

## **Founding Fathers**

Maj. Gen. Duane L. "Duke" Corning and Brig. Gen. Joseph J. "Joe" Foss founded the South Dakota Air National Guard after serving in the Navy and Marines as well as the Reserves. Foss became our first general officer and Duke was the second. Their Midwestern work ethic helped the unit grow and flourish.

Both men had long careers with many accomplishments. Foss was awarded the Medal of Honor in 1943, the Distinguished Flying Cross Medal are just couple of decorations he received throughout his military career. He then served as the South Dakota Governor for two terms after retiring from the military.

The Distinguished Flying Cross, Air Medal, Air Medal Gold Star, Navy Commendation Medal are just some of the decorations Corning received throughout his military career. He ended his military career serving as the Adjutant General of South Dakota for 20 years. On April 22, 1991, Corning passed away at the age of 74.

## **A little history**

The South Dakota Air National Guard started its humble beginning when Col. Fred Gray came to Sioux Falls to tell the mayor he wanted to organize a National Guard flying squadron in each state. Duane Corning suggested Joe Foss should run it. "Will we get airplanes?" asked Foss before accepting Col. Gray's offer.

Joe Foss was appointed to form the South Dakota Air National Guard on July 10, 1946 and Duane Corning as the operations officer.

Foss travelled to the Sioux Falls City Hall and announced his plan to all interested men. Col. E.A. Beckwith, the South Dakota Adjutant General, issued the authority to activate the squadron. The 175th Fighter Squadron received federal recognition and was assigned 13 officers and 31 enlisted members on Sept. 20, 1946. 30 more members were issued on Oct. 29. The 175th FS received the colors, history, battle honors earned by the 387th FS.

The city accepted the Air Guard than any previous Air Base due to the fact the members were local boys.

This was the beginning of the South Dakota Air National Guard 70 years ago and we continued its legacy as one of the top ANG bases in the country.

## **Our Aircrafts**

P-51

One of the first aircrafts the unit received was the P-51D Mustang. At the time it was a first line fighter which carried six 50-calibur machine guns and is capable of firing from under the wings. It was originally designed as pursuit aircraft.

When the P-51 first arrived, it did not have a flight manual or a budget. The first pilots, which included Joe Foss, Duke Corning, and Stan Rollag, had to borrow parachutes from the civilian flying service. Since there was no budget for gas, Foss thought it was a good idea to mount drop tanks on the plane and both Corning and him would "borrow" gas from the Rapid City active duty base. The active duty personnel did not know who they were and what the Air Guard was. They both landed in Rapid City, Corning wearing his old Navy flight suit and Foss in Levi's. They were immediately surrounded by security forces as they try to explain who they were.

The new arrivals of the P-51s spurred Duke Corning to have his own aerobatic team. After watching the Air Force Thunderbirds during the 1955 Airshow, a boy was overheard heard saying "Duke's better."

F-94

The F-94 Starfire was the second main aircraft the base received. It arrived on June 1954 while the unit was on camp at Camp Williams, Wisc. Not too long after, the unit was called to provide two aircrafts five pilots to participate in the Active Air Defense of the Continental United States on August 15.

The arrival of new planes brought the need for more space. Col. Corning and Clancy fought for the new Operations Building. Clancy was told he would get the money for it if it be contracted by my May when he travelled to Washington DC in the spring of 1954. "By God, we'll make it if we have to work every night...," replied Clancy.

This year is also when Joe Foss was elected to his first term as the Governor of South Dakota.

Harry Tunge hung a quotation on his desk for many years.

"We trained hard --- But it seemed that every time we were beginning to form into teams we would be reorganized - - I was to learn later in life that we tend to meet any new situation by reorganizing: And a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralization."

PETRONUS ARBITER, 210 B.C

In April 1956 the SDANG reorganized to the 114th Fighter Group. The group includes the 175th Fighter Interceptor Squadron, the 114th Air Base Squadron, Dispensary, Materiel Squadron, and the HQ 114th Fighter Group.

Col. Corning agreed to send a plane to Pierre after the police chief requested them to fly an injured boy to Avera in Sioux Falls. A C-47 piloted by Col. Corning, Capt. Justin Berger was the co-pilot and Staff Sgt. Laverne Aulner as the crew chief flew the plane during severe weather and flew a boy and nurse back to Sioux Falls. The era of the F-9 showed that the guard does more than ready themselves for conflict.

F-89

The arrival of the F-89 Scorpion brought in a bigger and deadlier era for the SDANG. The aircraft is powered by two J-35 Allison engines with a range over 1,000 nautical miles. It was so large that it could

block out the sun that it became known as the "Aluminum Overcast." More people had to be hired because it was harder to maintain, FOD damage was a constant issue, lack of hangar space, and an internal fuel cells that constantly needed to be leak checked.

More changes come to the unit as well. Building 60 was built. It did hit a snag when the airport development board almost did not approve the project. Their reason behind opposing the project is because Joe Foss said that we would never go south of Algonquin.

The 114th Material Squadron was also deactivated and the 114th Consolidated Aircraft Maintenance (CAMRON) was formed. Mechanics were reassigned to CAMRON from the 114th FS causing the fighter squadron to only be a tactical squadron.

Another change that occurred during this time is the "Texas Style" of camp in 1960. The unit use to do their active duty camp as a unit. The "Texas Style" camp allowed members to schedule their own active duty time and complete it in Sioux Falls at their convenience. This has allowed members to schedule it around their civilian lifestyle and support the guard member's employers work schedule.

F102

During the 60s-70s, the unit was put in under Air Defense Command and received the F-102 Delta Deuce. The conversion created the need for training. A group of crew chiefs went to Kelly Air Force Base for F-102 training in November 1960. Having a more direct role, air crews were placed on five-minute alert and four aircrafts were armed and ready to go at any time.

In 1963, the "Try One" enlistment program was started. The National Guard Bureau started the program to attract and enlist prior service military to join the guard for a year. The program was such a success that the drill pay ceiling was exceeded and enlistments were reduced until the overall manning of the unit was lower.

1963 also saw a change of command for the unit. Gen. Corning was appointed the Adjutant General for South Dakota which he held for 20 years. On Nov. 1, 1963, Col John Schilt assumed control of the unit. He was a graduate of Sioux Falls Washington High School and he entered the Army Air Corp in 1942. He flew 69 combat missions in both the P-47 and P-51 against the Luftwaffe. He is an "ace" with five confirmed kills and two "probable." His vision for the future and negotiations with the NGB and the city of Sioux Falls is the reason why we have this base today.

F-100

In May 1970, the 114th Fighter Group, Aerospace Defense Command was changed to the 114th Tactical Fighter Group, Tactical Air Command. The change also brought in the F-100 Super Sabre. It is a strictly a combat tactical aircraft which uses four 20mm cannons. The unit's new mission went from patrolling the United States to controlling the combat skies from enemy use and reinforces the combat forces on the ground.

In 1972, the unit recruited its first females who were not nurses. Women could now enlist in personnel, security, base operations, maintenance, and the clinic. Mary De Jong, Ranae Burgers and Joan Egge were the first female members who were not nurses.

Capt. Phil Killey, a USAF Vietnam veteran, joined the unit as a traditional pilot. He later became the Adjutant General for South Dakota, the director of the NGB, and commander of the 1st Air Force.

#### A-7

The A-7 Corsair arrived in March 1977. It is a single-seat aircraft designated for close air support. It is also equipped with a special computer that made bombing accuracy and navigation exceptional. When it first arrived at Joe Foss Field, it was nicknamed Short Little Ugly Fellar. It also cannot go supersonic. In the end, the A-7 became a great plane and it allowed our unit members to interact with some of our allies, including Canada, Norway, England, Belgium, Portugal, and Germany.

The unit deployed several times to both stateside and overseas. The first overseas deployment with the A-7 is to Rygge, Norway where we participated in Operating Coronet Swallow which involved NATO forces.

We also participated in Operation Coronet Cove in 1979 at Howard AFB, Panama. Both aircrew and support personnel were deployed throughout the Nicaraguan crisis. Since then, the SDANG commitment has continued.

The era of the A-7 also marked the retirement of one of the unit's founding fathers. Maj. Gen. Duane "Duke" Corning retired as the Adjutant General for South Dakota on Feb. 28, 1983. This year is also when Col. Philip G. Killey took command of the 114th from Brig. Gen. John Olson.

Our maintenance personnel achieved an aircraft Fully Mission Capable rating of 74.7 percent while providing 4,657 flying hours which is the first among all A-7 units. The 114th TCG joined the prestigious "Top Five" of the Tactical Air Command in accident-free months for fighter/recce units. We also won another AF Outstanding Unit Award.

During 1985 brought one of the largest deployments the unit has had at that point. Coronet Buffalo, the largest ever ANG Checkered Flag deployment, included the 132nd TFW, 185th TFG and our unit. It included a total of 356 Airmen and 36 A-7s. The deployment was to Royal Air Force Waddington and everyone enjoyed working with their RAF counterparts.

In 1988, our unit made a historic milestone as the first USAF unit to operate in Belgium since WWII during a Checkered Flag Training deployment to St. Truiden, Belgium.

#### F-16

On Aug. 14, 1991, the first F-16 Fighting Falcon arrived at Joe Foss Field. Two C models (single seat) and a D model arrived that day. A formal ceremony and many distinguished guests were in attendance for the F-16s arrival.

The transition to the new jets was long a process. Pilots attended F-16 transition training and our maintenance personnel spent hours doing familiarization training. The base also had to go through some remodeling and new buildings were built to accommodate the new jets.

A new aircraft meant the unit has a new mission. The unit was re-designated as the 114th Fighter Group and became part of the Air Combat Command on June 1, 1992. We became one of the first operational units in the ANG to receive the F-16.

Operation Provide Comfort II was the unit's first combat mission with the F-16. They were deployed to Incirlik Air Base, Turkey from December 1993 to January 1994. It was a peace keeping mission enforcing a no-fly zone over northern Iraq.

On Oct. 1, 1995, the unit officially became the 114th Fighter Wing and we won our first AF Outstanding Unit Award with the F-16s later that year.

The introduction of the Expeditionary Aerospace Force is a big culture change in the Air Force and the Air National Guard. The ANG will provide 10 percent of personnel and aircrafts during an AEF. The program also informs guard members months in advance to allow them to notify their employers and prepare their family while they are away. The program took effect on March 1999.

In 2000, the 114th FW reached a historic milestone. The unit promoted its first female Chief Master Sergeant, Glenda Blom. She was the unit historian with 27 years of service before she was promoted.

The year 2001 is a tragic year for our country but we remained strong. 9/11 affected everyone across our country and the members of the 114th FW did not hesitate to go and serve our nation. Members of 114th volunteered to provide security and perform other duties needed to protect our citizens here at home and across the nation.

We were also started preparing for our next deployment for the AEF. 270 members will be deploying to Saudi Arabia, Kuwait, Turkey and France to support Operation Enduring Freedom and Noble Eagle.

Two members of our unit made a big impact and saved the AF a lot of money in 2002. At the time, Tech. Sgt. Richard Wenzel and Tech. Sgt. Robert Funk to come up with a tool that would make taking a sensor out of an F-16 faster and easier. They submitted the tool and idea to the AF IDEA program. After extensive tests and studies were done, the AF determined that the tool would save the AF \$111,250. Both were awarded \$10,000 to split between them.

The beginning of 2003 brought home many of our SDANG Airmen. They were deployed to Incirlik, Turkey in support of Operation Northern Watch. We were partnered with units from Selfridge, Mich. and Terre Haute, IN.

In 2004, the unit was informed of an unexpected deployment to Israel when another ANG unit turned down the exercise. The first group of Airmen arrived on April 28. Our unit worked and trained with Israeli squadrons flying with and against them.

2005 marked the 50th anniversary of the Base Operations building and to celebrate its anniversary, the building was remodeled. The new building will be 5,000 square feet larger and is planned to be completed by 2007. During the remodeling, the Airmen that work in Building 30 relocated to the offices in Hangar 40 or in temporary trailers outside the building.

Building 60, also known as "The Palace" also started a remodeling process. New offices and extra space for storage was added.

### **Support Aircraft**

Even though we are known for our fighters, we have had a longer list of support aircrafts in our unit. Our support aircraft was used for a few "morale trips," supported the "state mission," and flew our governors, Adjutant Generals, and other dignitaries on many official trips.