before going to inactive status.

In 1940 he joined the 112th Observation Squadron of the Ohio National Guard at Cleveland. The present 112th Fighter Squadron and 180th Fighter Group are descended from the 112th Observation Squadron.

The unit was activated for federal status and Baker was transferred to the 98th Bomb Group. Within a year he was assigned to the 93rd Bomb Group as a squadron commander.

Baker received the Distinguished Flying Cross in 1943 for his leadership in a bombing strike at La Goulette, Tunis. Later that year he assumed command of the 93rd.

The plan for the attack against the Ploesti oil refineries called for the 93rd to strike Concordia Vega refinery. To avoid German defenses, the attackers were to fly and bomb at very low altitude – 50 feet. Baker elected to fly the lead flagship, Hell’s Wench. With Major John “Jerk” Jerstad as his co-pilot.

On the morning of the attack, Baker stood in the briefing tent looking at the faces of his comrades. He realized that many of them had completed the required number of missions to go stateside, but had chosen to fly with him on this mission.

“We’re going on one of the biggest jobs of the way,” he said. “If we hit it good, we might cut six months off the war.”

According to Air Force accounts, one of the navigators asked, “What if you and Jerk don’t make the target?”

Baker replied, “Nothing like that will happen. I’m going to take you to this one if my plane falls apart.”

When the briefing was over, Baker had made it clear that the idea was to take the bombs exactly to the aiming points; coming back was secondary.

The award winning Baker Building, a multi-purpose facility housing the medical training facility, dining hall and band assembly area, was designed as the focal element for the future base entrance and as a base activity center in which assemblies can be held. The design allows occupants to view air base activities while dining.

The building, which opened in 1993, features a 9,000 square foot dining hall with full service kitchen and a 9,800 square foot fully operational medical training facility and a 4,500 square foot band area. The facility incorporates moveable acoustical partitions as part of the band facility to allow separate activities to be conducted in other areas of the building when the band is rehearsing.

The radius wall was designed to interrupt and complement the existing rectangular shaped structures. Masonry was selected for this building because it best fit the government design requirements as to cost, durability, maintainability and matches the existing structures located on the base.

The Baker Building was constructed at a cost of \$2,988, 842. The architect for the project was S.S.O.E. of Toledo. The general contractor was the Spieker Co. Masonry contractor was S.A. Storer and Sons. The building was received an award of Excellence in Masonry design from the Masonry Institute of Northwest Ohio. 🏗️

ADDISON BAKER MEDAL OF HONOR



RANK: Lieutenant Colonel
ORGANIZATION: U.S. Army
DIVISION: 93d Heavy Bombardment Group
BORN: 1 January 1907, Chicago, Ill.
DEPARTED: Yes
ENTERED SERVICE AT: Akron, Ohio
G.O. NUMBER: 20
DATE OF ISSUE: 03/11/1944
PLACE / DATE: Ploesti Raid, Rumania, 1 August 1943

For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy on 1 August 1943. On this date he led his command, the 93d Heavy Bombardment Group, on a daring low-level attack against enemy oil refineries and installations at Ploesti, Rumania. Approaching the target, his aircraft was hit by a large caliber anti-aircraft shell, seriously damaged and set on fire. Ignoring the fact he was flying over terrain suitable for safe landing, he refused to jeopardize the mission by breaking up the lead formation and continued unswervingly to lead his group to the target upon which he dropped his bombs with devastating effect. Only then did he leave formation, but his valiant attempts to gain sufficient altitude for the crew to escape by parachute were unavailing and his aircraft crashed in flames after his successful efforts to avoid other planes in formation. By extraordinary flying skill, gallant leadership and intrepidity, Lt. Col. Baker rendered outstanding, distinguished, and valorous service to our Nation. 🏆

180TH FIGHTER WING PATCH HISTORY



Fire Power Demonstration Ft Sill, Okla.
1220 TAC FTR WG 17 Oct 59



The origins of the 180th Fighter Wing's organizational emblem date back to June 22, 1964 when the unit held a group wide design contest in search of a design that could be used to symbolically represent the newly formed 180th Tactical Fighter Group.

The emblem was approved and became recognized federally on October 15, 1962.

In accordance with Air Force guidance of the time, the design for organizational emblems had to meet several requirements before being approved by the National Guard Bureau. To be considered for approval, all ideas expressed within the design had to be original, simple, and in good taste. The emblem could not imitate designs of other organizations, portray specific types of equipment or display geographical locations.

Another requirement is that each individual symbol in the design have some significance to the organization. The significance as written in 1964 is as follows:

The four dart like figures symbolize the flying mission of the unit; the formation in which they are placed denotes the teamwork and coordination which is necessary within the group to successfully complete all facets of the assigned mission.

The globe symbolizes the requirement levied on the group and its capability to rapidly deploy to any location on earth in accordance with the Air Force's concept of global disturbances.

The yellow lightening streak symbolizes the speed and power of the group aircraft and their capability to destroy those who would wage war or otherwise threaten the fundamental concepts for all mankind. It is also symbolic of the Tactical Air Commander and the Air Force Strike Command whose missions, like lightning can bring quick devastation to those who threaten our way of life.

The triangle symbolizes the 180th designation of this group as it is the only geometric figure whose interior angles equal 180 degrees. Newly formed units within the group will have individual pictorial

emblems based on the triangle.

The ultra-marine blue background symbolizes the sky - the medium in which the group's mission is performed.

The five stars symbolize the five units that combine to make a Tactical Fighter Group: Headquarters, the Tactical Fighter Squadron,

the Combat Support Squadron, the Material Squadron, and the Dispensary. The five white stars on the blue field also point to the nationality of this emblem through relationship to the blue field and white stars of the American Flag which in turn relates the present Air National Guard to the Minutemen, the Colonies, and the subsequent design of the flag.

The golden yellow border serves to set off the emblem against the ultra-marine blue color of the organizational flag and other general areas on which it may be displayed. The yellow and blue combination also

identifies the emblem with the United States Air Force colors.

The Group motto "Volantarius Civis Defensores" which translates to "Volunteer Citizen Defenders" denotes the relationship of the



"THE GLOBE SYMBOLIZES THE REQUIREMENT LEVIED ON THE GROUP AND ITS CAPABILITY TO RAPIDLY DEPLOY TO ANY LOCATION ON EARTH IN ACCORDANCE WITH THE AIR FORCE'S CONCEPT OF GLOBAL DISTURBANCES."

Air National Guard to the original Minutemen and the volunteer readiness of both as citizen soldiers to defend this nation against any natural or man-made threat to our way of life.

AIR NATIONAL GUARD HAS DEFENDED OHIO 50 YEARS

Story by Paul Miller
Sept. 15, 1977

An open house on Saturday Sept. 17, is planned by the 180th Tactical Fighter Group of the Ohio Air National Guard Swanton, O. A new motor pool building will be dedicated. The event is part of the OANG's 50th anniversary commemoration.

It was a wet, gray day when we arrived at the base late last spring to research a story on the 180FW. The ceiling was so low that only commercial flights were using Toledo Express. The military planes remained grounded.

We were met by a good friend, Master Sgt. Klaus D. Siebert, who has spoken several times in the Bryan area. Then we had a chance to renew our acquaintance with Maj. Lawrence Ruckles, base executive officer. And then we were given a cordial, unhurried interview by Col. Karl K. Kramer, senior tactical commander.

ENLISTMENTS

"Reasons for enlistments are varied," says Col. Kramer. The men and women who join us are definitely looking for something meaningful, and it certainly isn't money. Of course they hope to learn a skill, but their motives seem to go deeper than that. Most of them find what they want in the OANG.

"Affluence is no barrier to enlistment. There are many numbers of high-salaried professional men putting in their scheduled weekends here, and they certainly don't need the money."

MINORITIES

"There is no decimation here against minority groups. Our only concern is that we don't have enough of them. We've made our recruiting pitches to them, but the results haven't been good enough. Our approach is called "New Dimensions." It means that is a person

is black, he should say "I'm black," be proud of it and maintain his identity.

WOMEN

"In the guard there is equality across the board for women, with the exception for flying tactical fighter aircraft. They're not now allowed to fly this type of plane. But girls are doing big things in the guard. We have one from North Dakota now in training, and we have married women with children. Security police work is much preferred by women.

QUALIFICATIONS

"Every applicant is required, of course, to pass a written and physical exam. Our physical standards are the same as those of the Air Force, which means they're very strict. They have to be. For example, we may say to a man, "Look, we really want you. But you're three pounds overweight. Go back home and get rid of three pounds. Then come back and if your weight checks out, you're in." But think about the guy who is 10 to 15 lbs. overweight. He may be otherwise qualified, but he doesn't have much chance.

PROMOTIONS

"An NCO can move up to staff sergeant through time in grade. We maintain an OJT or on-the-job training program. To qualify for technical sergeant or higher, a man must complete seven levels of training and be recommended by his unit commander. There must also be a place waiting for him when he has completed his training. Up to the rank of technical sergeant promotions. Currently we are studying ways to improve this system."

COMMISSIONS

"Qualified Guardsman can be sent to Officer-Candidate School and from there to flight school. Again, there must be a position ready for him when he is commissioned."

HOUSING AND COMMUTING

"Right now there are 213 full-time enlisted personnel working at the base. They commute from a maximum distance of 70 miles. Contract quarters can be arranged for those outside the 70-miles. While we do have an ample mess hall, we have no barracks or living quarters on the base."

"Distance is no barrier to enlistment. We have airline pilots who fly into Toledo or Cleveland, put in their weekend, and then go right to their commercial flights."

COMBAT TRAINING

"First, I want to emphasize that we do everything in the OANG exactly as we would in the Air Force. Our training conforms to all Air Force standards. Our F-100's are armed with 20mm. machine when we go to the firing ranged at Atterbury, Ind. or Grayling, Michigan. There flights are used for target practice and proficiency. We prefer pilots to fly these missions six times a month."

"Then we go out on air-to-ground missions, using cast iron practice bombs. We practice low-angle and high-level bombing. Two-thirds of our men are qualified in this. In additions, a pilot must make a night landing every 120 days to maintain his proficiency."

THE PLANES

"Our F-100's have a combat ceilings of 14 to 16 thousand feet, and a range of 800-900 miles. We have established a wear period for parts replacements. If we can't get a replacement parts from a nearby inventory, we can almost always get them from grounded planes stockpiled in the Southwest. Our 25-planes unit is inspected more often than commercial planes."

"We've been trying to get newer planes, and our next ones will be the A-7's. Happily, we have found 26 original A-7's that are non-deployable, but can be retrofitted and made two-seaters at a cost far below that of new planes. Of course, we'll have to requalify on them."

THE TOUR

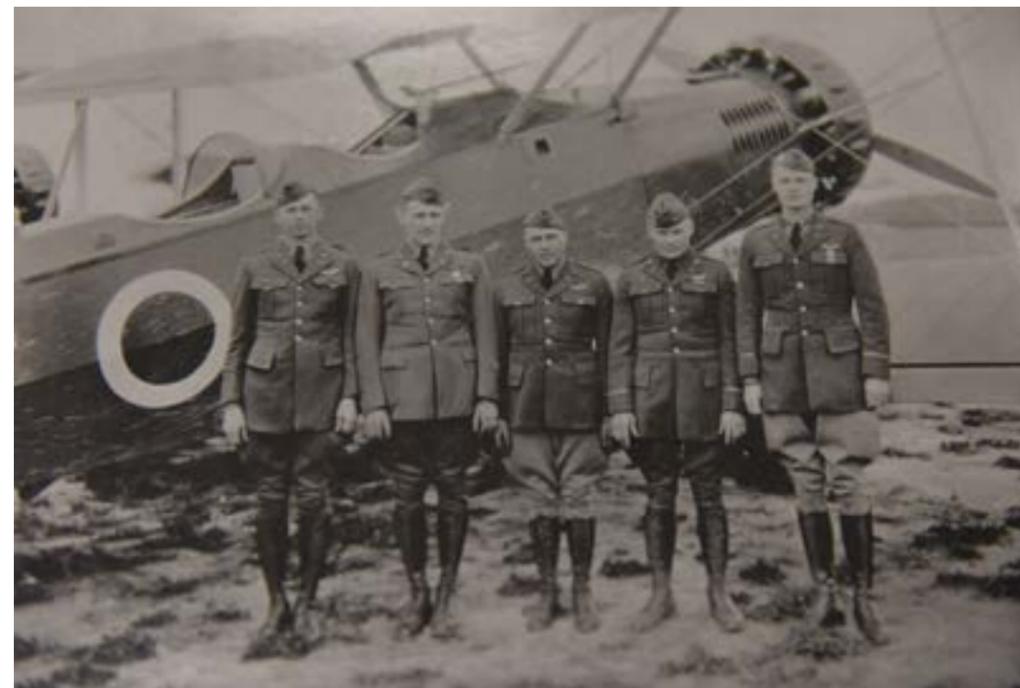
After the interview we were introduced to Maj. Edward C. Kopp, public relations officer, who took us on a tour of the grounds. First, a look at the planes on the flight line. Their windshields were covered with fitted sheets of plastic to protect the plexiglas from abrasion.

But the greatest attractions were in the hangar. Here were a half-dozen or so planes with their tail sections removed. Since they couldn't all have gone bad at once, it had to be routine maintenance. The tail section of a combat plane may seem small in a news photo, but it's gigantic from a distance of four feet. So, for that matter, is the plane itself.

In a nearby room we saw a computerized flight simulator. A pilot in full flight gear was seated at the cockpit console, simulating a night landing after a flight from Ft. Wayne. The whole display was impressive enough, but we learned that a new and more supplicated system is in the works.

DISCIPLINE

What kind of discipline prevails at the 180th? It's there all right, but it's not the kind we usually expect. All the saluting must have been done early in the morning, because we didn't see it happen anywhere. The atmosphere suggested a group of highly professional



men and women, serious and relaxed in their work, friendly but not given to undue familiarity. We were amazed to see an NCO come into an officer's room and sit down in front of his desk without asking permission. But there was a good reason for it, and it was still compatible with discipline.

SEQUEL

The evening after the interview we were half watching the Toledo news and half reading the newspaper. Suddenly we took a close look at the screen, and realized we were looking at all the buildings we had seen at the 180th the previous day. It seems that a Toledo girl with a grave heart condition had to be flown to the Mayo Clinic without

delay if she hoped to survive. And there, ready to taxi out to the air strip, was an OANG C-197 transport hastily summoned to fly the girl to the hospital. The action speaks for itself far better than any words can.

HISTORY

The Ohio Air National Guard has its antecedents in the First World War, but it recieved its official recognition in 1927 as part of the Ohio National Guard. It has flown almost every type of fighter plane since the early 1920's. Following active service in World War II, it became an autonomous unit under the National Security Act of 1947.

The OANG's equipment had reflected the steady development of military aircraft, weapons systems and transport. Although its planes are older models, they are maintained at peak efficiency. In 1966, it began receiving F-100's, the first plane to fly at the speed of sound. These are scheduled to be replaced by later models.

Certain OANG units were activated at the time of the Berlin crisis, and flew many missions. The Watch-On-The-Rhein operation has been maintained by the 160th Air refueling Group.

Guardsmen responded to the Xenia, Ohio tornado disaster of 1974, by means of search and rescue missions.

The guard headquarters in Worthington, Ohio, maintains six bases and training sites in Ohio, Wisconsin, and Michigan. Two of the bases are in Alpena and Grayling, Michigan.



AIR GUARD'S 200TH CES SAVES LIVES



*Story by Sgt. Aleta Hoover
April, 1978*

The Ohio Air Guard's 200th Civil Engineering Squadron (HR), Camp Perry, was activated to fight snow, twice in one week. The first activation came on the morning of Jan. 20, Guardmembers were first sent to Erie and Sandusky counties to open up vital roads in those counties. On Jan. 21, they were sent to Belmont and Brown counties for a similar task. A total of three officers and 21 enlisted completed this assignment and were returned home on Jan. 23.

Later that same month, Ohio was hit with the worst blizzard in memory. Winds were clocked at 102 MPH in some areas. Many motorists were stranded and thousands of homes and businesses were left without heat and lights. The 200th was once again activated.

Unit members were hampered by the raging storm and the distance between their homes. The base pitched in and did what they could wherever they were during the first day.

Staff Sgt. Gaines and Staff Sgt. Sauer arrived at the base by snowmobile. For a while these two and Lt. Col. Philip A. Williams, base commander, were the only ones available to make rescues and open up streets and roads. They were later joined by Staff Sgt. Boss. Their efforts included saving the lives of five stranded motorists.

In Fremont, unit members woke up to the noise of the raging storm. Two unit members, Tech. Sgt. Hoover and Staff Sgt. Hoover hurriedly prepared to go to Camp Perry.

In their car, they got about one mile north of the city limits, but had to delay their attempts and take a stranded motorist back to Fremont. Later they and two other unit members, Master Sgt. Phillips and Staff Sgt. Lance, tried again in a 2 1/2-ton truck. Due to the zero visibility and massive drifts, they had to once again cancel their mission and return to Fremont. For the rest of the day and early on the 27th, Hoover and Lance ran evacuation missions.

Through the efforts of this foursome, 11 lives were saved and 58 people were evacuated to shelters.

By the 27th, enough personnel were able to reach Camp Perry to organize crews and begin clearing roads.

Three unit members were airlifted from Toledo via helicopter. Crews from the 200th worked continuously clearing roads in Ottawa and Sandusky counties.

They are also credited with clearing the Ohio Turnpike from exit 5 to exit 6 in both directions.

During the height of the activation, there were three officers and 36 enlisted personnel keeping very busy. 🇺🇸

AIR GUARD WIVES FIRST TO JOIN MATES ON JOB

Story By Judith Reed, Blade Staff, Writer

Rose Beard was a housewife and the mother of the three children who wanted to re-enter the work force. Barber Zuver was a young wife looking for a career to vent her art talents.

Their paths crossed in January when they enlisted in the WAFs of the Ohio Air National Guard – becoming the first women to join their husbands as members of the 180th Tactical Group at Toledo Express Airport.

Enlisting for a three-year stint was not an easy decision since their husbands, SMSgt James L. Beard and Tech. Sgt. Michael Zuver, were reluctant about having their wives join them on the job.

But the men's reluctance now has been replaced by enthusiasm.

"Once they did so well on the tests, there was no way to stop them," Sergeant Zuver says.

While their husbands were casual acquaintances, the woman's friendship didn't blossom until they participated in the rugged six-week basic-training course at Lackland Air Force Base, San Antonio, Tex. There they were in a flight of about 45 women. Many of them married and mothers.

The biggest difficulty for Airman Beard, she said, was getting back into the habit of studying after a long break from school. It was easier for Airman Zuver, who had been out of school only two years. She was named dormitory chief at basic and went on to become the first honor student from the 180th.



Changing over from civilian life to military life was a challenge for both of them.

"Barb and I take orders from our husbands better than we used to," Airman Beard says of their mates who outrank them on the job – but not at home.

Life-styles also have changed for the couples.

"After my wife was gone, I really appreciated her more than ever before," says Sergeant Beard, who had to learn during his wife's absence, how to care for their children, ages 10, 5, and 2.

Although the wives are back, the husbands continue to share in the household chores. Sergeant Beard packs lunches in the morning and everybody sews on his or her own stripes and washes and irons his or her own uniforms. 🇺🇸



GUARD UNIT GETS TEARY SEND-OFF TO MIDDLE EAST

Story by Karamagi Rujumba, Blade Staff Writer
Aug., 2005

Kara Danner leaned her head on her mother's shoulder as she watched her father and other remembers of the Ohio Air National guard's 180th Fighter Wing file into a hangar on the military base beside Toledo Express Airport for a farewell ceremony.

"Today has been a tough day for her and for all of us," her mother Wendy, said yesterday. "We feel proud and scared," she said before the strains of "God Bless American" filled the hangar at the start of the ceremony.

The Danners were one of more than 200 family members and friends allowed into a private ceremony to send off 200 members of the 180th Fighter Wing who left last night for deployment somewhere in the Mideast. Maj. Thomas Gee, spokesman for the fighter wing, said the guardsmen will join an advance team of 100 members of the 180th stationed in the Mideast. Their role, he said, will be to provide "aerial support to military operations in the global war on terrorism throughout the Central Command region."

Major Gee said the overseas squadron, which left in separate groups, in the last couple of weeks, is expected to return sometime in the fall.

For Kara Danner, 12, of Lambertville, that will mean she won't be able to go for her usual run with her father, Sgt. Robert Danner. "I'll miss playing my PlayStation with him," the Bedford Junior High School student said.

That the kind

of sacrifice Maj. Gen. Gregory L. Wyatt, adjutant general of the Ohio Air National Guard, alluded to when he said the unit's deployment also was "a call to duty for the family members."

"The nation and free peoples of the world will sleep better tonight," General Wyatt said "because of the courageous men and women who wear the American military uniform."

He said the 180th Fighter Wing has a long history of serving with distinction in a number of conflicts. The unit was activated for World War II, the Korean War, Operations Desert Shield and Desert Storm during the first Gulf War in 1991, and was one of the first fighter wings in the air during Sept. 11 terrorist attacks on the United States, the general said.

As gray clouds hung over the hangar, family

members gave a standing ovation and waved U.S. flags to the departing members of the 180th, who were wearing civilian clothes.

From the back of the hangar, Mike England of Wauseon, accompanied by his wife, two sons, and a daughter tried to catch a glimpse of their oldest son, Senior Airman Elliot England.

"Mr. England, who wore a button that said, 'My son is in the 180th Wing,' said he hope his son's first deployment would not be too stressful. His son, a recent Bowling Green State University graduate, enlisted in the Air Guard right out of high school.

"It'll be almost normal. We're used to not having him home. He's not been living at home since high school," Mr. England said, then added, "he's also never been stationed in the Middle East before." 



NATIONAL GUARD GETS WOMAN JET MECHANIC

Story by Mildred Benson, Times Staff Writer
12 May, 1975

Hold your hat! The 180th Tactical Fighter Group of the Ohio Air National Guard, based at Toledo Express Airport, proudly proclaims its first girl jet engine mechanic. Airman Rita Franklin, 18, of Swanton, is also the first young woman ever to enter such training in any Ohio Air National Guard unit. "Now that she has broken the ice, we hope other women will try it," Col. Callahan said.

It bodes well for the new recruit's future that more experienced mechanics at the base refrain from razzing her. Furthermore, pilots at the 36 F-100 jets show no reluctance whatsoever in taking to the air after she has assisted with a routine engine overhaul.

At present, Airman Franklin is in the initial stage of an intensive on-the-job work-study program. Until mid-July, she will remain on active duty, learning and earning under constant supervision.

In the second phase, which may require eight months to a year, she will work partly on her own, with responsibility steadily increasing. In the finale stage, she is expected to become a thoroughly experienced and proficient jet engine mechanic.

Two crews of mechanics are assigned at the base, working for five officers – a military group and the civilian group of 114 technicians, for a unit total of 332.

Airman Franklin presently is the only girl among the 332 men. This all-male situation has created no problems.

To Rita, working with men is a natural thing. She is intent only upon her work as she checks the wiring on an engine mount or performs other routine duty under the watchful eye of an experienced mechanic.

"I came from a country area of mostly guys," Airman Franklin explained. "I also have two brothers. So I learned to do the same things that they like to do."

Deeply interested in mechanics, Airman Franklin began working on her brother's car. She never learned to fly a plane and had no friends or relatives working at the Air National Guard base. Nevertheless,

upon graduation from Swanton High School, she decided to try for the ANG military training program. At the Eber Road base, she talked to a recruiting officer, who encouraged her to take a three-hour written test required for all applicants.

"She passed higher than some of the men," reported Colonel Callahan. "Her grades in mechanics and electronics were especially good."

Determined to go on, Rita completed six weeks of basic training at Lackland Air Force Base, San Antonio, Tex., returning here a month ago.

Before deciding to work in the jet engine shop, she tried various assignments, including the flight line. She now spends five days a week, six hours daily in the engine shop, varying the routine with study.

For recreation, she rides her horse "Todd" then devotes her nights to more study.

After mid-July, Airman Franklin will work at the base only on weekends and during special unit assemblies or at the annual two-week summer camp.

Upon completion of the final phase of the program, Airman Franklin becomes eligible to take over any full-time mechanic's job which opens up at the base, and at the same pay as a male jet mechanic.

Will she stick with the job to the end? ANG officers are confident that she will, for

Airman Franklin has a serious outlook and a determination to learn.

"She is quite, energetic, and gets along well with the guys," said one officer; "She never takes the attitude, 'I can do any damn thing that you can do.' The men respect her and are quite protective."

On an average weekend, more than 800 persons may participate in activities at the base.

Civilian and military employees include several women in administrative, medical, and other capacities.

But only Airman Franklin elected to become a jet engine mechanic.

Now that she has led the way, we believe other women will follow," Col. Callahan said. "We're definitely interested in getting more of them into technical fields." 



NEIL ARMSTRONG TO SPEAK AT AIRPORT'S DEDICATION CEREMONIES FOR TERMINAL

11 Aug., 1986



Former astronaut Neil Armstrong will be the main speaker at dedication ceremonies for the \$4.6 million Toledo Express terminal at 2 p.m. Sept. 12.

Other highlights of the ceremonies to be conducted in the short-term parking lot in front of the terminal, include a fly-over by the jets from the 180th tactical Fighter Group of the air national guard, a performance by the Start High Scholl jazz band, and raising of the flag by the color guard from the marine reserve unit at Bay View Park.

The public can tour the new terminal from 9:30 a.m. to 3:30 p.m. on that day. Security equipment normally located at the foot

of the escalator leading to passenger-holding areas will be removed to the boarding gates so visitors can move freely on both levels of the terminal.

Representatives of the Toledo Area Travel Agents Association will assist the public on the self-guided tours.

About 5,000 persons are expected to attend dedication events.

A week later, on Sept. 18 and 19, the Toledo Area Chamber of Commerce will sponsor an air show featuring the U.S. Navy Blue Angels jet aircraft team, the U.S. Army Silver Eagles jet helicopter team, and the army Golden Knights parachute team.



The five-hour show, starting at noon on both days, will also include performance by the Kings Island amusement park air show troop.

About 100,000 persons are expected to visit the main aircraft exhibit and viewing area west of the terminal. Parking will be in lots on the south side and State Rt. 2, east of the terminal complex, and on alternate RT. 20 on the south side of the airport, west of Eber Road.

Shuttle busses will run regularly from the south lot to the terminal before and after the shows. Parking will cost \$2 per car. There will be no charge for the show.

The show is being organized by the chamber's military affairs committee and local reservists and National Guard members. Maj. Lawrence Huckles of the National Guard is general chairman.



ALUMNI OF WORLD WAR II RAID TO MEET

Aug., 1943

Some of the Tidal Wave raiders from World War II are arriving in the Akron area for a reunion.

They are the "boys" who survived the Allies' low level bombing raids on the oil fields at Ploesti, Romania, on Aug. 1, 1943.

An armada of American Liberator bombers swept across Romanian farmlands and villages after flying a thousand miles into enemy territory without fighter escort from Africa. Their target was Axis-controlled oil refineries.

In a 30-minute-long battle against Hitler's heavy anti-aircraft installations, 53 bombers were lost (eight interned in Turkey), 23 reached Allied bases on Cyprus, Sicily and Malta and 88 returned to Benghazi, Libya.

The official report said that 446 airman from the Ninth Air Force were killed or missing from the 1,620 who reached the target area.

Most of the men who survived the attack are now in their 60s. They used to meet every five years but then decided to get together every two years.

The veteran's group will meet at the edition Inn in Fairlawn today through Wednesday. There will undoubtedly be talk of the guys who didn't come back.

Certain to be remembered is Lt. Col. Addison E. Baker, an Akronite who crashed to his death at Ploesti. He was posthumously granted a Congressional Medal of Honor, one of five heroes so honored for that August day 36 years ago.

In the raid, Colonel Baker, 37, was a squadron leader who kept his crippled plane in formation to guide other planes on their bomb runs.

The story is retold in "Ploesti: the Great Ground-Air Battle of 1 August 1943." The book, written by James Dugan and Carroll Stewart, was first published in Great Britain in 1963.

The authors, both ex-servicemen, interviewed combatants,

Honor, the nation's highest award for valor.

Baker's medal was presented to his widow, Frances, at Akron's First Presbyterian Church in March 1944. She still has it, along with other medals and services paraphernalia at her apartment home in Delray Beach, Fla.

After 21 years as a widow, Mrs. Baker married a widowed Akron businessman, Lloyd Merryweather, in 1964. Two years later they moved to Boca Raton, Fla. She was widowed again in October 1976.

She keeps active, "playing golf and bridge and buzzing around." She has not been in Akron for nearly eight years.

She was Frances Rogers, a West High graduate, when she met Baker "right after he came out of Selfridge Field outside Detroit."

He had received his wings in 1931, then returned to civilian life and worked for Cleveland Graphite Bronze. The Bakers married and lived in Cleveland unite returned to service in 1940.

She accompanied him to stations in North Carolina, Louisiana and Florida before he departed with the Ninth Air Force from Manchester, N.H. She returned to earn an education degree from the University of Akron ND teach elementary school until her remarriage.

Mrs. Merryweather plans to offer her first husband's memorabilia to the Air Force Museum in Dayton. Baker's Medal of Honor citation reads "for conspicuous gallantry and intrepidity in action."

The officer was the second Akronite to win the Medal of Honor. During World War I, Dwite H. Schaffner won the congressional award for bravery in France. Then a first lieutenant with the 77th Division, he dragged a wounded German soldier 150 feet through gunfire to learn location of enemy machine guns and save his unit.

Schaffner returned to Akron, practiced law, became a lieutenant colonel during stateside duty in World War II and died in 1995. An Army Reserve Training Center on North Hill is named for him.

An Akron-born Marine, PFC Harold G. Epperson, 21, died in June 1944 during the invasion of Saipan. He saved his buddies by diving on a Japanese hand grenade. A year later a U.S. destroyer was named for him.

In 1964 Addison Baker's name went up on a student training building at Williams Air Base near Phoenix, Ariz. The late Helen Waterhouse, Beacon Journal aviation writer, commented at that time, "There have been many suggestions of having a memorial named for Baker in Akron but the ideas never materialized."

windows and relatives, read personal and prison camp chronicles, traveled across the U.S. and went twice to Europe.

The book, available at the Akron Main Library, quotes men who were there.

One recalled, "Colonel Baker turned left 90 degrees, we all turned with him. Ploesti was off there and we were going straight into it and we were going fast." The airmen told how Baker and his co-pilot, John Jerstad, kept their blazing plane aloft until their mission was accomplished. "Baker went down after he flew his ship to pieces to get up over the target." The plane, Hell's Wench, crashed on her wing tip in a field. None of the crew survived.

Jerstad also received a Medal of



WEST TOLEDOAN IS BEST SHOT IN MILITARY

Story by Amanda Stein
Aug. 13, 1986

The whole Lenardson family gets involved in Jim's shooting hobby and with their support; he recently won the 1986 Interservice Pistol Championship and placed second in the National Rifle Association Pistol Competition.

When West Toledoan Jim Lenardson was 17 years old he had an interest in firearms, so his dad took him out to a local club to shoot a few rounds.

And he has been shooting ever since. He has perfected his skill to the extent that he recently won the 1986 Interservice Pistol Championship and placed second in the National Rifle Association Pistol Competition, where he competed against more than 1,110 pistol marksmen from all over the country.

Jim shot all through college (the University of Toledo) and when he joined the Navy in 1971, he shot on the Navy team. He has been shooting for the Ohio Air National Guard since he left the Navy. He is a member of the 180th Tactical Fighter Group of Toledo and has been a member of the All National Guard Pistol Team for the past 12 years.

"Every branch of service has a marksmanship training service. The All National Guard team is comprised from all

over the country," Jim explained.

At the recent interservice competition in Nashville, Tenn., Jim established a new interservice record with the .22 service pistol when he scored 895 out of a possible 900.

"The competition consisted of members from all branches of the military. I think is the first time an air guardsman has won it," Jim said.

He added that his opponents were tough, more so than in other competitions, because the best marksmen usually come from the military, where they shoot for a living.



This "hobby" keeps Jim busy approximately four hours per week with practice and two weekends a month, he competes in tournaments around the country. He also takes part in an annual tournaments that are separate from the duty he performs once a month as a public information officer for the Air National Guard.

Jim has always had a lot of family support, starting with his parents who encouraged his pastime, and continuing with his wife, Penny, and sons, Jimmy and Christopher, who attend the tournaments and cheer him on.

According to Penny, "some of our first dates were shooting dates. I would just go and watch him shoot."

She and the boys know how to shoot but they do not compete. "When we go to the tournaments, we use a spotting scope so we can watch Jim and see how he is doing in comparison with the others," Penny said.

Jim knows that accidents can happen with guns, but he has never seen anybody get hurt in competition.

"It's important to treat them (guns) all like they are loaded. You have to treat them with respect," he advised.

For Jim, the hardest part about learning to shoot was learning to discipline his body.

"Half the battle is learning to hold still. Once you've got that, you're half-way there. It took me several years to learn to hold still. And I'm still learning." 🦅

FUTURE HAS NURSE WALKING ON AIR

Registered Nurse Ruth Carter may soon reach heights far above most others in her profession. A member of the Ohio Air National Guard here for two years, Lieutenant Carter, now in the Air Force, recently graduated from flight nurse's school where she learned to care for patients being transported by air.

She is the first nurse from the 180th Tactical Fighter group, the air guard unit based in Toledo, to take a six-week course given at the School of Aerospace Medicine in San Antonio, Tex.

A graduate of Whitmer High School and Toledo Hospital school of nursing, Lieutenant Carter, 24, said that she joined the guard because the military service appealed to her, but that she wasn't ready to make a

full-time commitment.

Now she is ready she says, and has enlisted for a two-year stint with the regular Air Force. If the life appeals to her, she plans to make the military a career.

Because the Toledo unit of the Air Guard has no openings for flight nurses, Lieutenant Carter joined the regulars in order to have a chance to practice her flight training.

The course covered high-altitude pressures and their effects on the human body, a complete review of nursing care, air-evacuation systems, aircraft orientation, and survival training.

She signed up while attending flight school in October and will go active duty in March in Laredo, Tex.

Despite her flight training, Lieutenant Carter will be grounded for a while. More

flight nurses than are actually needed have been trained in case of national emergency. As a new comer she will have to wait for an aerial assignment.

But the chance to travel to another part of the country and the possibility of assignment over-seas with the Air Force appeal to the nurse who has lived all her life in Toledo.

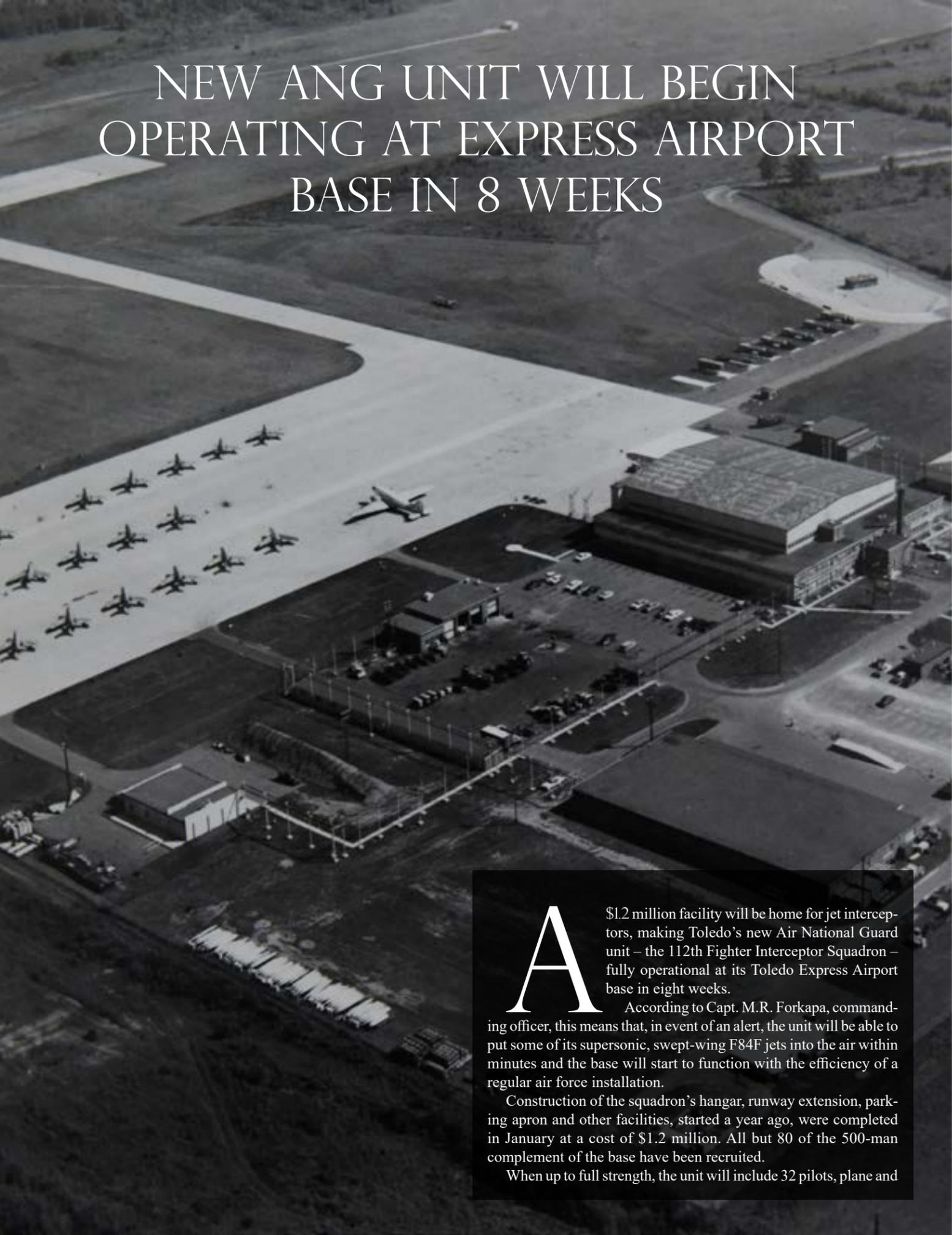
Although they are proud of Lieutenant Carter's advanced training, members of the 180th Fighter Group, who call her Ruthie, tease her for "deserting" them.

Smiling good naturedly at the razzing, Lieutenant Cater, one of three nurses at the Toledo base, said she will miss the unit but the chance to fly is too good an opportunity to pass up.

"Secretly, I've always wanted to be a pilot. This is as close as I can get to it." 🦅



NEW ANG UNIT WILL BEGIN OPERATING AT EXPRESS AIRPORT BASE IN 8 WEEKS



A \$1.2 million facility will be home for jet interceptors, making Toledo's new Air National Guard unit – the 112th Fighter Interceptor Squadron – fully operational at its Toledo Express Airport base in eight weeks.

According to Capt. M.R. Forkapa, commanding officer, this means that, in event of an alert, the unit will be able to put some of its supersonic, swept-wing F84F jets into the air within minutes and the base will start to function with the efficiency of a regular air force installation.

Construction of the squadron's hangar, runway extension, parking apron and other facilities, started a year ago, were completed in January at a cost of \$1.2 million. All but 80 of the 500-man complement of the base have been recruited.

When up to full strength, the unit will include 32 pilots, plane and

vehicle maintenance crews, kitchen, fire-fighting, communications, medical, photographic and air police units.

Equipment, which includes 27 jets, a jet trainer, a cargo plane and variety of vehicles will be worth an estimated \$20 million and the annual base payroll will be \$1.5 million.

A total of 120 men will be on full-time duty, including five flying officers. They are the adjutant, engineering, officer, operations officer, flight and ground training officer and Captain Forkapa himself.

Captain Forkapa said the large number of permanent personnel is required to get planes into the air in a hurry.

Once operation, the unit will be able to "fire up" five planes immediately, have 16 in the air in 30 minutes and all crews on the job within two hours.

In the event of war, the 112th would expect to fly two 16-planes sorties a day, Captain Forkapa said.

While the pilots are all air force veterans and fully trained, they must fly at least once a week to keep themselves abreast of the tremendous complexities of today's plane technology.

Ground crews and other personnel on a part-time basis parade once a month and do two weeks' summer duty.

One of the squadron's current problems, Captain Forkapa said, is training maintenance crews, most of whose members come to

the unit with no previous experience. And, he pointed out, maintenance is vitally important on the F84Fs, not only because they cost \$750,000 each, but also because a mistake could cost a pilot his life.

The squadron, under the command of 30th Air Division, would, in the event of enemy attack, expect to fly sorties anywhere within an 800-mile radius of Toledo.

Also, the unit might be called upon to play a tactical role and would be able, with refueling somewhere over the Arctic, to drop a nuclear bomb load on Russian targets. The jets cruise at better than 700 miles an hour and can fly through the sound barrier at about 750 mph.

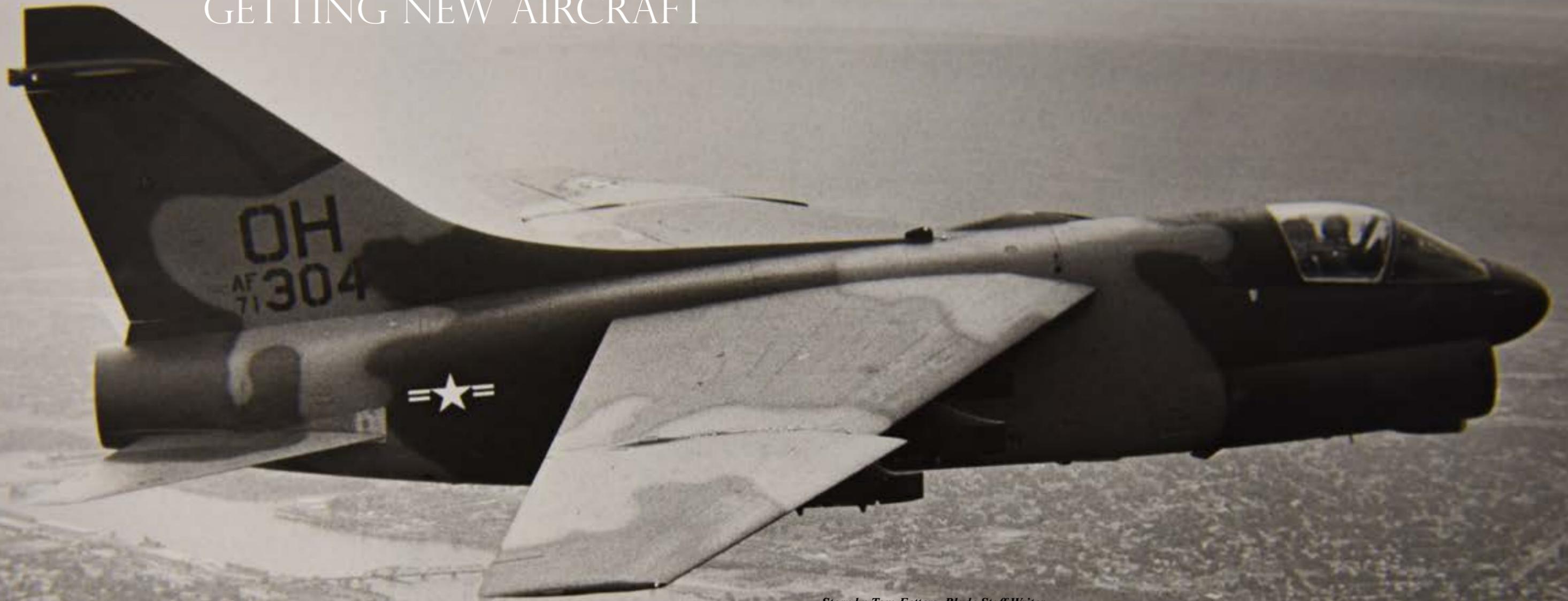
Looking (and acting) like only slightly overgrown blow-torches, they carry six 50-caliber machine guns, rockets, and payload of four 1/2 tons of bombs or fuel in auxiliary gas tanks.

The jets can fly to 45,000 feet, where they consume only a quarter of the fuel they eat up at ground level. Pilots are equipped with enough compressed liquid oxygen to keep them in this rarefied atmosphere while the plane's fuel supply lasts.

In spite of the large dollar investment in the squadron, Captain Forkapa believes the taxpayers are getting a defense bargain. The base's operating cost will be but one-fifteenth of a similar regular air force squadron, he pointed out. ✪



TOLEDO'S AIR BASE GETTING NEW AIRCRAFT



Story by Tom Fetters, Blade Staff Writer

Replacing the A-7 fighter-bomber with the F-16 fighter has been likened to trading a Cadillac for a Ferrari.

It's an apt comparison, judging from comments by members of the Ohio Air National Guard's 180th Fighter Group.

The F-16s began arriving at the 180th's base at Toledo Express Airport in March. By Sept. 30 all the group's A-7s are to be replaced by a fleet of 20 supersonic F-16s.

The A-7 are being returned to the air force and will be sold or sent "to the bone yard," said Lt. Col. Gary Chudzinski, 180th FG commander.

Lt. Col. Jay Neilson, chief of maintenance at the 180th, says this conversion is more extensive than the one in 1978, when the

group traded its F-100s for A-7s.

THEN, "THE aircraft were more similar than they are now. This aircraft (the F-16) is much more sophisticated. They call it the "electric jet." That's because ... everything is done with electronics, as opposed to old aircraft, in which flight controls were handled by hydraulics or cables and things like that."

Said Lt. Col. Charlie Vaughn, a member of the 180th since 1968, "The A-7 is a comfortable airplane. It's very dependable, kind of like the old horse; it never lets you down. The F-16 is twice as fast. The turning capability of the F-16 far outmatches the A-7."

"We can't fight air-to-air with the A-7 because we aren't fast enough. We're fast enough to fight air-to-air with the F-16. And as far as the weapons systems accuracy, we

can drop a bomb with an A-7 about as close (to its target) as an F-16 can."

"But then again, if you get into a situation when you're talking about survivability, we have a saying in this business - "speed is life" - the faster you go the better off you are. So that capability with the F-16 is something we sorely miss with the A-7."

The A-7's top speed is 685 miles an hour, compared with 1,320 for the F-16. The A-7 can carry more ordnance weight than a B-17 did in World War II. Its armament includes Sidewinder missiles, anti-tank and anti-radar missiles, and general purpose bombs and rockets. In contrast, the F-16's includes air-to-air ground guns, rockets, conventional bombs, and laser-guided weapons. 

TOLEDO'S 180TH IN TURKEY; MISSION: PROVIDE COMFORT



Dec., 1996

This is a Turkish air base. Americans are guest here. A Turkish air military guard wearing a dark olive uniform stands behind a rose bush with his fingers firmly placed around a machine gun's trigger. He surveys people entering and existing the base's main gate and scans the crowd for any false moves.

Once your eyes penetrate the dark green camouflage permitting you to see the first guard, other similarly armed guards' spring into focus on both sides of the main gate, and in sentry towers beyond concertina wire fences along the base's perimeter. Another guard checks the identification cards of those seeking entrance. He removes his hand from the trigger just long enough to check a U.S. serviceman's ID and to gently pat the man's child on the back.

Poignant incongruities abound.

Guns and roses, palm tree and evergreen-lined street. And the majestic snow-covered Taurus Mountains stretching across the horizon – all the part of life at Incirlik.

The Toledo-area Ohio Air National Guard's 180th Fighter Wing unit has traveled to this south central part of Turkey to provide air support for Operation Provide Comfort.

Task Force that patrols and enforces the no-fly zone in northern Iraq, north of the 36th parallel. In accordance with United Nations' Desert Storm ceasefire agreements.

By air the coalition protects Iraqi Kurds from the aggression of Iraqi President Saddam Hussein's military forces. U.S. military personnel make up 80 percent of the coalition, which also includes British, French, and Turkish military personnel.

The 180th arrives under cover of darkness and drizzle on Dec.

6 after more than 17 hours in the air, not to mention ground delays due to aircraft problems.

"It was a flight from hell," says Staff Sgt. Kelly Mills, 28, of Toledo as she stands amid the maze of 280 canvas tents most unit members will call home during their stay. "It was a tough fight, but we're tough. We made it."

The unit's chartered plane experience mechanical problems that forced the pilot to turn back just as they headed out over the Atlantic Ocean off the Main coast. The plan returned to Indianapolis, the hub for the charter service, for reports. When the repaired plan returned to the air, it had no heat between Indiana and England.

The 180th has supplied four F-16 fighter jets for the mission. Unit members fly missions over northern Iraq and supply aircraft engines and parts. They repair and maintain planes and bombs needed for the mission.

"Being a military pilot is almost like preparing to be a player on a football team and never getting into the game, or never having a game to play," says Lt. Col. Tom Schart, the 180th operations commander. "This is the chance to fly some combat missions and be part of the game."

About 200 unit members will have served in Incirlik when the unit's 30-day rotation ends in early January. Most members have drawn a two-week tour, ending around Dec. 22, but some are forfeiting Christmas with family and will stay the month, coming home around Jan. 9.

"My mom was very upset to see me go, but I'm very excited about it," says Sergeant Mills, a six-year guard member who supplies aircraft parts and will be at Incirlik into January. "Even though there are very few of us women, we're going to make a mark."

The 180th joins the list of than 80 different active-duty, reserve,

and air National Guard units that have supported Provide Comfort since the operation began in 1991.

"It's almost like going full circle," Tech Sgt. Susan Clark of Toledo says shortly after she arrives on base. "You train during the week and on drill weekends, and you train on other deployments." Now it's time to put that practice into action.

"This is a little bit closer to what's really happening in the world." She says, "It makes you a little bit anxious and a little bit scared."

Provide Comfort began as a relief operation to air-drop food, water, clothing, tents, and blankets to northern Iraqi refugees in April 2001. The mission focus shifted to no-fly zone enforcements in July, 1991.

Operation leaders established a Military Coordination Center in Pirinlik, Turkey and Zahko, Iraq, in April 1991, to monitor ground activity in northern Iraq's U.S. designated security zone and no-fly zone enforcement from the ground and conduct talk with the Iraqi military.

Rival Kurdish factions, the Iraqi backed Kurdish Democratic Party and the alleged Iranian-backed Patriotic Union of Kurdistan, have been battling for power in the mountains of northern Iraq.

The KDP invited Iraqi forces into the coalition-protected northern Iraq security zone in August. With Iraqi military aid, the KDP regained control of most of northern Iraq from the PUK. The area virtually had been off limits to Iraqi forces since 1991.

In response to this Iraqi move, the United States fired cruise missiles at southern Iraq military installations in September, but abandoned military, intelligence and aid operations in northern Iraq.

Increased threats from the Iraqi government forced the evacuation of 21 Military Coordination Center members from northern Iraq that same month. The United States also has evacuated more than

5,000 Kurds allied with U.S. aid, government, or anti-Saddam organizations to Guam.

About 430 Iraqi refugees crossed the Iraqi border into Turkey for evacuation more than a week ago. Thousands more are expected to be evacuated within the next two weeks, and many eventually will be relocated to the United States.

The United States brokered a tentative cease-fire agreement between the KDP and the PUK in later October.

Operation Provide Comfort is expected to end Dec.31. The Turkish parliament's Council of Ministers hasn't voted to renew the operation, as it has every six months since Provide Comfort began.

Turkish Prime Minister Necmetin Erbakan — modern Turkey's first Islamic prime minister who denounced the operation during his campaign—wants a smaller reconnaissance force composed of Provide Comfort air units to replace the Combined Task Force.

"There are a lot of things in flux," says U.S. Air Force Brigadier Gen. Donald Lamontagne, the four-national coalition's commanding general in Incirlik.

The operation's name and scope may be altered.

"You may see some visible changes, but not drastic changes," he says. "I'm confident that we will be here enforcing the no-fly zone next year."

Over 5 ½ years, Provide Comfort has improved the lives of 5 ½ million people, resettled 700,000 people, built 60,000 shelters, and flown more than 57,000 combat sorties over northern Iraq enforcing the no-fly zone, the general says.

"It's a near spiritual experience to see the thankfulness they have for what we do," he says of the refugees. "We've brought peace to a region. We've given a whole generation of men an opportunity to live past their teens."

The 180th is doing important work and is in harm's way in this part of the world. General Lamontagne says.

"The folks who fly in the no-fly zone will get combat time. Every here gets hazardous duty pay." He says. "It's a lot different than flying around the flagpole at home."

TENT CITY

Sergeant Clark, who jests that her age is classified, struggles to unlock the combination lock on the 8-by-8-foot room that will be her sanctuary in a 16-by-32-foot canvas tent she'll share with four other women. The tents have concrete floors and plywood interior walls and floors.

"There's no room for people in here," the aircraft mechanic and stepmother of two says as she skeptically eyes her quarters.

A previous tenant from Boise left behind an armoire, foot locker, alarm clock, combat boots, and a grocery bag full of personal letters. She plans to rearrange the furniture and whisk away the dust.

"I don't know whether I should be happy or not," she says.

She and her husband, John, will have a changing of the guard in about a week. He'll start his two week tour at Incirlik as she completes hers.

"I brought my Christmas lights," she says.

The Ritz it's not, but the residence tents include many of home's amenities. Each has a videocassette recorder and television hook up to the base's own cable channels featuring movies like *To Wang Foo*, *Thanks for Everything!* Julie Newmar and U.S. television programs ranging from college and professional football fames to soap operas and *The Late Show with David Letterman*.

They have laundry tents, kitchen tents with stoves, pots, and pans, and a fitness center.

On good-weather days, sunny skies and day-time December temperatures in the low 60s are the norm. Sunset comes at 4:30 p.m. Bad-weather days bring temperatures in the low 40s and rain – from a drizzle to a downpour.

Tent City's dirt roads become mud during heavy rains, but concrete sidewalks connecting each city block provides some relief.

An upholstered couch with matching chair, dining room set, refrigerator, and microwave can be found in each tent. The tents have central air conditioning and heating. Many have barbecue grills out front. Some even have porches.

Unit members also can frequent clubs, restaurants, and Turkish and U.S. Base Exchange stores.



Bottles spring water reigns supreme in Tent City for drinking. However, unit members also use water bottles to rig weight systems that make spring-less doors close.

Across the road from Tent City, officers and pilots enjoy cushier accommodations in one-bedroom apartments. Each has a four-eye hot-plate, microwave, refrigerator, private bathroom, television, videocassette recorder, telephone, armoire, entertainment center, and double bed.

F-16 fighter pilot Bob Wenzel sits on his bed on what turns out to be the eve of his first flying mission. He combs through a care package from friends and family. His church, St. Matthew's Episcopal in Toledo, has sent him a video of Sunday services.

"This makes me feel very great," he says, predicting he'll watch the video many times before he returns to the states in January. "I really love my church and it shows that they care about me too."

He has taped pictures of his wife, Barbara, and 6-month-old son, Michael, to the side of his armoire. A six-inch Christmas tree with tiny ornaments sits atop the entertainment center.

"I've been homesick since before I left," the 36-year-old says. "That's why it's nice to have a few pieces of home here to hang onto."

Those seeking more creature comforts can take refuge in the Morale, Welfare, and Recreation Tent – a conglomeration of 10 tents that serve as Tent City's round-the-clock activates center.

In the MWR Tent, unit members can buy T-shirts or snack cakes, mail packages, rent movies, enjoy step aerobics classes, play video games, table tennis, or pool, and plan trips to Turkish tourist spots.

Unit members are allowed one free 10-minute call home each week. Regular long-distance phone service is available for longer or more frequent calls. The MWR Tent's computer center also features e-mail.

Hi honey. I've been busy to say the least!! All the folks are in and we started flying our schedule so things should settle down a bit???

...The Sphinx picture is in with the small screws... Can you wait unit I get home (to hang it)? Just paint around it... Yesterday, it rained all day and it was cold as heck... Today, the sun came out. Even though it was cool, it was nice! The mountains around are covered in snow. I'd like some time to get there because it looks great. Love ya!

"This is wonderful," says Chief Master Sgt. Steve Shultz, 44, as he sends e-mail to his wife Henrietta in Toledo. "This is good as calling, and it's free."

Tent City includes a chapel, nicknamed, the Canvas Cathedral, and a library. The 180th donated more than 400 discarded Toledo-Lucas county Public library books to Tent City's Library.

"The base has a lot to offer," says Tech. Sgt. Jim Cass, 34, of Swanton. "If you get bored here. It's your own fault."

AT WORK

After one day on base, unit members struggle to adjust to the seven-hour difference. They are anxious to get to work and to receive their off-base passes.

Those working the morning shift sit on stone benches around tables outside the MWR Tent, smoking, drinking coffee, and waiting for the bus to take them to work.

About 20 unit members ride out to the hardened shelter (HAZ) along the flight line. It's grey and rainy.

Unit members gather outside the HAZ for a briefing.

Chief Master Sgt. Randy Carsten lectures them one everything from aircraft oil changes to radio

communications. He tells them to control their resources because they may be the last unit here and may have to pack up everything.

"You're in a real-world situation," he says. "The days we are flying will be a secret."

He also tells them to respect Turkish military regulations and customs.

Unit members are advised to avoid unnecessary arguments about politics religion, or other delicate subjects that could lead to physical confrontations.

Another who damages sapling evergreens on the base can face stiff penalties. Turkish military monuments shouldn't be photographed or defaced in any way. Certain areas on base are off-limits at all times and violators can be shot on sight.

In Turkey, crossing your legs with the soles of your feet facing someone is considered rude. Insulting another person is a criminal offense.

Demearing Atatirk – who founded the modern Turkish Republic in 1923 – currency bearing Atatirk's portrait, the country, its flag, or its national anthem is punishable by up to three years in prison.

The chief reminds unit members they can't drink any alcohol within 10 hours of their shifts. He also tells them to focus on the task at hand – fixing jets unit they run out of parts.

Staff Sgt. Robert Guthrie, 28, volunteered to be part of Provide Comfort. "It was a chance to see something different, to see a different part of the world," he says as he reinstalls an F-16 engine. "We tend to take it more seriously than just a training mission to Alpena ... I'm enjoying it."

THE FLIGHT

It's 7 a.m. at the HAZ along the flight line. F-16 pilot Wenzel has suited up for his flight.

"It's kind of dicey over here," he says as he surveys his plane.

A 9mm Beretta is in his hip holster.

There's a delay. An airborne Warning a control System plane that took off an hour ago has returned. Another AWACS plane, which establishes and relays radar communications between planes and ground radar stations, takes to the sky. The waiting continues.

The word comes. Pilot Wenzel is in the cockpit and taxiing along the flight line for takeoff. It's 9:30 a.m. Planes line up side by side waiting to be signaled onto the runway. Exhaust fumes cast marble-patterned shadows that creep across the runway.

The, thunder shakes the ground and assaults the eardrums. Seconds later, the plane takes off and all that can be seen in an orange flow shooting out the tail and disappearing into the horizon.

THE ALLY

Two days into their stay, unit members receive off-base passes. Most hear for The Alley – a commercial strip of stores, restaurants, and clubs along the road leading to Incirlik's main fate.

"Pizza Hut: Making It Great! Delivery/Take Away Service," reads a billboard posted atop a shop directly across from the gate.

"Have a look at nice silver," a teenage boy calls out from the doorway of a store.

"Secue me, custom-made dress?" a man asks women walking past his dress shop.

"Come on man, check it out. You don't have to buy," another teen says.

Turkish merchants cater to the U.S. military. Most speak English very well. Most signs are in English and Turkish. Most stores accept



Turkish lira and U.S. dollars.

Gold, silver, brass Turkish carpets, worry beads, coins, custom made suits, dresses, leather goods glassware, and more can be purchased in The Ally.

"This is a different world," says Tech Sgt. Mark Lingel, 33, who hit The Ally the moment he stepped off base. "The courtesy you get here you don't get back home, but that standard of living is so low."

Some merchants complain that on-base stores offer stuff competition and often get first crack at U.S. military customers who don't receive off-base passes for two or three days.

"We're making most business from the reserves and air National Guard," says Nuri Yusuf, who works at the Moonlight Tailor Shop and the Top-Gun Carpet Palace where Turkish carpets range from \$15-\$3,000. "They have more money and they don't have a lot of time here. We sell lots of rugs."

The Manhattan's "Kiss and Say Goodbye," Toni Braxton's "Un-break My Heart," and other American pop songs waft out of speakers in The Ally's BP Restaurants.

"Free Chairs. Free tables. Free honey. Free menu. Bottles water, \$25," jokes restaurateur Kerim Danis.

Most Turkish meals begin with toasts sesame bread. Customers slather piping hot bread, pieces with butter and honey, or dip them in hummus or dill-yogurt sauce. A plate of lemon wedges, silver dollar-sized radish slices, and parsley also accompany most meals.

Chicken tava, a gumbo-like dish that includes chicken, tomatoes, tomato sauce, garlic, and cheese is served in a searing hot pan.

At meal's end, the server sprinkles lemon cologne on the patrons' palms. The potion evaporates quickly removes oil from eh fingers, and leaves the hands smelling lemony fresh.

BACK ON BASE

After a few days, the 180th members settle into their routines, and continue exploring Turkey. They also are bracing for the holiday.

Maj. Lindsey Whitehead, 38, is chief of logistics and responsible for obtaining the parts that keep the planes flying. His wife, Amy, the 180th chief comptroller, couldn't make the trip. She's pregnant and due in about two weeks. She and their two daughters, Earlyn, 6, and Azaree, 22 months, don't mind that he is away as he's home for Christmas.

"For me, this is what we're all about," the 20-year-old air guardsman says as he stands in the gray mist outside a HAZ. "This is what we all train for. It's our opportunity to do something for our country." 🇺🇸



SQDN 3724 FLIGHT G-128
Lackland Air Force Base, Texas
August, 1968

3rd Row: Medlin, K.L., Wiggins, L.E. Jr., Dunlap, R.T., Eshbaugh, D.M., Hoer, D.C., Hellgodt, R.J., Young, J., Wilbourne, R.M., Vernon, C.R., Ludwig, R.H., Sturgis, D.E., Holmes, R.B. Jr., Dinstuhl, G.E., Porter, J.M., Peinert, R.R.
2nd Row: Dinovo, R., McNeely, L.L., Partelow, G.R., MacEwen, L.D., Rogers, R.A., Terhune, D.A., Hughes, P.J. Jr., Simmons, R.H., Powell, T.B., Zettle, D.E., Westfall, C.W., Zapcic, R.G., Epstein, S.B., Wade, G.D.
1st Row: Sand, P.D., Crutcher, J.M., Bush, G.W., Owacki, H.E., Laugley, R.E., Theve, R.L., Hurst, D.E.
Kneeling: Jensen, T.W.

PERRYSBURG MAN RECALLS BASIC TRAINING WITH GEORGE W. BUSH

Story by Mary Meyer
Aug., 1968

Roger Peinert of Perrysburg found himself in demand by the national media a few months ago. The New York Times called. The Boston Globe wanted the scoop. The reports asked questions, and he had plenty to say about this basic training at Lackland Air Force Base in San Antonio, Texas in 1968.

But the stories never ran. What Mr. Peinert had told the reports about fellow squadron member George W. Bush wasn't quite what they wanted to hear.

Mr. Bush was "one of the guys," according to Mr. Peinert: "He

was a leader, but he treated everyone equally. He was a helped. And he was not given special treatment because he was the son of a representative.

The VIP of the squadron wasn't Bush – it was "a kid from Memphis, Tennessee, whose dad owned a candy company and sent us candy."

About five men in the 36-member squadron were college educated, headed for commissioning as officers. But, according to Mr. Peinert, they were treated like everyone else. He remembers that MR. Bush let him cut in front of him in the telephone line when they had their first opportunity to call home after nearly a month of training.

"He was a normal person; he wasn't cocky," continued Mr. Peinert. "The flight (group) stayed one big family. You did everything together because you had to work as a team."

Mr. Bush was commissioned a second lieutenant and went on to enter politics, all the way to the road to the White House and, perhaps, to the high office in the land.

A Perrysburg resident since 1971, Mr. Peinert has spent 32 years with the Air National Guard. He is senior master sergeant with the 180th Fighter Wing of the Ohio Air National Guard, stationed at Toledo Express Airport.

A native Texan, Mr. Bush showed up at Lackland with a Yale education. Mr. Peinert enlisted in the Air Force in July 1968 one month after graduating from Otsego High School. He was born and raised on a farm outside Tontogany.

When he heard Mr. Bush's campaign was coming to Springfield

high School, he got in touch with the Secret Service. His work as an air technician has given him the opportunity to meet former President Ronald Reagan, Gerald Ford and Jimmy Carter, and to collect memorabilia and board Air Force One. But this was something special: he wanted a chance to meet Mr. Bush once again.

Given the jackpot of four great seats in a packed Springfield field house, Mr. Peinert was able to attend the rally accompanied by his niece, Angie Peinert, an ardent Democrat; his wife Sandy, who works in the treasurer's office of Perrysburg Schools, and their son Jason, a senior at Perrysburg High School.

As for meeting with MR. Bush, sharing memories of basic training, and getting an autograph on the basic training class picture, that may have to wait until George W. Bush can sign his name "President Bush." 🇺🇸

**"HE WAS A LEADER,
BUT HE TREATED
EVERYONE EQUALLY."**

OHIO AIR NATIONAL GUARD IS SERIOUS ABOUT PROTECTING U.S. AND ITS ALLIES

FOCUS OF ATTENTION AT SCULTHORPE

Twenty-four A-7 fighter planes, six each from Rickenbacker National Guard Base, Springfield and Toledo, were the focus of attention during a recent Ohio Air National Guard military exercise at Royal Air Force Base Sculthorpe in northeastern England. The planes flew training missions, or sorties, in several European countries while National Guard members familiarized themselves with military tactics they might use if called upon to help defend a European ally.

IN FOR A LANDING

This was part of the scene when A-7 planes from three Ohio Air National Guard bases landed in England Tuesday April 5. The 24 planes "island hopped" from the United States to Newfoundland and Iceland to reach their final destination. While the planes were refueled at each stop on the initial trip, they were refueled in the air by tanker planes on the trip home.

CHEMICAL WARFARE

Practice on how to conduct themselves when chemicals are used in warfare was part of the training for Ohio National Guard members during their trip to Sculthorpe air base. When the men and women were signaled that chemicals were in the area, they were required to put on suits like those pictured above and performs their jobs while wearing the cumbersome attire.

MAINTENANCE

Terry Hinkle of Rickenbacker National Guard Base almost got lost in the medical truck above while doing some maintenance work on the vehicle. Keeping equipment in good operating condition and maintaining a medical clinic for personnel are necessary jobs during National Guard military exercises. The doctor at Sculthorpe was lucky enough not to be faced with any major medical problems.

PLANES HAVE FLATS, TOO

Just like automobiles, airplanes are subject to flat tires when they come down a little too hard on the runway. Above, members of the Ohio National Guard repair the flat tired on an A-7 fighter planes. Several of the 24 A-7s making the trip to England were forced into



the hanger for repairs during the exercise, giving other Air Guard members a chance to practice the jobs they do at the base.

*Story by Cindy Detillion,
Herald Staff Writer*

If you always thought of the National Guard as a weekend pastime for men who dream of being soldiers, you better think again.

The mission of the Air National Guard today is to provide trained personnel to support active armed forces during national emergencies, war, natural disasters and civil disorder.

About 450 members of the Ohio National Guard recently spent two weeks in northeastern England proving they are dead serious about fulfilling that mission.

Each Air National Guardsman whether he or she is full-or-part-time employee is required to participate in one two-week training tour once a year.

The Guard members who flew to England recently met that requirement by participating in an exercise that brought three Ohio units together at Royal Air Force Base Sculthorpe, about

100 miles northeast of London.

The three groups represented on the two-week tour were the 121st Tactical Fighter Wing located at Rickenbacker National Guard Base and its support units, the 178th Tactical Fighter Group of Springfield and the 180th Tactical Fighter Group of Toledo.

Each unit sent about one-third of the aircraft and personnel participating in the mission which was called Exercise Coronet Castle.

Although the trip included time for fun and sightseeing, the men and women work hard for nearly two full weeks showing they are dedicated to protecting the United States and its European allies.

The group participated in the exercise at Sculthorpe to familiarize itself with military work outside the United States and to conduct joint exercise with other member nations of the North American Treaty Organization (NATO).

While the Air Guard's annual two-week exercises usually involve just one or two units, the England mission was unique not only because it brought together three units, but also because all three groups came from the same state.

Col. Keith Kramer, recently named commander of the 121st Tactical Fighter Wing, said Ohio is the only state that could accomplish such a task since no other state in the United States serves as the home base for three components of the same Air Guard unit.

Sculthorpes, which was an active Allied Power base during World War II and a U.S. air base in the 1950s, was chosen for the recent exercise because it is just the type of base where the Guard might be located if called to war. The base is now maintained at the minimum level in case it must be reactivated for actual military operation.

The Ohio Air National Guardsmen actually "reactivated" the base March 28 when an advanced detail from Rickenbacker flew in a C-141 plan to Sculthorpe to begin setting up the area for the upcoming two-week mission.

The advanced group was followed on April 4 and 5 by five more C-141s and two C-130 cargo planes which flew from Rickenbacker, Springfield and Toledo to Sculthorpe.

The personnel and equipment were joined at Sculthorpe by the exercise's force of attention – 24 A-7 fighter planes which came from each of the three Ohio bases.

For the next two weeks, the Air Guard personnel operated as if they had been called to active duty. Working in daily shifts and all night long in some cases, the Guardsmen participated in a variety of wartime activates all centered around "missions" or sorties flown by the A-7s.

The fighter planes were sent to a variety of locations in England and Germany while the Air Guard members performed jobs such as maintaining the planes, debriefing pilots after each mission and keeping runways ready for flights.

Since the exercise was planned as a training session for protection of NATO allies, the A-7s participated in exercises both on their own and with forces from European countries.

In Exercise Mallet Blow, the American fighter planes rendezvoused with planes from the British Royal Air Force to rehearse defense maneuvers. On other missions, the U.S. planes landed at bases in Germany where personnel who were unfamiliar with A-7s practiced loading bombs and servicing the planes.

The flight of fighter planes from the United States to Sculthorpe was in itself a mission accomplished since the pilots used a method of flight called "island hopping."

Taking off from their Ohio bases on Monday, April 4, the 24 planes "hopped" first to Goose Bay, Newfoundland, where they spent the night. On Tuesday, the planes flew to Keflavik Iceland and then on to an arrival at Sculthorpe about 3:45 p.m. Tuesday afternoon.

While the planes refueled during stops on the trip to Sculthorpe, they were refueled in the air by tanker planes on the non-stop return trip.

Like most practice sessions, the Air Guard exercise at Sculthorpe wasn't completed without some problems.

One A-7 struck by lightning during the trip to England and was out of commission for more than a week while the Guard waited for a replacement part to arrive. Another plane broke down in Germany and a crew had to

fly from Sculthorpe to make repairs.

The northeastern England weather at time hindered planned exercises since rain and strong wind forced cancellation of flights on two of the six days missions were scheduled.

Rain was also the reason for cancellation of chemical warfare training on two of the four days the exercise was planned. Since the special suits used to protect personnel when chemicals are dropped may be damaged after getting wet, the Guardsmen were unable to practice with the suits on rainy days.

On two days, however, the weather cooperated and the group was able to do its work wearing the cumbersome suits.

When colored flags informed Guardsmen that chemicals had been dropped, the men and women were required to put on their special suits and masks and perform their jobs as usual. Because of the increasing danger of chemical use in military conflicts, the suits are becoming so specialized that the masks are made with prescription lenses for people who wear glasses.

Despite the problems with the rainy and windy weather and general maintenance of the fighter planes at Sculthorpe, Exercise Coronet Castle was termed successful.

Col. Richard Markley, commander of the Combat Support Squadron at Springfield, said the Ohio Air Guardsmen achieved their goal of reactivating the standby military base and operating their warplanes from the base.

"The success of the trip was in the first two days," said Markley who was in charge of the overall operation of the two-week exercise. "To fly in here, set up, become operation and fly out (was our goal)."

The Guard members achieved their goal efficiently by landing all 24 of their A-7s and preparing the planes for action within six hours after the April 5 landing. Workers were actually allowed 12 hours to complete the task of readying the planes for flight again.

Even though problems were encountered after Sculthorpe air base was reactivated, those problems were tacked for the most part of the Ohio Air guard showed it could be a potent supportive force if called upon to help defend the United States or a European ally in war. 





ENGLISH ICON FINDS AN AMERICAN HOME

Story by Staff Sgt. John Wilkes

Each country has distinct symbols that represent their culture. For the United States, some of these symbols include the first Ferris wheel in Chicago, Stars and Stripes and the Willys MB vehicle from World War II. For England, some of these symbols include double decker buses and the traditional red phone booths. The 180th Fighter Wing in Swanton, Ohio is home to one of these iconic symbols.

Senior Master Sgt. Robert Barker spent two weeks at Royal Air Force Base Sculthorpe in 1989 while deployed with the 180th Fighter Wing, then known as the 180th Tactical Fighter Group.

"It was our third deployment to England and we were there for joint force training," said Barker, the former 180FW public affairs superintendent who served from 1958 to 1993.

Over the course of his three deployments to England, Barker noticed that the iconic red telephone booths made famous in television and movies were disappearing and being replaced by green, plastic telephone booths.

"While driving through the Fakenham/Kings Lynn/Norwich area we noticed that British Telecom was replacing the classic old red telephone booths with newer styles," said Barker in a letter to British Telecom in June 1989. "To many of us, the red booth was as much a symbol of your country as the double deck bus. When I inquired as to what was happening to the booths, I was told some were being sold and many were being scraped."

In the letter, Barker asked British Telecom if they would be willing to provide a booth, free of charge, to the 180FW. Shortly after he sent the letter British Telecom responded, confirming that they would be willing to donate one of the booths, free of charge. Barker would just need to arrange for transportation.

"After I found out it was possible I went to my commanding officer and told him that I had arranged for the telephone booth to be brought over and, if possible, I was requesting personal leave to transport it from England to the 180FW," Barker said. "I also spoke with the transportation and communications sections about getting the booth brought back over and if we could put a working telephone in it."

The request was approved by the wing commander of the 180FW and the National Guard Bureau. Prior to leaving, Barker arranged for the 172nd Tactical Airlift Group from Jackson, Mississippi, to transport the telephone booth. The group had available space and was traveling from England to Toledo, Ohio at the opportune time.

"SMSgt. Barker has received verbal approval to have the booth transported via USAF transport aircraft," said Col. John H. Smith, commander of the then 180th Tactical Fighter Group in August 1989. "He will travel to the United Kingdom on personal leave to disassemble and crate the booth for processing at a United States Air Force Base. No government resources are being utilized for this acquisition except the opportune airlift."

With everything arranged, Barker traveled from Windsor, Canada to London on Sept. 29, 1989 for one week to assist in the crating and loading of the telephone

booth. Barker, personnel from RAF Sculthorpe and British Telecom assisted in loading the booth.

The event was covered in local and national newspapers in England and locally in the Toledo area.

The iconic K6 model Phone booth now located at the 180FW was previously located on High Street in Colchester, Essex, England. Prior to departing England, British Telecom had the booth refurbished. They also took Barker through a collection of decommissioned telephone booths so he would be able to gather the parts necessary to reassemble a fully functioning booth at the 180FW.

The booth was delivered on Nov. 16, 1989. Airmen gathered in formation following the installation of the booth where Col. Smith made the first call to his counterparts at RAF Sculthorpe, which was broadcast for all to hear.

The telephone booth is located in the same location as it was in 1989. In July 2016, Barker arranged for the booth to be refurbished once more. Local businesses donated paint, signage and a post. Within a few short weeks the booth looked brand new once again.

Today, the red telephone booth continues to serve as a memento of the many deployments to NATO and the United Kingdom throughout the 180FW's history. 📞







THE CODE OF THE WARRIOR

Essay by Shannon E. French, Inamori International Center for Ethics and Excellence

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You have all heard the recent news story about a Marine who may have shot an unarmed, wounded Iraqi insurgent. The question being asked is: was this war or murder? The distinction between a warrior and a murderer is not trivial one. For those whose calling is the profession of arms – for you – understanding this distinction is essential.

Murder is an act that is cross-culturally condemned. Whatever their other points of discord, the major religions of the world agree in the determination that murder (variously defined) is wrong. Unfortunately, the fact that we abhor murder produces a disturbing tension for those who are asked to fight wars. When you are trained for war, you are given a mandate by your society to take lives. But you must learn to take only certain lives in certain ways, at certain times, and for certain reasons. Otherwise, you may become indistinguishable from a murderer and suddenly find yourself condemned by the very society you have sacrificed so much to serve.

Warrior cultures throughout history and from diverse regions around the globe have constructed codes of behavior, based on that culture's image of the ideal warrior. These codes have not always been written down or literally codified into a set of explicit rules. A code can be hidden in the lines of epic poems or implied by the descriptions of mythic heroes. One way or another, it is carefully conveyed to each succeeding generation of warriors. These codes tend to be quite demanding. They are often closely linked to a culture's religious beliefs and can be connected to elaborate (and frequently death defying or excruciatingly painful) rituals and rites of passage, such as the Sun Dance ritual performed by Native Americans of the

police strict adherence to these standards, with violators being shamed, ostracized, or even killed by their peers. In the Roman legions, a man who fell asleep while he was supposed to be on watch, allowing an enemy to penetrate the camp, could expect to be stoned to death by the members of his own cohort.

The code of the warrior not only defines how warriors should interact with their own warrior comrades, but also how they should treat other members of their society, their enemies, and the people they conquer. The code restrains the warrior. It sets boundaries on acceptable behavior. It distinguishes honorable acts from shameful acts. Achilles must seek vengeance for the death of his friend Patroclus, yet when his rage drives him to mistreat the corpse of his arch nemesis, he angers the gods. Under the codes of chivalry, a medieval knight has to offer mercy to any knight who yields to him in battle. In feudal Japan, samurai are not permitted to approach their opponents using stealth, but rather are required to declare themselves openly before engaging in combat. Muslim warriors prosecuting an offensive jihad cannot employ certain weapons, such as fire, unless and until their enemies use them first.

But why do warriors need a code that ties their hands and limits their options? Why should a warrior culture want to restrict the actions of its members and require them to commit to lofty ideals? Might not such restraints cripple their effectiveness as warriors?

What's wrong with, "All's fair in love and war?" Isn't winning all that matters? Why should any warrior be burdened with concerns about honor and shame?

In fact, there are many reasons to maintain warrior's codes. The most obvious is to protect innocent lives. There has never been a war in which innocents did not die, even with warrior codes in place. When there are no codes at all, innocents—those least able to defend themselves—become easy

targets for atrocity. War is hellish enough without at least some attempt to limit its scope. When the concepts of guilt and innocence become too complicated to apply, we rely instead on the distinction between combatants and noncombatants.

Not all rules of war, however, relate to the protection of those not directly involved in the conflict. Some limit how warriors can

treat other warriors, such as rules about what weapons or tactics of war may be used, as well as those pertaining to the handling of surrenders, POWs, and enemy wounded and dead. Many arguments in favor of such rules are based on the notion of reciprocity with the enemy. We hope that if we treat our enemy's troops well, our own troops will receive equally good treatment. Or perhaps more often than not, we fear that if we fail to treat our enemy's troops well, our troops will surely become the objects of retaliation. Yet this tit-for-tat rationale is disturbingly conditional. If reciprocity is our only motive for urging our warriors to show restraint, it will quickly dissolve whenever we fight enemies who do not share our ideas of what is honorable in war.

The disciplined Romans were caught off-guard by the ferocious shock troops of the Celtic and Germanic tribesmen and responded with unspeakable brutality. The British were horrified when they first faced the hit-and-hide tactics of the colonial American militia and some responded by punishing civilians with torture and death. When white settlers moved west, they confronted native tribes who considered stealth an honorable warrior skill and did not always recognize the combatant/noncombatant distinction, while white settlers did not shrink from using biological weapons or attempting genocide against the native peoples. The Japanese claimed to be appalled by Chinese-derived ninja tactics of espionage and assassination yet exercised no restraint in terrorizing their Asian neighbors. The past offers clear warning of the danger when fighting an enemy with different values of violating one's own values.

When both sides in a conflict abandon all restraint, another casualty is the hope for peace. When atrocities escalate and conflicts devolve into personal hatreds, cycles of violence can span generations. If each side's violations are answered by reprisals, bringing both sides to the table to discuss terms to end the conflict becomes more and more difficult.

Even warring parties who do not care about the prospect of peace may yet be concerned enough about international opinion to exercise some restraint in their conduct of war. This potentially restraining principle is once again conditional. Not all belligerents will care about international opinion, and some will think that they can hide their actions from scrutiny. And even those nations that do concern themselves with their international images may not effectively translate that concern into appropriate leadership and discipline of the soldiers who represent them.

Within democratic nations, domestic opinion can also be a factor in encouraging warriors to exercise restraint. If public support of a conflict is required in order to sustain funding for it and if that public support depends on the perception that the war is being conducted in an honorable manner, then domestic opinion may encourage strict observation of conduct of war rules. On the other hand, concern about domestic opinion may do no more than inspire cover-ups of any actions by members of the military that might be condemned by the general public.

All of the reasons for restraint I have mentioned thus far are in a sense external to our warriors themselves. The most compelling reason for warriors to accept restraint may be the internal moral damage they risk if they fail to do so and the serious psychological damage they may suffer. The nature of the warrior's calling places him or her in peculiar moral peril. The power to kill with impunity and possibly even to dominate entire foreign cultures could certainly corrupt character and promote hubris. Warriors need the restraint of a warrior's code to keep them from losing their humanity and their ability to enjoy a life worth living outside the realm of combat.

In the introduction to his valuable analysis of Vietnam veterans suffering from post-traumatic stress disorder, *Achilles in Vietnam: Combat Trauma and the Undoing of Character*, psychiatrist Jonathan Shay stresses the importance of "understanding... the specific nature of catastrophic war experiences that not only cause lifelong disabling psychiatric symptoms but can ruin good character."¹ Shay has conducted countless personal interviews and therapy sessions with American combat veterans. His work has led him to the conclusion that the most severe cases of posttraumatic stress are the result of wartime experiences that are not simply violent, but which involve what Shay terms the "betrayal of 'what's right.'"²

Veterans who believe that they were directly or indirectly party to immoral or dishonorable behavior (perpetrated by themselves, their comrades, or their commanders) have the hardest time reclaiming their lives after the war is over. Such men may be tortured by persistent nightmares, may have trouble discerning a safe environment from a threatening one, may not be able to trust their friends, neighbors, family members, or government, and many have problems with alcohol, drugs, child or spousal abuse, depression, and suicidal tendencies. As Shay sorrowfully concludes, "The painful paradox is that fighting for one's country can render one unfit to be its citizen."³

Warriors need a way to distinguish what they must do out of a sense of duty from what a serial killer does for the sheer sadistic pleasure of it. Their actions, like those of the serial killer, set them apart from the rest of society. Warriors, however, are not sociopaths. They respect the values of the society in which they were raised and which they are prepared to die to protect. It is therefore imperative for them to conduct themselves in such a way that they will be honored and esteemed by their communities, not reviled and rejected by them. They want to be seen as proud defenders and representatives of what is best about their culture: as heroes, not "baby-killers."

In a sense, the nature of the warrior's profession puts him or her at a higher risk for moral corruption than most other occupations because it involves exerting power in matters of life and death. Warriors exercise the power to take or save lives, order others to take or save lives, and lead or send others to their deaths. If they take this awesome responsibility too lightly – if they lose sight of the moral significance of their actions – they risk losing their humanity and their ability to flourish in human society.

In his powerful work, *On Killing: The Psychological Cost of Learning to Kill in War and Society*, Lt. Col. Dave Grossman illuminates the process by which those in war and those training for war attempt to achieve emotional distance from their enemies. The practice of dehumanizing the enemy through the use of abusive or euphemistic language is a common and effective tool for increasing aggression and breaking down inhibitions against killing. Yet this process can be taken too far. If there is excessive dehumanization of the enemy—if warriors genuinely come to believe, deep down, that their enemies are somehow less than human—the result is often lingering psychological trauma.

Like Shay, Grossman has interviewed many U.S. veterans of the Vietnam War. Grossman found that some of the men he interviewed had never truly achieved emotional distance from their former foes. Interestingly, these men seemed to be better off for having held on to their respect for the humanity of their enemies. They expressed admiration for Vietnamese culture. Some had even married Vietnamese women. Most significantly, they appeared to be leading happy and productive post-war lives. In contrast, those who persisted in viewing the Vietnamese as "less than animals" were unable to leave the war behind them.

...this code of honor seems to hold the warrior to a higher ethical standard than that required for an ordinary citizen within the general population of the society the warrior serves.

Plains Tribes or the Corridor of Death that separated disciples from masters among the Chinese warrior monks of Shaolin.

In many cases this code of honor seems to hold the warrior to a higher ethical standard than that required for an ordinary citizen within the general population of the society the warrior serves. But the code is not imposed from the outside. The warriors themselves

Dr. Shay describes an intimate connection between the psychological health of the veteran and the respect he feels for those he fought. Shay stresses how important it is to the warrior to have the conviction that he participated in an honorable endeavor. Dr. Shay writes:

*“Restoring honor to the enemy is an essential step in recovery from combat PTSD. While other things are obviously needed as well, the veteran’s self-respect never fully recovers so long as he is unable to see the enemy as worthy. In the words of one of our patients, a war against subhuman vermin “has no honor.””*⁴ He notes that this true either in victory or defeat.

Shay finds echoes of these ideas in the words of World War II veteran J. Glenn Gray from Gray’s modern classic on the experience of war, *The Warriors: Reflections on Men in Battle*. Gray brings home the agony of the warrior who has become incapable of honoring his enemies and thus is unable to find redemption himself. Gray writes: *“The ugliness of a war against an enemy conceived to be subhuman can hardly be exaggerated. There is an unredeemed quality to battle experienced under these conditions, which blunts all senses and perceptions.*

The further war evolves away from armies of declared and uniformed combatants lining up across an open field, the more need for strict codes of discrimination and proportionality.

*Traditional appeals of war are corroded by the demands of a war of extermination, where conventional rules no longer apply. For all its inhumanity, war is a profoundly human institution.... This image of the enemy as beast lessens even the satisfaction in destruction, for there is no proper regard for the worth of the object destroyed.... The joys of comradeship, keenness of perception, and sensual delights [are] lessened.... No aesthetic reconciliation with one’s fate as a warrior [is] likely because no moral [reconciliation is] possible.”*⁵

By setting standards of behavior for themselves, accepting certain restraints, and even “honoring their enemies,” warriors can create a lifeline that will allow them to pull themselves out of the hell of war and reintegrate themselves into their society, should they survive to see peace restored. A warrior’s code may cover everything from the treatment of prisoners of war to oath keeping to table etiquette, but its primary purpose is to grant nobility to the warriors’ profession. This allows warriors to retain both their self-respect and the respect of those they guard.

Nor is it just “boots on the ground” front-line and special forces troops who need the protection of a warrior’s code. Every warrior sent into combat risks moral damage. Men and women who fight from a distance – who drop bombs or shoot missiles from planes or ships or submarines – are also in danger of losing their humanity. What threatens them is the very ease by which they can take lives. As technology separates individuals from the results of their actions, it cheats them of the chance to absorb and reckon with the enormity

of what they have done. Killing fellow human beings, even for the noblest cause, should never feel like nothing more than a game played using the latest advances in virtual reality.

In his book *Virtual War: Kosovo and Beyond*, international journalist and scholar Michael Ignatieff airs his concerns about the morality of asymmetric conflicts in which one side is able to inflict large numbers of casualties from afar without putting its own forces at much risk (for example, by relying primarily on long-range precision weapons and high-altitude air assaults). In such a mismatched fight, it may be easy for those fighting on the superior side to fail to appreciate the true costs of the war, since they are not forced to witness the death and destruction first-hand. Distance warriors may not feel the moral weight of what they do. Ignatieff warns modern warriors against the “moral danger” they face if they allow themselves to become too detached from the reality of war. He writes:

Virtual reality is seductive. ... We see war as a surgical scalpel and not a bloodstained sword. In so doing we mis-describe ourselves as we mis-describe the instruments of death. We need to stay away from such fables of self-righteous invulnerability. Only then can we get our hands dirty. Only then can we do what is right.⁶

Warriors who dehumanize their enemies by equating them with blips on a computer screen may find the sense that they are part of an honorable undertaking far too fragile to sustain. Just as societies have an obligation to treat their warriors as ends in themselves, it is important for warriors to show a similar kind of respect for the inherent worth and dignity of their opponents. Even long-distance

warriors can achieve this by acknowledging that some of the “targets” they destroy are in fact human beings, not just empty statistics. The further war evolves away from armies of declared and uniformed combatants lining up across an open field, the more need for strict codes of discrimination and proportionality.

The morality of benefiting from technological advances that make it possible to kill at a greater distance has made proponents of ethical warfare nervous for centuries. Pope Urban II in 1097 outlawed the use of one of the earliest instruments of death-at-a-distance, the crossbow. In 1139 Pope Innocent II went even further, threatening anyone who used the crossbow with excommunication and condemning the weapon as, “hateful to God and unfit to be used among Christians.”

It is precisely this suspicion of technology-enhanced distance warfare – the idea that it is somehow less honorable or brave than the up-close-and-personal combat of the traditional battlefield – that may have led some modern warriors to go to even greater lengths to identify themselves with a demanding warrior’s code. From the first use of aerial combat, fighter pilots have self-consciously compared themselves not to foot soldiers with crossbows but to knights on horseback. They have adopted the ideals, and even the language, of chivalry.

One of these knights of the air was Sir Hugh C.T. Dowding, a fighter pilot for the Royal Air Force in World War I and strategist for the Battle of Britain in World War II. Dowding was passionately committed to maintaining the nobility of his vocation. An incident from the First World War illustrates this plainly. Dowding’s squadron

brought down a German aircraft. He was then appalled to see the pilot and crewman shot while climbing out of their wrecked plane by ground troops. In an attempt to redeem what he saw as soiled British honor, Dowding gathered up the personal effects of the two dead Germans and dropped them behind enemy lines along with a note saying exactly where their bodies were buried.⁷

There was no law or international convention that required Major Dowding to go to such lengths. It was his own warrior’s code that prompted him to act.

He clearly believed that there must be things that honorable warriors simply do not do, regardless of the provocation.

Similar sentiments were behind a story I heard from an older gentleman who approached me after I spoke about the warrior’s code to a Kiwanis Club meeting in Reisterstown, Maryland. This man, whom I will call “Dan,” told me that he had been a fighter pilot in World War II in the Pacific Theater. Near the end of the war, he was commanding a squadron over Tokyo. They flew a mission near a crowded train station, where hundreds of people were desperately pushing to climb aboard trains that could take them away from the besieged city. Acting against direct orders, one member of the squadron broke formation, flew down and strafed some of the helpless Japanese civilians.

When they returned from this mission, no one in the squadron would speak to the pilot who had murdered the noncombatants. Tears filled Dan’s eyes as he told me the conclusion of this sixty-year-old story: “We were all so ashamed of what he had done. He had shamed the entire squadron. He was killed in an engagement two days later. And, God help us, we were glad.”

Warriors who retain the capacity to feel shame have not yet lost their hold on their humanity. In Homer’s *Iliad*, we know that the great Achilles has crossed the line and surrendered his humanity to war when he abuses the body of his noble opponent, Prince Hector of Troy. The god Apollo describes Achilles, the former warrior, turned killer:

*His twisted mind is set on what he wants,
As venge as a lion bristling with pride,
Attacking men’s flocks to make himself a feast.
Achilles has lost all pity and has no shame left.
Shame sometimes hurts men, but it helps them, too.
... But this man? After he kills Hector,
He ties him behind his chariot
And drags him around his dear friend’s tomb.
Does this make him a better or nobler man?
He should fear our wrath, good as he may be,
For he defiles the dumb earth in his rage.”*⁸

When Achilles desecrates the body of Hector by dragging it behind his chariot, it is clear that Achilles has been damaged by war. Something has died inside him. He can no longer honor his enemy, so he no longer has honor himself. As Apollo says, he has lost all sense of shame. The truth of Apollo’s accusation highlights the wisdom of one of the edicts found in the Bushido code of the Japanese samurai: “A sense of shame will uphold justice.”⁹

Legend has it that when a Spartan mother sent her son off to war she would say to him, “Come back with your shield or on it.” If a

warrior came back without his shield, it meant that he had laid it down in order to break ranks and run from battle. He was supposed to use his shield to protect the man next to him in formation, so to abandon his shield was not only to be a coward but also to break faith with his comrades. To come back on his shield was to be carried back mortally wounded or dead. Thus the adage meant that the young warrior should fight bravely, maintain his martial discipline, and return with his honor intact: “Death before dishonor.”

Nor is it just “boots on the ground” frontline and special forces troops who need the protection of a warrior’s code. Every warrior sent into combat risks moral damage.

The warriors’ mothers who spoke this line were not heartless monsters—far from it. It was spoken from great love. They wanted their children to return with their sense of self-respect still with them, feeling justifiably proud of how they had performed under pressure, not tortured and destroyed by guilt and shame. To come back with their shields was to come back still feeling like warriors, not like cowards or murderers.

Today, as throughout history, the warriors’ code is the shield that guards their humanity. Modern warriors must balance the physical risks of combat against the moral risks. And they may face enemies who will try to use their values and their commitment to a code against them. Is it worse to come home on your shield or to come home without it? It is a question you must answer for yourself. But I will leave you with the words of Seneca, a Roman Stoic:

*[I will never let concern for my] flesh drive me to fear,
never to a role that is unworthy of a good man. ...I will not allow any wound to penetrate through the body to the real me. My body is that part of me that can be injured; but within this fragile dwelling-place lives a soul that is free.”*¹⁰

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