

# THE JET GAZETTE

READY TO SERVE...NEIGHBOR & NATION

OFFICIAL PUBLICATION OF THE 141ST AIR REFUELING WING  
AUGUST 2024



## 100TH ANNIVERSARY

116TH CELEBRATES 100 YEARS OF SERVICE TO NEIGHBOR AND NATION

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THE OFFICIAL PUBLICATION OF THE 141ST AIR REFUELING WING

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THE MISSION OF THE JET GAZETTE  
IS TO EFFECTIVELY COMMUNICATE EVENTS  
AND INFORMATION OF THE 141ST AIR REFUELING WING  
TO UNIT MEMBERS, THEIR FAMILIES AND RETIREES  
AND TO RECOGNIZE PERSONAL AND UNIT  
ACHIEVEMENTS WITHIN THE WING.

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Lt. Col. Tyson Frost 141st Maintenance  
Group Deputy Commander and his daughter  
Airman First Class Hayley Burns, 141st Aircraft  
Maintenance Squadron Crew Chief.

# Fortunate Frosty on Final Approach

"GUARDSMAN, JOB WELL DONE!" Those were the words I proudly yelled to my daughter A1C Haley Burns (141 AMXS) as she was tapped out of her graduation formation from Basic Military Training at Joint Base San Antonio - Lackland on 21 February of this year.

The active-duty men and women standing in formation around her needed to know that this was an Air National Guardsman in their midst, and she was being released by her fortunate Lt Col father who had stood on that same pad a mere 30 years earlier as an Airman Basic. They needed to know that an Air Guardsman is a very special person who is a vital part of our nation's defense and that an Air Guardsman gets it done just like their active component.

I am so proud of Haley, and her soon to be enlisted sister into the 141st MXG, my 2nd daughter, Bryn Frost. It's an honor to be a member of their Guard unit. OUR Guard Unit!

Releasing 3rd Generation Air Guardsman Haley from that formation was just one of the many proud moments I've been so lucky to have experienced as an Air Guardsman. There are so many countless memories and I know I have been truly blessed.

Remarkable experiences abound. To name just a few, foreign relations were "enhanced" greatly during my run. From being intercepted by a Russian SU-35 aircraft on 21 October 2020 south of the Sea of Okhotsk while flying a bomber task force refueling mission (check it out on Russian YouTube - Pravda.net) to praying my teammates wouldn't lose the "endless glory" tricycle competition in Kuopio, Finland at the entrance to their hangar "cave" come strikingly to mind. Showing Australians how to "American tailgate" at one of their Australian Rugby games, to landing a tanker full of doctors, dentists, and engineers in Kathmandu Nepal, on a clear view day of Mt. Everest, will always bring a smile to my face.

A proud tanker pilot! For me personally, a huge highlight will always be landing our KC-135 on the runway where I learned to fly Cessna 172s with my future wife in the jump seat and having her announce over the intercom how "hot" that looked! Later that day, she then wowed everyone in true Tanker wife fashion by schooling multiple fighter pilots in their own squadron bar on the essence of who is the true "giver" and who is the true "taker" in the Air Force fleet.

A Russian SU-35 intercepting Lt. Col. Frost during a mission on October 21, 2020.



To say I am grateful would be a huge understatement. I'm extremely honored and proud to soon become alumni of the 141st Air Refueling Wing / Spokane Air Guard. I will dearly miss working alongside the most professional maintenance personnel, aviators, boom operators, support personnel, and leaders I could ever hope to have known. You truly are family in my book. This wing ALWAYS gives its best when its best is needed! The friendships that my family and I have gained will forever last in our hearts and that is truly a magical thing. I count myself blessed and lucky to have experienced a dream Air Guard career. I will indeed miss hearing "Hey Frosty" every time I enter the squadron.

If you would have told me that I would retire as a Deputy Maintenance Group Commander and a KC-135 Instructor Pilot with over 3800+ hours and 170 combat sorties on 22 Oct 1993 when I took the oath of enlistment, I would have never believed you in my wildest dreams. This is what our Air Guard, sprinkled with a little of desire, faith, courage, and heart can do for anyone. This is a magical thing. In the words of former 141 ARW Wing Commander, Col Larry "Joker" Gardner (Ret.), I joined the Air Guard during my freshman year in college for some extra "scratch and experience". What I received was a lifetime of amazing memories, lifelong friendships, intense growth opportunities, humble pies, and the ability to support my loved ones. I am so damn proud!

What I really find the most remarkable and striking over the past 31 years and what I'll take away the most is all of YOU. You ALWAYS give your best when your best is needed! Air Guardsmen are truly a class of Americans that are a special breed. I didn't think you could meet so many "Salt of the Earth" people in one group. There are so many that I've worked alongside that give so much beyond themselves. So many people that you are so proud to call your friends and fortunate enough just to be associated with. This is the essence of the Guard that resonates the most with me. I've been astonished by the give that Air Guardsmen can and do provide. I can't count the number of times that my wife Talara was helped by a fellow Guardsmen and what that meant to

A Russian SU-35 intercepting Lt. Col. Frost during a mission on October 21, 2020.



me. I only hope to have given back to you what I have received. I admit, not every day has been easy. The Guard has pushed me beyond what I thought I could achieve many times. Our unit and it's refueling mission has provided stress and "growth" opportunities. Our responsibilities can be very hard on families. However, taking a risk when it is not the path of least resistance is a recurring theme that has provided success in many of my chapters. Don't be afraid to chase your dreams and remember your family along the way! In the fall of '93, I had no idea I would even be joining the Guard. It wasn't until the late Lt Col Dan Mortag from the 120th FW Mission Support Group / (Montana ANG) suggested that it might be a good fit, that I even started to think about the opportunity. Then the late SMSgt Harold Hensley, 120th FW Base training manager, cemented my path with some positive reinforcement that the Air Guard was in fact an extremely

worthy place to associate myself. To these two gentlemen and my Air Guard father, SSgt Ron Frost, thank you for providing such a fine example and encouraging me along this path. At the time a 6-year enlistment seemed daunting and forever. After 31 years, it went by in a blink. After a 9 1/2 year stint in Great Falls, a runner up trophy at the nationwide Air National Guard National Basketball Tournament (YES!!!! - this used to be a thing in our Air National Guard) and being a full-time technician in the MT ANG's F-16 Egress MXG section, I took the risk and ventured to the Academy of Military Science in Knoxville TN enroute to the Portland Oregon Air Force Reserve's 939 Air Refueling Wing to fly tankers. A blessed flying career awaited. When the 2005 BRAC decision came down, I immediately petitioned our 116 ARS every month for 14 straight months for a spot. I knew I wanted to be here in Spokane. Luckily, after our competitive boarding process, I was fortunate to

keep my new KC-135R flying career going in our town, at OUR UNIT! Forever blessed. As I sit and reflect on my career and the past 18 years with the Spokane Air Guard, I think it is nothing short of having been monumental. I try to think of some tidbit to pass to the next generation, to my children, to our children, the only word that comes to mind is family, our Guard Family. I will always cherish my service with this Family. I will always appreciate the opportunities that I've been given, but more importantly sharing them all with you has been the best part. Forever grateful. Caveat Hostis and God Speed! Frosty

# CHIEF'S CORNER

SENIOR MASTER SGT. MICHAEL PATIK  
141ST AIRCRAFT MAINTENANCE SQUADRON



Welcome to August Drill. Our wing has been extremely busy over the last year. We demonstrated expert management and maintenance of our fleet of six KC-135 aircraft as we projected refueling capability around the globe.

For the 141 ARW's largest lead-unit KC-135 mobilization in 15 years, we deployed 86 personnel for 3 months to Guam and generated 143 sorties that fueled the continuous bomber presence in INDOPACOM all while dealing with the devastating aftermath effects of Typhoon Mawar. We rallied to support domestic recovery efforts on the island by clearing five thousand pounds of debris from the airfield. We then turned around in September and deployed 43 Airmen to Thailand to support the first ever Enduring Partners engagement with the Royal Thai Air Force, in a historic collaboration, our team facilitated the inaugural NG-sponsored Enduring Partners exercise between the WA and OR ANG and Royal Thai AF. Deploying two KC-135s and 15

maintainers, we executed six sorties, enabling unprecedented combat and air-to-air refueling training with the Royal Thai AF and reinforcing WA State's Partnership. Followed by a multitude of TDY's, business efforts and MRA's to places like Poland, Geilenkirchen, and back to Thailand again.

The past year culminated with June Drill's WA ANG Fury where our unit proved that we could stand alone again and generate aircraft, which we excelled at and passed with flying colors.

As the Chief select for the Component Repair Flight in the Maintenance Group, I am extremely honored to take on this new role. A little about myself, I was born in the small town of Lander Wyoming. However, I spent most of my young life growing up in Renton Washington. I enlisted into the Air Force in 1990 wanting to travel the world but ended up at Fairchild for four years as a jet engine mechanic before separating to pursue a career in HVAC and Plumbing. After being a civilian for

two years I felt the need to get back into the military, I re-enlisted into the 141st Maintenance Squadron and after a short period of time, was hired on as a full-time jet engine mechanic. I've been fortunate enough to broaden my experience by working as an expeditor, production superintendent, and finally the accessories section supervisor. Family is extremely important to me and I enjoy spending most of my time outdoors, participating or watching anything sports-related. I am humbled to be chosen for this position and will do my very best to support the vision and direction our current leadership has established. Also, I am excited for everyone to move back to the old guard campus and to have the family back together.

Looking into the future, Congress just allocated our unit with 15 million dollars to be unit-equipped. This is no small task since we do not possess our own aircraft. We started with providing LRS and leadership from each squadron our equipment needs to be able to accomplish the mission. Your leadership and state representatives spent an extreme amount of time advocating and vying for funding from Congress for approval and funding which was finally written into this year's federal budget. Now that funding has been approved, we are in the process of procuring the equipment. Though this process can take up to three years, we look forward to having our own equipment we can maintain and utilize for years to come.

This Drill we come together and celebrate our 100th anniversary and I feel extremely honored for every day I get to work alongside my exceptional teammates within the 141st Maintenance Group and the rest of the Air Refueling Wing. Thanks for all you do!  
~Senior Patik



# 100<sup>TH</sup>

Photos and story by Tech. Sgt. Michael Brown  
and Tech. Sgt. Kayleigh Phillips

116th ARS Celebrates 100th Anniversary,  
cementing 100 years of aviation excellence



**100TH BIRTHDAY BASH**

Col James McGovern 141st ARW commander, his wife Sarah McGovern and Chief Master Sgt. Steven Webster 141 ARW Command Chief watch the KC-135 Flyover.



The 141 ARW flagship KC-135 aircraft painted in honor of the 100th anniversary flies over the crowd during the opening ceremonies.



The 141st Air Refueling Wing started its week-long celebration of the 116th Air Refueling Squadron turning 100 years old with a “Birthday Bash” in place of Summerfest. The unit turned the guard campus into a celebratory party, featuring food, drinks, Olympic style games, swag sales, ice cream and capped the event off with live music by the Sydney Dale band and the grand opening of the “Ace Hole Inn.” The event was attended by more than one thousand Guardsmen, retirees and family. Starting the event off was the formal opening ceremony, in which Col. James McGovern, 141st Air Refueling

Wing Commander, Lt. Col. Brian Gliniak, 116th Air Refueling Squadron Commander and CMSgt. Steven Webster 141st Air Refueling Wing Command Chief all spoke about the history and legacy of the 141st and 116th over the course of the last 100 years. The 116th’s official birthday is August 6, 1924 and is one of the 12 original flying squadrons in the Air National Guard. The unit felt several events were important to fully recognize what it means to be have had iron in the air for 100 years. The birthday bash was meant more for the military members and family, a way to recognize the sacrifices these men, women and their families have made to contribute to this

A C-130 from the 120th Airlift Wing Montana Air National Guard flies over the crowd during the opening ceremonies.

**significant achievement.**

There were flyovers of the unit’s flagship KC-135 affectionately named “Jenny” after the first aircraft ever flown by the unit, a C-130 from the Montana Air National Guard’s 120th Airlift Wing out of Great Falls, Mt., and an A-10 Warthog from the 124th Fighter Wing based out of Gowen Field, Idaho. Following the flyover each of the Aircraft were on display for a mini airshow on the flight line being joined by historical aircraft a P-51D Mustang and a P-40N Warhawk both owned and operated by the Hangar 180 group. The afternoon was capped off by CMSgt Webster officially cutting the “ribbon” opening the Ace Hole

Inn heritage room. Most flying squadrons have a heritage room, but the 116th had been without a home to call their own until moving into their current building. Major Shay Dickey had a large hand in designing and constructing the unit’s newest spot and was able to complete the heritage room in time for the grand opening during the event.

A mere five day’s later the unit held the 100th Anniversary Gala, which focused on the community celebration of the 116th. While an official military function, Honorary Commanders, Community leaders and supporters and of course unit members were all invited to take part in the



The 116th Air Refueling Squadron crew that flew the KC-135 aircraft painted in honor of the 100th anniversary for the opening ceremonies of the 100th Birthday Bash.



Lt. Col. Clinton Albaugh 141 ARW IG, calls his shot during the Olympic games of the 100th Birthday Bash.





Maj Michael Kapaun 141 JAG office catches a ball during the 100th anniversary birthday bash Olympic games.



Lt. Col. Jeff McElroy, 141st Finance office prepares to shoot his foam dart gun at a target during the 100th anniversary birthday bash Olympic games.

Master Sgt. Trista Myers, 141 Operations Group explains the rules to the target shooting while Master Sgt. Christy Wooten 141 LRS demonstrates during the 100th anniversary birthday bash Olympic games.



A P-51D Mustang and a P-40N Warhawk from Hangar 180 group land at Fairchild Air Force Base to honor the 100th Anniversary of the 116th.



**celebration. According to official unit history without the community the unit never would have been. The Spokane community raised \$10,000 to construct a hangar to gain the unit, beating out Tacoma and Seattle to be the home of the 116th Observation Squadron. The gala was hosted at the Northern Quest Resort and Casino and attended by over 500. The evening consisted of an opening by Col. McGovern and Chief Master Sgt. Webster, a video demonstrating the unit's**

**100 years of aviation excellence, a dinner and some fun event giveaways such as a jewelry lock box, a wine pull and a silent and live auction. The event was MC'd by Mr. Mark Peterson from KXLY who provided entertainment on the microphone between events and was our auctioneer for the evening. The event wrapped up with a Thank You to the community of Spokane for supporting the unit and a wish of hope for the next 100 years.**



Lt. Col. Shannon Yellin 141 ARW A-Staff, sells "swag" during the 100th birthday bash, this table proved to be one of the most popular attractions of the afternoon.



Retired Master Sgt. John Borek gives a thumbs up during the 100th birthday base celebration.



Chief Master Sgt. Steven Webster cuts the "ribbon" officially opening the Ace Hole Inn heritage room at the 141st Operations Group.



Maj. Shay Dickey 116 ARS Pilot sits at the Ace table before officially opening the Ace Hole Inn, Maj. Dickey had a large part in transforming the new heritage room.



Guardsmen, Retirees, family and friends check out the officially open Ace Hole Inn heritage room at the 141st Operations Group.

# 100th Gala







# HISTORY

2012 WRITTEN HISTORY OF THE 141ST ARW

Parkwater Field, (present day Felts Field), in 1925 an overhead photo of the first two week Drill of the unit.



Since its formation in the Spokane area in 1924, the 141st Air Refueling Wing has trained, equipped and deployed dedicated Citizen Airmen in response to national crises and state emergencies.

The 141st is a component of the Military Department of the State of Washington. The Military Department reports directly to the Governor of the State with military authority resting with the Adjutant General of the State of Washington. In its federal role, the 141st provides worldwide air refueling to U.S. and allied aircraft, counter-drug surveillance and interdiction and combat support across the spectrum of conflict. The 141st has answered its country's call in nearly every single military engagement since World War I up to and including the current War on Terrorism.

The lineage of the 141st Air Refueling Wing, Washington Air National Guard, began with the inception of its predominate flying squadron, the 116th Aero Squadron formed on 29 August 1917 with the express purpose to support the United States war effort during the Great War; America had formally declared aggressions against the Central Powers on April 6th. The squadron began flying over French battlefields in January 1918 and was redesignated 637th Aero Squadron while in theater. Between the cessation of hostilities against the German army that lasted between November 1918 and the formal end of the war on 28 June 1919, the 637th Aero Squadron was demobilized from federal service on 20 May 1919.

After the war, Congress approved the formation of 19 aerial observation squadrons throughout the United States and the State of Washington was to get one, but which city would base the squadron was still open for debate in 1924. As the story goes, the Adjutant General of the National Guard Bureau for the State of Washington made a proposal to Spokane. Whichever city, Spokane, Seattle or Tacoma, raises \$10,000 dollars first for the building of hangars will get an observation squadron. Having already visited the other two cities, the General's westward train pulled out of the station bound

for Washington D.C. A telegraph wire was sent ahead by the Spokane civic and business leaders to the train's next whistle stop, "The \$10,000 has been raised. We want the squadron." Major John Fancher, World War I command veteran, would act as the unit's first commander, leading a veteran force of 14 officers and 50 enlisted men. Federal recognition was given on 6 August 1924, as the 116th Observation Squadron, 41st Division Air Services at Parkwater Field in the Spokane Valley. The 116th was the most northern military airfield in the Country at the time and is still one of the oldest continually flying National Guard units in the United States.

By early 1925, construction of the new hangars began with federally funded building materials, locally bought concrete and the squadron members themselves donating most of the labor. The 116th soon received its first biplanes, three Curtiss JN-6A2 "Jenny" aircraft. They arrived at the rail yards still in the crates and no funds were provided to transport or construct the planes. A few creative enlisted men managed to haul, assemble and fire up these planes with oil donated by local businesses and gasoline bought on Maj. Fancher's personal credit.

In appreciation to the city of Spokane, its citizenry and

to promote a government Liberty Bond drive, the 116th hosted the region's very first military air show at the new airfield on 21 September 1925.

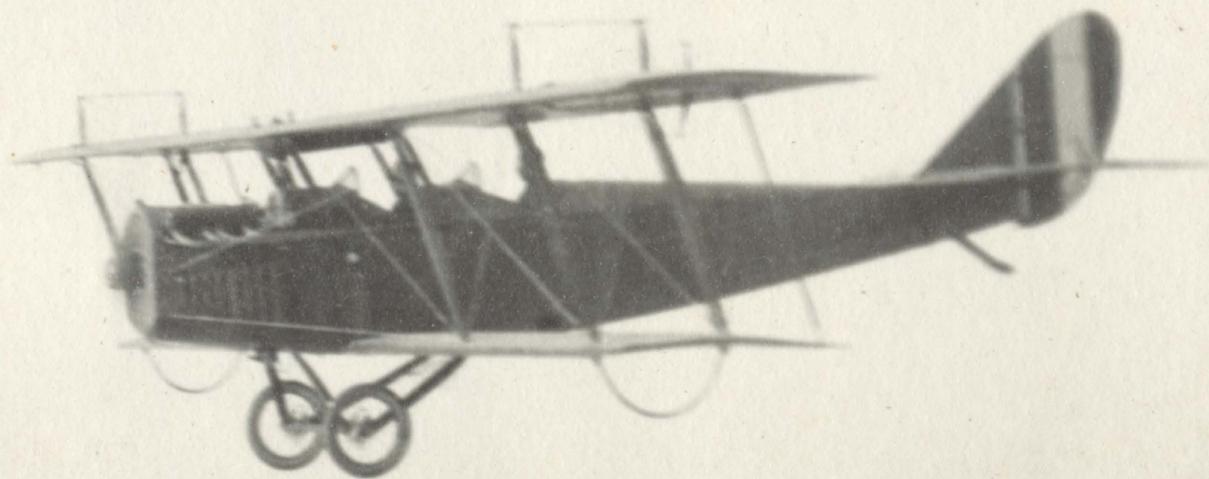
On 8 August 1926, the unit was redesignated as the 116th Observation Squadron, 41st Division Aviation, and expanded to include a photo section, medical detachment and transportation section. The 116th was the first National Guard unit in the country to achieve full flight qualifications for every officer.

During the summer of 1927, Maj. Fancher, a local pioneer for both the development of the 116th and the growth of aviation in the region, flew to New York to persuade officials for the National Air Races to sponsor that year's race out of Spokane. He was successful and on his return flight, he continued to rally support for aviation by stopping to visit with President Calvin Coolidge at his summer home in South Dakota. A great deal of excitement preceded the air races when America's number one hero, Charles Lindbergh visited Spokane in the Spirit of St. Louis on his nationwide tour. "Lucky Lindy" had just accomplished his famous trans-Atlantic feat just that May of 1927. Lindbergh wasn't the only infamous face to be seen at the field during this time, the races had drawn the participation of a brash young Air

Corp Lieutenant who had accomplished the dangerous outside-loop maneuver by that time and was destined for greater glories; Lt. Jimmy Doolittle.

During the Air Races, a solemn ceremony was held to honor a 116th flyer who had perished earlier in 1927 during a training flight, his name was Lt. Buell Felts and the field was renamed Felts Field in his memory and still bears his name to this day. As a result of the Air Races, the northern air route from Minneapolis to Spokane was established and later became the route used by Northwest Airlines.

City leaders in Wenatchee, Washington asked Maj. Fancher if his squadron would be willing to put on an air demonstration in commemoration of a new airfield during its 9th Annual Apple Blossom Festival, ever eager to advance the prospects for more public support for aviation, the Major accepted. In April 1928, three biplanes from the unit put on a show for the crowds; one plane piloted by Maj. Fancher himself was illuminated with dozens of lights for a rare nighttime aerial demonstration. During the Major's flight, he dropped phosphorescent aerial bombs above the crowds that lit up the night sky, three of those bombs didn't ignite and upon landing Fancher disposed of them in an empty field for fear of anyone possibly being



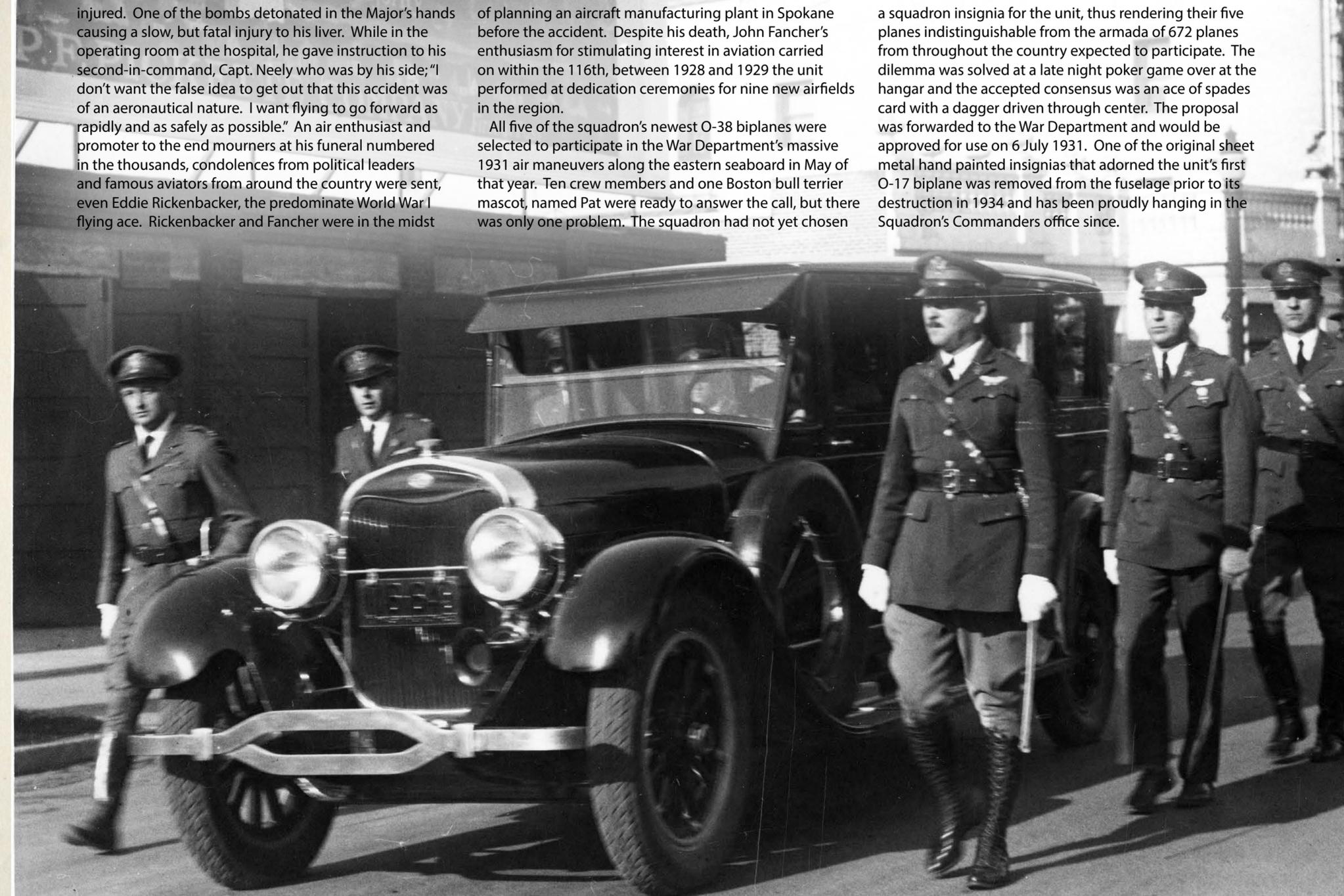
September 15, 1925 116th JN-6A2 Jenny's First mission, the dedication of Pearson Field in Vancouver, Wash.

injured. One of the bombs detonated in the Major's hands causing a slow, but fatal injury to his liver. While in the operating room at the hospital, he gave instruction to his second-in-command, Capt. Neely who was by his side; "I don't want the false idea to get out that this accident was of an aeronautical nature. I want flying to go forward as rapidly and as safely as possible." An air enthusiast and promoter to the end mourners at his funeral numbered in the thousands, condolences from political leaders and famous aviators from around the country were sent, even Eddie Rickenbacker, the predominate World War I flying ace. Rickenbacker and Fancher were in the midst

of planning an aircraft manufacturing plant in Spokane before the accident. Despite his death, John Fancher's enthusiasm for stimulating interest in aviation carried on within the 116th, between 1928 and 1929 the unit performed at dedication ceremonies for nine new airfields in the region.

All five of the squadron's newest O-38 biplanes were selected to participate in the War Department's massive 1931 air maneuvers along the eastern seaboard in May of that year. Ten crew members and one Boston bull terrier mascot, named Pat were ready to answer the call, but there was only one problem. The squadron had not yet chosen

a squadron insignia for the unit, thus rendering their five planes indistinguishable from the armada of 672 planes from throughout the country expected to participate. The dilemma was solved at a late night poker game over at the hangar and the accepted consensus was an ace of spades card with a dagger driven through center. The proposal was forwarded to the War Department and would be approved for use on 6 July 1931. One of the original sheet metal hand painted insignias that adorned the unit's first O-17 biplane was removed from the fuselage prior to its destruction in 1934 and has been proudly hanging in the Squadron's Commanders office since.



Major John Fancher's funeral procession down Riverside Avenue, May 1, 1928.



1951-116th Sabrejets in Goose Bay, Labrador (Newfoundland) on their way to the United Kingdom

In the late 1930's, the unit, tasked by the federal government to do an aerial survey of the Columbia River, provided invaluable information to geologists and engineers for the site selection and construction of Grand Coulee Dam. During that same decade, the unit was called upon to air drop emergency supplies and food stuffs to stranded Civilian Conservation Corp workers, miners and even herd animals who had been snowed in during heavy winter storms.

The 116th activated for one year in 1940 as World War II was about to break out, but most served seven years by wars end. At first, the unit was assigned to Gray Field at Fort Lewis, Washington, where the unit flew anti-submarine patrols along the Pacific Coast. The squadron was moved, reequipped and eventually deactivated in 1943 and unit members were split up to provide training experience to photo reconnaissance units or other air corps units filled with inexperienced draftees.

After the war ended the unit was reactivated and extended federal recognition back at Felts Field on 1 July 1946 with P-51 Mustangs, thus beginning its new mission of fighter-interception. By August 1949, the squadron was the first Guard unit west of the Mississippi River to be equipped with F-84 Thunderjets. The need for more space and longer runways prompted a move from Felts Field to Geiger Field at the present day Spokane Airport. In 1950 the unit received the coveted Spaatz Trophy, recognizing it as the most Outstanding Air National Guard Flying Unit in the country.

As a result of the Korean Conflict, the 116th Fighter Squadron was again called to active duty on 1 February 1951 and received new F-86 Saber Jets in April 1951. After only four months of training, the unit was ordered to Sheppards Grove, England, to bolster NATO forces in Europe in case of Soviet aggression. The move was the first time in aviation history a tactical fighter squadron would cross over to the European Theater under its own power and only the second time such a move was ever attempted without air refueling. The unit was released from active duty November 1952, but the aircraft remained in England. The unit returned to Geiger Field and was later reequipped.

When Colonel Frank Frost assumed command of the newly formed 142nd Air Defense Wing under the 25th Air Division in 1 March 1953 it marked the apex for the wing as far as expanse. It encompassed three states each with its own group and fighter squadron: 142nd Fighter Group, 123rd Fighter-Interceptor Squadron in Oregon;

141st FG, 116th FIS in Washington and the 124th FG, 190th FIS in Idaho.

In 1955, the 116th FIS received their first Lockheed F-94B Starfire all-weather interceptor. With this new aircraft, the mission changed from day interceptor to day and night all-weather interceptor. The Northwest region would now be under constant protection from Soviet bombers by the Washington Air National Guard fighters standing runway alerts under Air Defense Command.

With the arrival of new F-89J Scorpion fighter-interceptors in 1959, the unit entered the age of nuclear warfare. Designed to carry the air-to-air MB-1 "Genie" nuclear missile, a single fighter could potentially knock down a large formation of enemy planes with just one well placed shot.

1 July 1960, the 142nd Air Defense Wing and the

116th FIS are reorganized and in addition to retaining their identity and function, the following new units have been formed: Headquarters, 141st Fighter Group (AD), 141st Material Squadron, 141st Consolidated Aircraft Maintenance Squadron, 141st Air Base Squadron and the 141st USAF Dispensary thus allowing the Air National Guard to align with the Air Defense Command concept of organization.

The year 1967 was a "trophy" year for the 141st Fighter Group. Trophies and awards received included the unit's second Spaatz Trophy, the Air National Guard Outstanding Unit Plaque, the Air Force Outstanding Unit Trophy and the Winston P. Wilson Award. In 1969, the unit accumulated an outstanding record, 37,900 accident-free flying hours, receiving the 25th Air Division Flying Safety Award five years in a row.

In July 1976, the 141st Air Refueling Wing became the fifth Air National Guard unit to join the Strategic Air Command and converted to KC-135A Stratotankers, necessitating the move to Fairchild Air Force Base. This ended the era of the fighter interceptors of the previous 30 years, but air refueling missions have since taken the 141st all over the world.

A 116th Air Refueling Squadron KC-135E and crew participated in a response to state sponsored terrorist attacks propagated by Libya leading up to 5 April 1986, the U.S. launched an air strike against the Gaddafi regime using an "air bridge" of 28 air refueling aircraft from bases in England to deliver strike planes to their target in OPERATION ELDORADO CANYON. Aircrew, maintenance and support personnel responded to the Iraq invasion of Kuwait on 2 August 1990, and deployed to Jiddah,



Saudi Arabia during OPERATION DESERT SHIELD. Upon federal activation in December 1990, 307 members of the 141st and all eight KC-135's refueled coalition attack aircraft during OPERATION DESERT STORM.

Since that time the 141st has responded to every major military action taken by the United States. In December 1991, the unit responded with aircrew and support personnel for OPERATION RESTORE HOPE, a United Nations relief mission to aid hunger victims in Somalia. June 1995, several rotations deployed to Pisa, Italy, for OPERATION DENY FLIGHT, NATO mission enforcing the no-fly zone over Bosnia-Herzegovina. May 1999, six KC-135E's and 140 members deployed to Budapest, Hungary in support of OPERATION ALLIED FORCE to deter ethnic aggressions in Yugoslavia.

Of course, the 141st ARW has never forgotten its roots in the community and have continued to be of service to the Governor of Washington State during times of strife. The wing has responded to nearly every form of natural disaster with personnel and equipment: the eruption of Mount St. Helens in 1980, the fierce ice storm that knocked out power

to large sections of Spokane in 1996, severe flooding of the Pend Oreille River in 1997, many Washington forest wildfires including the firestorm of 2001, and in 2008-2009 record breaking snowfall for the region.

A sad turn of events took place for the 141st on 13 January 1999, when one of the unit's KC-135E's crashed at Geilenkirchen Air Base, Germany, killing all four crew members. This was the first time the unit lost an aircraft or lives since beginning the aerial refueling mission in 1976. The bonds of grief, forged in the aftermath of that crash, joined two distant communities together as a monument was erected at the site a year later.

By the end of the year in October 2000, the 141st supported the new Air Expeditionary Force (AEF) concept that sent individuals and small groups wherever their skills were needed. Some of the areas were: Thailand, Denmark, Kuwait, Saudi Arabia, Iceland, France, South America, Italy, Turkey, South Korea, and Australia.

The September 11th, 2001 attack on the World Trade Center and the Pentagon were felt everywhere. Here in Eastern

Washington, refueling flights began supporting OPERATION NOBLE EAGLE missions almost immediately and for the first time in guard history volunteers augmented airport security serving the Spokane and Pullman airports.

As the year 2002 progressed, members of the 141st Security Forces Squadron escorted detainees from Afghanistan to Guantanamo Bay, Cuba in support of OPERATION FUNDAMENTAL JUSTICE. While other members of the unit deployed to support the war on terrorism in the Middle East on OPERATION ENDURING FREEDOM missions. The new Pacer CRAG digital navigation system was added to our KC-135Es and crews trained to function without a navigator.

When the newest R-model air refueling KC-135 Stratotanker landed on Fairchild AFB in January 2003, the KC-135R became the 40th different airplane the 116th squadron pilots had flown since it was created back in 1924. Each one of the four engines of the KC-135R can produce a thrust equal to lifting 21,634 pounds, a far cry from the unit's first plane, the JN-6-A2 "Jenny," which had a wooden body covered in fabric and only weighed 1,430 pounds.

President George W. Bush ordered coalition military units into Iraqi during OPERATION IRAQI FREEDOM on 19 March 2003. Soon afterwards, various small units and individuals from the 141st began deploying to the region, especially in heavily tasked career fields such as Security Forces, Services and Transportation.

During a banquet ceremony in July of 2003, the 141st ARW accepted the Solano Trophy marking the wing as the best Air National Guard unit in the 15th Air Force.

Overseas deployments and homeland security refueling missions continued to dominate the tasking landscape for the wing in 2004. Airmen from the Vehicle Maintenance Flight were called up in April to protect and drive resupply convoys right through the area of Iraq known as the Sunni Triangle. The exposed multi-vehicle convoys came under constant attacks from small arms, including shoulder

launched rocket propelled grenades (RPGs), improvised roadside explosive devices (IEDs) and suicide car bombers. After some close calls, a few scratches and a few new medals to honor their bravery the airmen thankfully returned safely to Fairchild by September.

An uplifting new program for the 141st ARW began in 2004, as it hosted two young children tragically afflicted with severe physical disabilities. They were initiated into the unit as official Pilots for A Day after a full day's regiment of exploration and learning around the base, which included piloting a multi-million dollar flight simulator.

The wing mustered out to the field for a big event on 16 Oct 2004, but it didn't muster at Fairchild. Members reported to Felts Field in the Spokane Valley, the original airfield for the unit to celebrate its 80th Anniversary. New and former members of the 141st mingled in the 1933 brick hangar

of their predecessors, lauded as the most modern aircraft hangar of its time. Former wing commanders paused for a picture at the celebration, altogether they represented 29 years of wing command experience from 1967 to 1996.

Hurricane Katrina devastated the gulf coast region of the United States in 2005; aircrews from the 116th ARS responded by moving technical support personnel and locally donated relief supplies to the beleaguered people of the region. This was the third time the wing was called upon to assist in particularly devastating national hurricane events; KC-135s of the unit also flew relief to Florida after Hurricane Andrew and Hawaii after Hurricane Iniki both in 1992.

Base Realignment and Closure (BRAC) recommendations for the Washington Air National Guard at Fairchild AFB joined the two wings of the 141st and the 92nd Air Refueling Wing into one Associate Wing on 1 October 2007; the first of its



kind between a Guard Wing and an Active Duty Wing. The pilots and aircrews of the 116th ARS would integrate into the seats of active duty KC-135Rs at Fairchild while the WA ANG tankers who go to replace older models at other air refueling bases. One last symbolic flight of all of the 116th KC-135R planes was made over the skies of Eastern Washington in commemoration of the 31 years service those guard planes had given to the region.

One plane still owned and operated by the 141st ARW since 1994 is the C-26 Metroliner. Equipped with high altitude intelligence, surveillance and reconnaissance (ISR) equipment, the C-26 main purpose is counter-drug enforcement across the State of Washington, but its capabilities have sent the plane and its crews across the globe. From 2004-2006, it flew over the jungles of Columbia during OPERATION SHULA THUNDER, as a counter-drug interdiction plane. In 2007, C-26 and crew were sent to the Middle East to put its ISR equipment to use in the war on terror, since that time at least one member

from the unit has been in that theater supporting surveillance efforts. In 2010, 116th aircrews of the C-26 were sent to man missions revolving around the Haitian Earthquake relief efforts and the BP Gulf Oil Spill.

Since becoming an Associate Wing partnering with its active duty counterparts of the 92nd ARW at Fairchild AFB, pilots of the 116th ARS have manned active duty planes and worked side by side with active duty aircrews for the 2010 OPERATION NEW DAWN in Iraqi, involving the strategic draw down of US combat forces. In 2011 the wing supported OPERATION ODYSSEY DAWN and its follow-up NATO mission OPERATION UNIFIED PROTECTOR during the civil war in Libya.

As of 2012, 19 aircrews of the 141st have taken up various AEF missions around the globe and individuals, groups and entire units of the 141st Air Refueling Wing have deployed in support of our nation's defense.

