



*111th Fighter Wing
presents*



HOMETOWN HEROES SALUTE
AWARDS CEREMONY

END OF AN ERA CEREMONY
FAMILY DAY

JUNE 6, 2010



Welcome *to the* 111th Fighter Wing



The staff of the 111th Fighter Wing would like to welcome our distinguished guests, all unit members, past and present, and their families and friends to the Family Day / Hometown Heroes / End of an Era Ceremonies. The Guard is a strong community based organization that certainly would not be successful without the support of our members' families. Family Day events will be on going throughout the day to honor our families and strengthen their connection to our unit. The Hometown Heroes Salute Awards Ceremony will be the 111th's first of an annual event to honor our members who have deployed and their families. The day will be capped off with the unit's End of an Era Ceremony which culminates our 86 year flying history with a ceremony and an A-10 flyby, completing the unit's last combat training missions. Again, on behalf of the staff of the 111th Fighter Wing, welcome to our base and enjoy the day.



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Deadlines for submissions to the August issue of the Sandy Hog Gazette is July 15. E-mail articles and photos for consideration to: pa.111fw@ang.af.mil.

Family Day



Tech. Sgt. Carolyn Keys, 111th Maintenance Squadron, and her granddaughter Sianni spend some quality time together.



Vanessa, daughter of Tech. Sgt. Robert Felice, 111th Communications Flight, shows off her Philadelphia Flyer's spirit with dad.



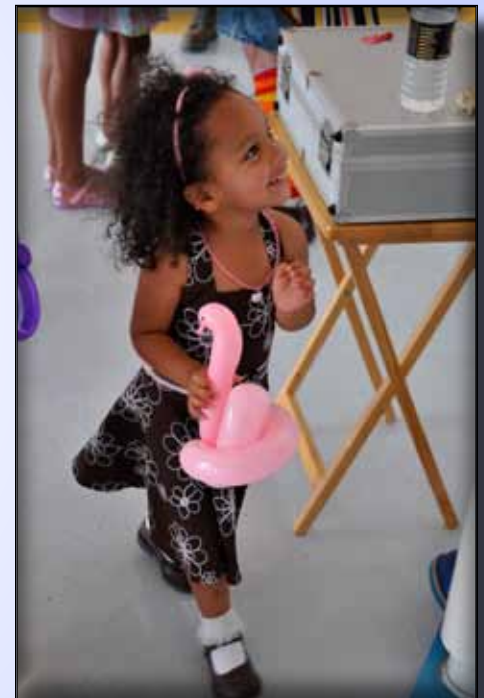
Top photo: Tech. Sgt. Cornell Maury, 111th Aircraft Maintenance Sq. with sons and daughter work to assemble an A-10 model.



Tech. Sgt. Christopher Swisher, 270th Engineering Installation Sq., and his son Isaac assemble an A-10 model.



Top photo: A caricaturist sketches a child during Family Day.



Top and left photos: Children of 111th Fighter Wing guardsmen were entertained by clowns making balloon animals, while others tested their sports abilities with football and basketball toss, which was provided by the 111th Fighter Wing Recruiting Office.



Air National Guard HOMETOWN HEROES SALUTE

WINGMAN * LEADER * WARRIOR

In August 2008, General Craig R. McKinley, Chief of the National Guard Bureau, sanctioned the Air National Guard Hometown Heroes Salute recognition program.

The purpose of this program is to celebrate and honor the significant contribution of its Airmen, families and communities and those special supporters to the mission of the U.S. Air Force and the Air National Guard. The Airmen recognized in this ceremony will include those who have deployed for more than 30 consecutive days in support of Operations Enduring Freedom, Iraqi Freedom, Noble Eagle and other peacekeeping operations across the globe since 9/11 through December 31, 2008.

The Airmen will receive a framed letter from General McKinley containing the Hometown Heroes salute coin, and the Airman's children will also receive unique Hometown Heroes Salute dog tags.



Note: If you've deployed for over 30 days since 2001 and did not receive your award at this ceremony, please contact MSgt Lisa Luckenbach at lisa.luckenbach@ang.af.mil. She will arrange for you to receive your award at our next ceremony.

2010 Hometown Heroes Salute



Left photo: (Left) Lt. Col. Joseph Mezzatesta, 111th Mission Support Group Commander and (Right) Chief Master Sgt. Ralph Braden, Command Chief Master Sgt. of the Pa. Air National Guard, presented (Center) Tech. Sgt. Roberto Brabham, 111th Logistics Readiness Squadron, with a plaque.



Above photo: (Left to right) Sergeant Major Nicholas Gilliland, Command Sergeant Major of the Pa. National Guard, Staff Sgt. Corey Pierce, 270th Engineering Installation Squadron, Lt. Col. John Quinn, 111th Medical Group Commander



Top photo: (Left) Col. Carrelli, 111th Fighter Wing Commander and (Right) Chief Master Sgt. Richard Mertz, 111th Fighter Wing Command Chief Master Sgt., made the Hometown Heroes presentation to Senior Master Sgt. Alexander Pryszyk, 111th Maintenance Operations Flight, and his family.

Right photo: (Left kneeling) Maj. Gen Stephen Sischo, Deputy Adjutant General for Air and Commander of the Pa. Air National Guard, and (Right) Chief Master Sgt. Paul Frisco, 111th Aircraft Maintenance Squadron, make the Hometown Heroes presentation to Tech. Sgt. Troy Martin, 111th Communications Flight, and his family.



End of an Era



Four A-10 Thunderbolt II from the 103rd Fighter Squadron are sprayed with water by two 111th Fighter Wing fire trucks as the jets taxi in from flying the unit's final combat training sortie during an End of an Era Ceremony held Jun. 6 at Willow Grove Air Reserve Station. The ceremony commemorated 86 years of flying for the unit.



Above photo: Lt. Col. Bill "Griff" Griffin prepares to depart his A-10.



Above photo: Lt. Col. Scott Hreso, Col. Howard Eissler, Col. Jim Blaydon, and Lt. Col. Bill Griffin walk a US flag flown in the A-10 flyover towards the stage during the ceremony.





Below photo: Some Maintenance personnel pose for a group shot in front of an A-10.

Above photo: Past and present commanders from within the 111th Fighter Wing, 111th Operations Group, 111th Maintenance Group, and the 103rd Fighter Squadron.



Below photo: Col. Howard "Chip" Eissler, 111th Operations Group Commander, is sprayed down at his fini flight ceremony by his family.



Below photo: Lt. Col. Scott "Spartacus" Hreso, Wing Safety Officer, is doused with champagne after his fini flight.



Left photo: Col. Jim Blaydon, Col. Howard Eissler, Lt. Col. Bill Griffin and Lt. Col. Scott Hreso celebrate after the End of an Era Ceremony and fini flights.





Eighty-six years of Aviation History *1924-2010*

The 111th Fighter Wing's history began with the establishment of the 103rd Observation Squadron in June 1924, based on the sod fields of Philadelphia Airport as a unit in the 28th Division (Army). The 103rd's first commander was Major Charles Biddle, who had flown in WWI as part of the famous Lafayette Escadrilles (volunteer group flying French aircraft before US entry into WWI).

The pilots of the 103rd flew a wide variety of observation aircraft for the next 18 years. The most well-known of these aircraft was the JN-4 Jenny. The Jenny was an open-cockpit bi-plane; but was replaced in the '30s and early '40s with metal-skinned, prop-driven observation mono-planes.

In February 1941, the unit was ordered to active service, performing antisubmarine patrols off the coast of New England. In 1943, the 103rd was given steady upgrades in equipment beginning with the P-39 Airacobras, P-40 Warhawk, and then the B-25 Mitchell. Eventually the unit converted to the F-5C (photo-reconnaissance version of the P-38 Lightning). The 103rd ended up in the China-Burma-India Theater in 1944. It supported US Army forces fighting the Japanese in the jungles there and they stayed in that theater until the end of the war.

The 111th Fighter Wing lineage comes from the 391st Bomb Group (Medium) which was constituted in 1943, with four flying squadrons. It trained at MacDill Field, FL, in the Martin B-26

Marauder and then flew ground attack missions all over Western Europe in 1944. Late in the war, the pilots transitioned to the A-26 Invader aircraft, for combat missions against German railroads, highways, bridges and armor vehicles. For its actions in WW II, the wing was decorated with the Distinguished Unit Citation.

In 1946, the 391st was redesignated the 111th Bombardment Group (Light) and returned back to the Pennsylvania National Guard flying the B-26. The Air National Guard (ANG) was reorganized in 1950 and the wing was redesignated as the 111th Composite Wing. The unit was not directly deployed for the Korean War but many of its unit members were sent into combat there assigned to other units.

In 1952, the unit was removed from active duty status and personnel were returned to the Air National Guard to be part of the redesignated 111th Fighter Bomber Group. The unit transitioned to the F-51 Mustang. In 1953, the wing made the jump from propeller to jet aircraft with the arrival of the F-80 Starfighter and then the F-84 Thunderjet, which arrived in 1954. In 1955, the unit was redesignated the 111th Fighter Interceptor Group and then transitioned to the Air Defense mission flying the F-94 Starfire. The unit finished service in this mission while flying F-89H Scorpion in 1959, an all-weather rocket and missile firing interceptor.

In 1962, the unit made the transition from interceptors to transports, flying the Boeing C-97



Stratofreighter. One year later, the 111th ended its 39-year history at Philadelphia airport and moved to new facilities on the north end of the Willow Grove Naval Air Station. In 1969, the unit changed missions again returning to its original roots as an observation unit. The new 111th Tactical Air Support Group initially flew the U-3A Blue Canoe and then made the transition to the O-2 Skymaster.

The Forward Air Control mission was sustained with the unit's switch to the OA-37 Dragonfly in 1981. The unit made several deployments to Central America in the 1980s to support allied training. The 111th received its current aircraft, the OA-10A Thunderbolt II in 1988. The unit was redesignated as the 111th Fighter Group in 1992 and then as the 111th Fighter Wing in 1995.

The wing deployed to Kuwait in 1995 to support joint combat flight operations for Operation SOUTHERN WATCH over Iraq. The 111th was the first Air Guard fighter unit deployed to Al Jaber and also the first ANG Wing to serve a solo 3-month Operation SOUTHERN WATCH deployment. In 1996, the 111th FW pilots transitioned from the OA-10 AFAC mission to the A-10 "Attack" mission. The second 111th FW deployment to Kuwait occurred in 1999, again to support joint combat flight operations for Operation SOUTHERN WATCH over Iraq. Immediately following the 9/11 attacks, the 111th FW deployed back to Al Jaber yet again to support joint combat flight operations for Operation SOUTHERN WATCH over Iraq and

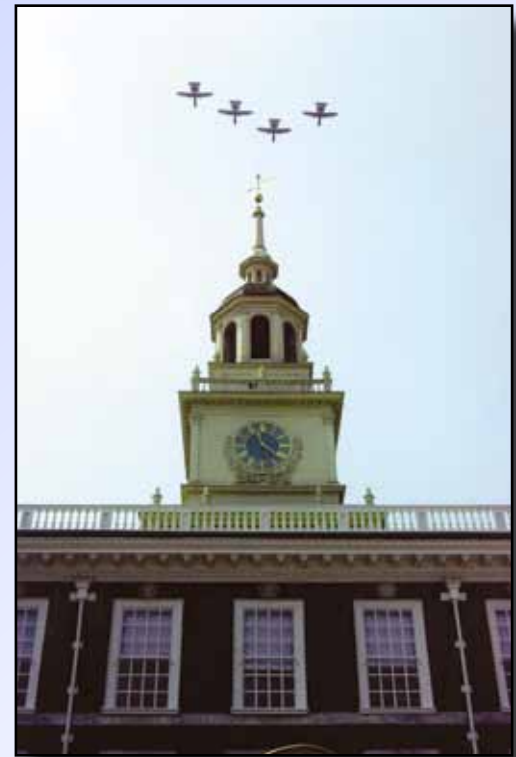
the new Operation ENDURING FREEDOM over Afghanistan. 111th Weapons personnel assisted in the loading of combat ordnance for the first sorties into Afghanistan during November of 2001.

In October 2002, the wing was the lead unit for a short notice deployment to Bagram AB, Afghanistan. The 111th aircraft supported joint combat flight operations with US Army, Special Forces, and coalition ground forces in Afghanistan for Operation ENDURING FREEDOM. The A-10s were flown and maintained in very primitive and hazardous conditions, yet the 111th personnel flew 100 percent of the assigned tasking for their entire deployment.

About six weeks after returning from Afghanistan, the 111th FW again volunteered to participate in another SWA deployment to Al Jaber AB, Kuwait [fourth visit] from February 2003 - May 2003. The wing deployed for joint combat flight operations, in support of US Army, Marine and British ground forces as part of the initial phase of Operation IRAQI FREEDOM. Wing personnel were initially stationed at Al Jaber before transferring to Tallil AB, Iraq, midway through the initial campaign. The 111th Fighter Wing was awarded the ANG Distinguished Flying Unit Award in 2004 and the Air Force Outstanding Unit Award, with Valor, in 2005.

The unit made two more trips to SW Asia in the A-10 to support combat operations for Operation IRAQI FREEDOM in Al Asad, Iraq in 2007 and again for Operation ENDURING FREEDOM in Bagram, Afghanistan in 2008.

The unit ends its proud and distinguished 86 year aviation history when the final aircraft depart in August of 2010. This weekend's A-10 flyby culminates the final combat aviation training sorties.



The A-10 Thunderbolt II “Warthog”

The A-10 Thunderbolt II is an American single-seat, twin-engine, straight-wing jet aircraft developed by Fairchild-Republic in the early 1970s. The A-10 was designed for a United States Air Force requirement to provide close air support (CAS) for ground forces by attacking tanks, armored vehicles, and other ground targets with a limited air interdiction capability. It is the first US Air Force aircraft designed exclusively for close air support. The aircraft's hull incorporates over 1,200 pounds of armor and was designed with survivability as a priority, with protective measures in place which enable the aircraft to continue flying even after taking significant damage.

The A-10's official name comes from the Republic P-47 Thunderbolt of World War II, a fighter that was particularly effective at close air support. The A-10 is more commonly known by its nickname “Warthog” or simply “Hog”. As a secondary mission, it provides airborne forward air control, guiding other aircraft against ground targets.

Although the A-10 can carry considerable disposable stores, its primary built-in weapon is the 30 mm GAU-8/A Avenger Gatling-type cannon. One of the

most powerful aircraft cannons ever flown, it can fire large depleted uranium armor-piercing shells or high explosive incendiary rounds. The pilot can fire the gun at a rate of 3,900 rounds per minute. The cannon takes about half a second to come up to speed, so 50 rounds are fired during the first second, and about 70 rounds per second thereafter. The fuselage of the aircraft is built around the gun. The gun's firing barrel is placed at the 9 o'clock position so it is aligned on the aircraft's centerline.

The gun's ammunition drum can hold up to 1,174 rounds of 30 mm ammunition. Another commonly used weapon is the AGM-65 Maverick air-to-surface missile, with different variations for either electro-optical (TV-guided) or infra-red targeting. The Maverick allows targets to be engaged at much greater ranges than the cannon, a safer proposition in the face of modern anti-aircraft systems.

Other weapons include general purpose bombs, cluster bombs, and rockets. The A-10 is also equipped to carry laser-guided bombs. A-10s usually fly with an ALQ-131 ECM pod under one wing and two AIM-9 Sidewinder air-to-air missiles under the other wing for self-defense.

Aircraft operated *by the* 111th Fighter Wing

OA/ A-10 Thunderbolt II	(1988-2010)	F-5E Tiger II	(1944-1945)
OA/ A-37B Dragonfly	(1981-1988)	P-40F Warhawk	(1943-1944)
O-2 Skymaster	(1970-1981)	P-39Q Airacobra	(1943-1944)
U-3 A/B Blue Canoe	(1969-1970)	O-52 Owl	(1942-1943)
C-97G Stratofreighter	(1963-1969)	O-57 Grasshopper	(1942-1943)
F-89H Scorpion	(1959-1962)	O-49 Vigilant	(1941-1942)
F-94C Starfire	(1957-1958)	O-47 North American	(1938-1943)
F-94B Starfire	(1956-1957)	O-46 Douglass	(1937-1942)
F-84F Thunderjet	(1954-1957)	O-38 Douglass	(1932-1937)
F-80 Starfighter	(1953-1954)	O-17 Courier	(1927-1932)
F-51D Mustang	(1953-1954)	O-11 Curtiss Falcon	(1926-1932)
RB-29 Superfortress	(1951-1952)	O-2H Douglass	(1926-1932)
A-26B Marauder	(1948-1951)	PT-1 Trusty	(1924-1932)
B-25D Mitchell	(1943-1945)	Curtiss JN-4 “Jenny”	(1924-1928)

Pilot Lt Col Mike "Griff" Griffin
 Pilot Lt Col Joost "JVB" VanBastelaar
 Pilot Lt Col Jeff "Flash" Hoying
 Pilot Capt Dave "Peanut" Somp
 Crew Chief Msgt John J. Boettcher

The 111th Fighter Wing memorial was dedicated on November 8th, 1986 in honor of those who paid the ultimate sacrifice and died during the performance of their duties.

The engraving on the memorial reads as follows:

"To all members of the 111th Group who gave us their best in life, and whose spirits have slipped the surly bonds of earth as the last note of Taps fades away, may each of us answer the final roll call with honor and humility."

Capt. John H. Batty	Aug. 3, 1926	DH-4 crash at Langley AFB, VA
Sgt. James W. Chesseman	Aug. 3, 1926	DH-4 crash at Langley AFB, VA
Lt. Franklin A. Johnson, Jr.	July 21, 1931	O-11 crash at Middletown, PA
Sgt. Paut W. Dernoeden	July 21, 1931	O-11 crash at Middletown, PA
Lt. Robert B. Womble Jr.	Nov. 4, 1941	O-47 crash at Seagirt, NJ
Lt. Joel A. White	Nov. 4, 1941	O-47 crash at Seagirt, NJ
Capt. George D. Ferrell	Sept. 24, 1943	Missing in action
Maj. William G. Benn	Dec. 20, 1945	Missing in action
Lt. Everette D. Munyan	May 21, 1950	T-6 crash in NJ
Maj. Samuel N. Busch	June 15, 1952	RB-29 shot down by MIG in Sea of Japan
Capt. James A. Sculley	June 15, 1952	RB-29 shot down by MIG in Sea of Japan
Lt. Edward Bernard	Dec. 28, 1953	T-33 crash in Lake Michigan
Maj. John Herrick	Dec. 28, 1953	T-33 crash in Lake Michigan
Tech. Sgt. John E. Grabosky	Dec. 31, 1953	B-26 crash in Korea
Maj. Deltis H. Fincher	Dec. 31, 1953	F-86F shot down by MIG in Korea
Capt. Philip H. Koykka	Nov. 15, 1959	F-89 crash in NJ
Capt. Theodore G. Balosin	Nov. 15, 1959	F-89 crash in NJ
Maj. John W. Prout	Jan. 25, 1961	F-89 ejection in Delaware River, PA
Lt. Gordon T. Heeke	Jan. 25, 1961	F-89 ejection in Delaware River, PA
Capt. William A. Kemp	June 16, 1971	O-2 crash near Phillipsburg, PA
Maj. John T. Baggs, Jr.	Nov. 11, 1976	O-2 crash near Biloxi, MS
Staff Sgt. David L. Portnoy	Nov. 11, 1976	O-2 crash near Biloxi, MS
Capt. Donald F. Benton, Jr.	April 18, 1985	O/A-37B crash in Honduras
Capt. Ronald B. Schatz	April 19, 1985	O/A-37B crash in Honduras
Lt. Col. Michael J. Griffin	Aug. 22, 1996	O/A-10 crash in MD
Lt. Col. Joost van Bastelaar	March 28, 1997	O/A-10 crash in PA

The memorial is located at the corner of Fairchild and Johnson Streets.



The 111th Fighter Wing expresses its sincere appreciation to PNGAS and the 111th Officers' Association for sponsoring today's events. We would also like to thank the following agencies for their continued support of our Family Readiness Group:

**Aetna
USO
Abington Memorial Hospital
Lee's Hoagie House
Family Readiness Group volunteers**

Philadelphia Airport



Pitcairn Airfield

Willow Grove Naval Air Station



Statewide News:

View newsletters of our sister units:

193rd Special Operations Wing
"The Scope"

<http://www.193sow.ang.af.mil>

171st Air Refueling Wing
"Tanker Times"

<http://www.171arw.ang.af.mil>

Pa. Guardians Magazine

<http://guardians.aqppublishing.com>

National News:

On Guard Magazine

Published every Jan., April, July, Oct.

<http://www.ngb.army.mil/news/theonguard>

Airman Magazine

Published bi-monthly and now available online

<http://www.airmanonline.af.mil>

Digital Video & Imagery Distribution System (DVIDS), DOD News

<http://www.dvidshub.net>

PENNSYLVANIA AIR NATIONAL GUARD
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To the Family of:

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