

Lindbergh's Own



**An operational history of 110th
Fighter Squadron, Missouri ANG**

Jan van Waarde

*A flight of four F-15Cs of the 110th Fighter Squadron formate over St Louis' most famous landmark, the Gateway Arch. Designed by Eero Saarinen and Hannskarl Bandel, the building was completed in 1965 and stands 192 metres tall. Since it was completed, 11 aircraft have flown under the arch! The Eagles are, from front to back, 80-0043, 81-0025, 81-0023 and 80-0044. The lead aircraft is the wing commander's aircraft.
(St Louis, 17 September 2008, USAF photo by Capt Timothy Reinhart)*

Over the past few years, several well-known USAF Air National Guard units ceased flying manned aircraft or were assimilated into regular Air Force units as part of the 'Associate Unit' program pioneered by the Air Force Reserve. These inactivations are generally the result of a massive force draw-down imposed by harsh economic times and a lesser need for large numbers of combat aircraft since the end of the Cold War and despite the wars in Afghanistan and Iraq. As a result, some of these ANG units are on the brink of fading into history and this article puts one of them in the spotlights: the 110th Fighter Squadron of the Missouri ANG.

EARLY BEGINNINGS

The history of the unit dates back to 23 June 1923, on which date the 35th Division Aviation Section of the Missouri National Guard was organized. The unit's first HQ was located in a gas station in St Louis and later moved to a small office above a grocery in St Louis! The squadron's officers purchased an old Curtiss JN-4 'Jenny' as their first aircraft and in 1924 three additional examples were received by the unit. The unit's main mission was that of observation and reconnaissance and besides the Jennies, several other types of aircraft were used by the squadron until they were replaced by Douglas O-38 biplanes in 1933. In 1938 these were replaced by the North American O-47, an all-metal observation aircraft with a single wing. Some Stinson O-49s were used as well.

The squadron was called to active duty on 23 December 1940 and in December 1941, following the Japanese attack on Pearl Harbor, they moved to Salinas (CA), from where they flew anti-submarine patrols. On 2 April 1943, the unit was redesignated 110th Reconnaissance Squadron (Fighter) and started training with Bell P-39 Airacobras. They were assigned to 71st Reconnaissance Group (5th Air Force) and started flying combat operations from New Guinea in January 1944, attacking

Japanese ships. Later, the squadron received P-40s and P-51D Mustangs. The unit advanced with the rest of 5th AF and operated from the Philippines and Okinawa, being finally inactivated on 20 February 1946.

POST-WAR STAND-UP

In 1946, a nation-wide airborne reserve force was formed, in which every state operated one or several units, depending on the state's size. This force became the Air National Guard and an extensive nation-wide recruiting drive was started to man the new units. Missouri became home to two squadrons; the first being the 180th Bombardment Squadron, which was granted federal recognition on 22 August 46 and started flying B-26 Invaders. The other unit was our subject unit, 110th Fighter Squadron at Lambert – St Louis AP, and this unit was granted federal recognition on 23 September 1946, and initially



*The unit's first post-war equipment was the North American Mustang. Shown here is a reconnaissance variant, known as the F-6D until 1947, when it became the RF-51D. It is painted in contemporary Missouri ANG markings.
(Fred Harl)*



In late 1952 the unit converted to Douglas Invaders as the 110th BS. B-26Bs, like the one above, were the most numerous with the unit. This aircraft, 41-39486 carries 'MO ANG' markings on either side of the Star & Bar and also carries the name 'Boots II' on the nose. Note that the platform at St Louis was constructed of PSP at the time. (David Ostrowski)

started flying P-51Ds; they actually were only the second ANG squadron to use the type at the time. The Mustangs became F-51Ds in 1947. A few camera-equipped F-6D Mustangs (these were redesignated RF-51Ds in 1947) were assigned, as well as a C-47A and a B-26 which were being used as a support aircraft.

Upon activation, the squadron was assigned to 57th Fighter Wing but in 1947 this was redesignated 71st Fighter Wing. Another change came in 1950 when the Wing became the 131st Composite Wing.

April 1949 was a bad month for the unit; they lost three aircraft during the month. On 17 April 1949, the unit's B-26 support aircraft, on its way to a National Guard Bureau meeting in Wash-

ington and flown by BGen Winston W Kratz (71st Fighter Wing commander) and with four others on board, crashed when the starboard engine caught fire on approach to Washington DC National Airport. Kratz decided to make an emergency landing in a field with the landing gear retracted and although the aircraft was damaged beyond repair in the ensuing fire, all five on board survived. On 24 April 1949, two of the unit's F-51D Mustangs collided during a mock dogfight. One of the Mustangs suddenly veered upward and struck the underside of the other aircraft. The first aircraft suffered a small explosion and plummeted to the ground, which caused a second explosion on impact. The pilot never attempted to bail out and was killed in the crash. The pilot of the other Mustang made a crash-landing nearby; his aircraft was a write-off as well. All this happened near Creve Coeur

Lake, just ten miles west of Lambert Field.

On 25 June 1950, North Korea invaded the South, heralding the start of the long and bitter Korean War. United Nations forces quickly regained the offensive, retook all territory lost and advanced well into North Korea, until Chinese forces intervened in October 1950, forcing another Allied retreat. In response to the Chinese intervention, the USA quickly turned to its reserve forces to reinforce the regular combat units and on 1 March 1951 110th FS was one of the units being activated and called to Federal Service during the Korean War emergency ANG call-up. In the weeks following activation, the squadron spent a training period at Bergstrom AFB (TX), and 131st FBW



At the time this photograph was taken, somewhere in the late 1940s, this B-26C, 44-34341, was assigned to the 110th FS as one of their squadron's 'hacks', a support aircraft used for various missions, like transport or target towing. The aircraft carries an all-black colour scheme with red markings. Note the squadron's 'mule' badge on the forward fuselage. Interestingly, the aircraft still had a gun turret installed. The squadron lost a B-26 like this in a crash in April 1949. (David Ostrowski)



A very shortlived type with the Missouri ANG was the F-80A Shooting Star. In the spring of 1957 the squadron traded in its B-26s for F-80As (and a few T-33As). They were used for a few months only and the squadron started conversion to the more exciting F-84F in June 1957. The reason for the sudden change of mind remains unknown, but the F-80s were getting quite antiquated by 1957. Hardly any photographs of F-80s in MO ANG markings exist but the one above shows F-80A 44-85135. (David Ostrowski)

was assigned to SAC with the fighters in the 110th Fighter Escort Squadron. In July 1951, the squadron was transferred to TAC control as 110th Fighter Bomber Squadron and moved to George AFB (CA), for more training. This included participation in 'Operation Longhorn', a large joint USAF and Army exercise, which included a large-scale airborne assault attack. These were the largest 'wargames' (an expression commonly used at the time during large exercises) attempted thus far, and they were held in a huge area in central Texas in March and April 1952. Other participants included 170th FS and large numbers of AFRES C-46s and C-47s.

The squadron finally returned to state control on 1 December 1952 and about 300 members of the former pre-Korean War unit returned to the 110th, forming the nucleus of a new squadron. The unit was still based at Lambert Field, which had received numerous updates, like a new hangar, extended runways, navigation and air traffic control systems, lighting equipment and the most sophisticated radar and radio systems. However, in late 1952 the Missouri ANG became an all-bomber force and the 110th said goodbye to its Mustangs and converted to B-26s. B-26Bs were the most widely-used as well as a small number of B-26Cs, being redesignated 110th BS (Light) in the process. Also in 1953 the unit received a C-45 support aircraft which was operated next to the C-47. The C-45 was used until 1959. Other support aircraft in use by the squadron were TB-25Ns and T-6 Texans.

Until the 1980s, most ANG and AFRES units spent part of the summer (usually two weeks) deployed to another base for a training period, commonly called 'summer camp', with the entire unit. In 1953 and 1954 the unit and its Invaders spent their summer Training Encampments at Casper (WY).

CONVERSION TO JETS

In the spring of 1957, the squadron retired its B-26s and finally received jets. Initially T-33s and a number of F-80As were received; the arrival of the jets also caused the retirement of the unit's old and trusty TB-25Ns and T-6 Texans. However, from June 1957 the unit converted to the F-84F Thunderstreak, relinquishing the F-80s again. The unit was redesignated 110th Fighter Interceptor Squadron and reported to ADC, even though the F-84F was mainly designed as a fighter bomber. The late 1950s were the heyday for Air Defense Command, with dozens of units littered around the country, ready to defend the US airspace against Russian nuclear bombers. The ANG was an important part of this huge interceptor force.

The squadron's pilots converted to jets at Luke AFB (AZ), while maintenance and ground crews were trained on-base by an Air Force Mobile Training Unit. The squadron's F-84Fs were capable of carrying nuclear weapons and there was some training in carrying these weapons as well, although it was by no means

the squadron's main mission. After receiving the first F-84Fs, the squadron deployed to Gulfport (MS) for their summer camp. The aircraft covered the distance in just over an hour, while the ground crews took over a day to arrive - by train! A number of pilots still had 'to go solo' in the F-84F (they first had to complete 50 hours in the T-33 before being able to do so - twin-seat F-84s did not exist) and upon completion of such a flight, they were ceremoniously dunked into a bathtub to celebrate this milestone! The squadron quickly became operational flying the F-84F.

In 1958, the US Navy vacated their old facilities at Lambert Field and on 1 February the Missouri ANG moved into the old (built in WWII) Navy buildings, and was now able to function properly with all elements being situated at a single location. During a ceremony on 17 May 1959, the 'new' facility was dedicated "Robertson Air National Guard Base", in memory of the unit's first pre-war commander, Maj William Bryan Robertson, who was killed in a glider crash at Lambert Field. On 1 January 1960, the squadron was redesignated 110th Tactical Fighter Squadron. That same year (exact date unknown) the unit lost an F-84F when it collided with a goose over Lake of the Ozarks (MO), and immediately crashed into the lake, with fatal results for the pilot.

During that period, the squadron had an official mascot on the premises, named A/2C Banjo A Burro, which actually was a mule, not unlike the one on the unit's badge! Actually, the mule is the symbol of the state of Missouri. A female mule is called a Jenny and as the unit's first aircraft were Jennies, the unit adopted the mule as their squadron badge back in the 1920s.



The unit's F-84Fs were a sight to behold and the aircraft above, 52-6616, carries the standard 110th TFS markings for the late 1950s. Interestingly, the aircraft is named 'Boots IV' on the nose, the pilot of the B-26 on the previous page obviously made the conversion to jets! (date unknown, USAF photo)



One of the unit's early support aircraft was this TB-25N, 44-29444. These aircraft were used to train aircrew but also made the occasional transport flight. This one clearly shows where it comes from on the nose! (date unknown, Robert Burgess)



A very early photograph of a T-6C, 41-34293, in 110th FS Markings, possibly taken sometime during the late 1940s, when the unit was still flying F-51Ds. Note that the Star & Bar on the fuselage is missing and was replaced by large 'MO NG' markings, instead of the 'ANG' used on the TB-25N above. (Fred Harl via Mark Nankivil)



T-33A 56-1740 is seen visiting Richards-Gebaur AFB (MO) in full 110th TFS markings in November 1980.

(Jim Nugent)



Apparently taken shortly before the unit's departure to France in October 1961, this photograph shows a line of 13 F-84Fs at St Louis - Lambert Field. The aircraft in front, 52-6368, also made the long trek to France. The nose and tail markings were bright red; the name 'Show Me' on the nose was in yellow. Note the squadron badge below the cockpit. (David Ostrowski)

In 1957, Banjo A Burro was purchased by the 131st TFW for the princely sum of \$75 and he was enlisted into the unit like any other airman; his job was 'Public Affairs Representative'. Banjo even had his own uniform and baseball cap, marked '110' and with large gaps where his ears stuck out! He had some difficulty adjusting to military life and one day he went AWOL: at 02:30 he broke out of his stable and wandered onto the runway, much to the amazement of the local tower personnel... He also liked beer a lot and once he became so drunk that he was arrested due to misconduct and lost a stripe! Please keep in mind this was mule... He also went along to Volk Field on summer camp and represented the unit during parades and did a lot of good for the morale of the unit.

BERLIN CRISIS

Following the division of Germany into four sections at the end of World War II, persistent tensions between the NATO and the Soviet Union over the situation in Berlin remained, mainly focusing on the number of refugees to West Germany and Russian attempts to demilitarize the Allied part of the city. A number of summits gave inconclusive results and this finally erupted into the so-called 'Berlin Crisis' of 1961. On 13 August 1961, the infamous Berlin Wall was erected, almost overnight, and this effectively sealed off the eastern part of the city from the western part. The USA responded to the crisis by alerting European-based USAF squadrons and by activating 31 ANG units; fighters, reconnaissance and transport aircraft were involved. 110th TFS was one of them; the unit was called to active duty on 1 October 1961. Some weeks earlier, while spending their annual summer camp at Volk Field, it had been rumoured an activation was imminent and upon return to St Louis this was confirmed and the unit did indeed receive orders for a total activation effective as of 1 October, for a period of not longer than

one year. Immediately, plans were made for a large-scale ANG deployment to Europe, which would gain fame as 'Operation Stair Step'.

The unit sent an advance party to Toul-Rosieres AB in France, the intended destination for 110th TFS, on 19 October 1961. They found the base to be in good condition even though it had not been used since the summer of 1960. At the end of October, the squadron's other personnel made the trip to France on board C-124s, while 26 F-84Fs departed St Louis for Harmon AFB, NFLD, on 30 October. 'Operation Stair Step' was a huge undertaking and involved the deployment of some 104 F-84Fs, 78 F-86Hs and 20 RF-84Fs, plus a number of T-33s and other support aircraft like C-47s. Sixty ANG F-104s were airlifted to Europe as well. All of these ANG aircraft were used to reinforce NATO forces in Europe during the Berlin Crisis. From Harmon Field, the aircraft proceeded to Lajes Field, Azores and to Moron AB in Spain, where they arrived on 2 November. The first 110th TFS aircraft reached Toul-Rosieres on 3 November. Other Missouri ANG aircraft deployed to France were two T-33As and a single C-47. An L-20 was assigned to the unit in France. Now it was time to settle in for what was to be a long deployment away from home.

While stationed in France, the unit was assigned to the provisional 7131st TFW and reported to 17th AF USAFE for tasking orders. Although it was initially planned to deploy 169th TFS and 170th TFS (both IL ANG, these units were also part of 7131st TFW) to France as well, they remained in the USA due to budget constraints. They remained on call, however, ready to deploy at a moment's notice and indeed some personnel of these units rotated to Europe to gain some operational experience in Europe. 110th TFS was linked with the US 7th Army and provided ground support for them. The squadron's missions

were close air support, day interdiction and counter air operations. Additionally, a small runway alert force (named 'Sierra Alert') was formed on 26 November. This alert force was comprised of four F-84Fs on 5-minute alert and this provided air defense against Soviet attacks on airfields in their area. 110th TFS worked in close co-operation with Moselle Control, which provided ground control intercept (GCI) radar service for northeast France, Luxembourg and Belgium.

A TacEval was held between 12 and 17 January 1962 and unfortunately this resulted in an unsatisfactory report, but bear in mind that the unit had been only in France for about two months and had to start from scratch at Toul! A second evaluation, held between 6 and 8 March, produced an



The 'Dragon Wagon' was the name carried by F-84F 51-9413. The remnants of old 'MO ANG' markings are on the fuselage. (date & location unknown, David Ostrowski)

Deployed to Toul-Rosieres oct61 - jul62

F-84F 51-1639, 51-1640, 51-1644, 51-1680, 51-1697,
51-1701, 51-1730, 51-1817, 51-9354, 51-9378,
51-9531, 51-9545, 52-6368, 52-6372, 52-6413,
52-6525, 52-6551, 52-6572, 52-6598, 52-6604,
52-6616, 52-6631, 52-6634, 52-7027, 52-7035,
52-7080

C-47A 42-23771

T-33A 52-9671 + one more

L-20A 52-6140 on loan

'outstanding' rating, reflecting the long hours invested by the unit to become combat-ready. To allow the pilots to complete their six-month gunnery proficiency requirements, the unit made two deployments to Wheelus AB in Libya to make use of the good weather and local ranges. These were executed between 4 January and 6 February, followed by the second between 1 April and 12 May. Elements of the squadron, like the alert force, remained behind at Toul. In time, tensions between the superpowers subsided and in May 1962 the squadron held a squadron exchange with Esk730 of the Danish AF and sent four F-84Fs to Skrydstrup AB to train with the unit for a few weeks. The Danes sent some of their F-100Ds to Toul. On 20 April, the squadron suffered its only loss in France when F-84F 52-6604 was lost over a range near Toul-Rosieres AB. It hit some trees during a close air support training mission. Fortunately, the pilot safely abandoned the aircraft.

The total number of personnel involved in the deployment was 76 officers and 586 airmen. Some wives and families of a number of personnel moved from Missouri to France and found living quarters in Nancy and other nearby communities. For all personnel, the deployment presented an excellent opportunity to see the European continent. Off-duty weekends were utilized for trips to Denmark, Switzerland, Germany, Spain, and Italy. Several individuals even found the opportunity to participate in an audience with the Pope in the Vatican!

The planning for the unit's return to the USA started in May 1962, as the unit would be released from active duty a few weeks earlier than anticipated; in July the squadron's personnel started returning home, the first ones arriving back home at Lambert Field on 19 July. It was initially planned to leave



One of the unit's support aircraft was this C-47A, 42-23773, seen here with 'Missouri Air National Guard' markings and day-glo patches on the nose and fuselage. (David Ostrowski)

the unit's F-84Fs behind in Europe, like most other ANG F-84F units deployed to Europe did. These were used to equip the newly reactivated 366th TFW in France. With plenty of Thunderstreaks available, these plans were changed slightly and the 366th only received six former Missouri ANG F-84Fs; the remaining nineteen aircraft, the single C-47 and the two T-33s departed from Toul-Rosieres between 14 and 18 July, with the first aircraft returning to St Louis on 23 July. The squadron returned to state control during formal demobilization ceremonies at Lambert Field on 20 August 1962. A few weeks later the world would see another crisis, the Cuban Missile crisis, in which the 110th would have no part.

SUPER SABRES AND PHANTOMS

Shortly after returning home from France, the squadron learned that they would receive F-100C Super Sabres, which still was a modern (and supersonic!) aircraft at that time. 110th TFS converted to F-100Cs during the fall of 1962 and while working up on the type, they attended exercises at Luke AFB (AZ), Bergstrom AFB (TX) and Fort Campbell (KY). The summer camps in the early sixties were usually spent at Volk Field ANGB (WI), where they conducted training in air-to-ground and air-to-air gunnery on the nearby Hardwood Air-to-Ground gunnery range. Volk field was the destination of many ANG summer camps, also for other units, and it could be quite busy there at



Initially the squadron's F-100s carried 'MO AIR GUARD' titles with a red sash along the fuselage, but in the mid-1960s the above markings were adopted. The titles were replaced with USAF titles and a buss number was added. An Air National Guard badge was located on the tail with the legend 'Missouri' above it. Also, during the first few years of operations, an all-silver finish was carried by the Super Sabres. (USAF photo via Mark Nankivil)



A very nice air-to-air study of F-100D 55-3710 of 110th TFS, somewhere over Missouri.

(via Mark Nankivil)

times! Although the surroundings of Volk Field were great for outdoor fishing and hunting, it was in a remote place with no big towns nearby and as a consequence there was not a lot of R&R to be had! The squadron's personnel usually stayed in an area named 'The Dells', a collection of small towns and villages about 30 miles southeast of Volk Field. The local citizens welcomed the unit with open arms and even sponsored a town party in their honour. The unit returned the favour by spending a lot of money in the local businesses. In 1966 a 'Miss Summer Camp' contest was held, and the winner received a gift certificate and a free meal in a local restaurant!

The rest of the 1960s were spent taking part in exercises around the country; a notable one was a big joint Army-ANG exercise named 'Guard Strike II' in 1968. This exercise took place in large areas of Wisconsin and Illinois and was attended by a number of other ANG units, including 106th TRS with RF-84Fs.

It was not until February 1968 that the squadron received its first F-100F twin-seater; the F-100Cs were replaced by the newer F-100D in the spring of 1972. Other changes had been the arrival of a C-54D support back in 1965, although the unit's C-47 soldiered on and remained in use until 1972 when it was replaced by a T-29, which remained in use until 1973. In November 1976 the squadron received a C-131D (54-2818, c/n 225) to replace the old C-54. During the entire period, the unit kept on flying the venerable T-33A.

In 1977, Charles Lindbergh's widow gave 110th TFS permission to use the nickname "Lindbergh's Own". In the early 1920s, the "St Louis to Chicago" airmail run had a chief pilot, a young man named Charles A "Slim" Lindbergh. Lindbergh became a founding member of 110th OS MOANG in 1924 and was a Captain with the unit when he made his historic Trans-Atlantic solo flight in 1927. This explains the connection between Charles Lindbergh and the unit.

As a break from the annual summer camp routine, the

squadron made the long trek to Europe in 1978 and returned to the continent where they had spent such a long time in the 1960s. On 10 May 1978 twelve F-100D/Fs were deployed to Aviano AB in Italy under code name 'Coronet Mallard'. The main exercise in which the unit participated while in Italy was named 'Dawn Patrol', which was held in the eastern Mediterranean between 16 and 29 May. This large exercise also included 17th DSES EB-57Bs, 170th TFS F-4Cs (deployed to Ghedi), 20th TFW F-111Es, 26th TRW RF-4Cs, 36th TFW F-15s, 52nd TFW F-4C/Ds, 401st TFW F-4Cs and 601st TCW OV-10As, as well as the *USS Forrestal* (CV-59). The unit's F-100s were in great shape and it was not uncommon to have a 100% serviceability rate during their stay in Italy. However, the unit came close to losing an aircraft when Capt Earl Allen experienced a compressor stall over the Maniago range. Despite receiving orders from Aviano to eject from the aircraft, he managed to re-light the engine and make a safe emergency landing at Aviano. The aircraft flew again the next day! 110th TFS departed Aviano for home again on 30 May. This proved to be the final USAF F-100 deployment to Europe.

10 May 1978 - 30 May 1978 to Aviano AB, Italy
 F-100D 55-2795, 55-2877, 55-3557, 55-3610, 55-3620,
 55-3710, 55-3737, 55-3770, 56-3118, 56-3397
 F-100F 56-3859, 56-3868



For many years, the squadron used T-33As for various support duties and 57-0716 was one of them, seen here at Lambert Field in the early 1980s.
 (Fred Harl via Mark Nankivil)



After the Super Sabre, the unit flew the F-4C Phantom, built across the runway in the McDonnell Douglas plant. The photo shows F-4C 63-7434/SL on the ramp at St Louis. The fin cap is bright red. Note the badge on the intake. (June 1983, Jim Nugent)

The Phantom era arrived for 110th TFS when the first two F-4Cs, 63-7446 and 63-7514, arrived at St Louis in October 1978. The unit's final F-100s were retired into storage at MASDC, Davis Monthan AFB, in April 1979. The next few years were spent at home in Missouri, honing their skills flying the F-4C. In August 1980 a different site was chosen for the unit's summer camp: Gulfport (MS), where the squadron participated in exercise 'Brave Shield 80', flying missions against the F-15 Eagle. In March 1981 the squadron made a 13-day deployment to Tyndall AFB (FL) with eight of its F-4Cs, for a live missile-firing exercise over the Gulf of Mexico. During this exercise, a PQM-102B drone was actually shot down by pilot 1Lt Alan Frazier and WSO Capt Bill 'Easy' Reiter.

Finally, in 1982 another overseas deployment was made. On 26 June 1982 the squadron deployed twelve F-4Cs to RAF Leeming in the UK, as 'Coronet Cactus'. This was the first US deployment to RAF Leeming. During the deployment the squadron's F-4Cs mainly flew air-to-ground sorties over Scotland and Northumberland and all aircraft returned Stateside on 9 July.

The unit received the newer F-4E in 1985; the first example arrived in February and by November the squadron had fully converted to the new aircraft. In Cooperation with the USAF Flight

Dynamics Laboratory at Wright Patterson AFB, the ANG Fighter Weapons Office at Tucson, 110th FS tested a unique modification on three of their Phantoms: the one-piece windshield. Three aircraft were modified as such in 1985 and 1986: 68-0345, 68-0351 and 68-0473. With the retirement of the Phantom just a few years away there was no fleet-wide modification programme, but important data was obtained during these tests. In all, about 20 USAF F-4Es and RF-4Cs received this modification.

Another aircraft change occurred when the old C-131D was retired (in December 1985) and replaced by a smaller but brand-new C-12F, 84-0489. The unit's T-33As were retired in 1988, after 31 years of service.

With the F-4E, the squadron made a single deployment to Europe: 'Coronet Shield' brought them to Hopsten in West Germany between 28 May and 11 June

1988. Twelve F-4Es participated in the deployment. Other simultaneous USAF deployments to Europe included 466th TFS F-16s to Skrydstrup in Denmark and 125th TFS A-7Ds to RAF Wittering. The unit's period operating Phantoms was not very eventful and not a lot can be mentioned about this period.

26 June 1982 - 09 July 1982 to RAF Leeming, UK

F-4C 63-7434, 63-7620, 64-0661, 64-0666, 64-0704, 64-0747, 64-0749, 64-0789, 64-0838, 64-0905, 64-0910, 64-0928

28 May 1988 - 11 June 1988 to Hopsten, West Germany

F-4E 67-0370, 67-0381, 67-0382, 68-0303, 68-0337, 68-0338, 68-0385, 68-0403, 68-0410, 68-0498, 68-0528, 69-0307

SHIFT TO EAGLES

The last flight of an F-4E with the unit was made by MiG-killer 68-0338 on 15 September 1991. In the meantime, on 30 May 1991, the squadron had received its first of 24 F-15A and F-15B



The pride of 110th TFS was this F-4E, 68-0338. It shot down a pair of MiG-21s over North Vietnam in 1972, and carried two MiG kills on the intake splitter plates ever since. The Missouri ANG always kept this bird in immaculate condition and it was preserved outside their facilities at St Louis following retirement. They refused to transfer it to the Turkish AF! The photograph was taken during one of the unit's summer camps at Volk Field (WI). (9 August 1986, Jim Nugent)



The squadron's F-15As all carried a rendering of the Gateway Arch on the tail, whereas it was only carried by the commander's F-15C. Shown here is F-15A 76-0072. (Buckley ANGB 16 May 1992, Bob Greby)

Eagles, signifying a shift in operations from air-to-ground to air-to-air. The first Eagle with the unit was F-15A 76-0030; it was flown in by 131st TFW commander LtCol George Graves and was initially used as a maintenance trainer.

Following a reorganization of the USAF following the first Gulf War, the squadron was redesignated 110th Fighter Squadron on 15 March 1992. The support C-12F was withdrawn in 1994 and transferred to the US Army, it had been replaced by C-26A 86-0457 (**AC-749B**) in the summer of 1994. However, the C-26 was used for a short time only and by October 1995 it was in store at Rickenbacker ANGB (OH). This was the final dedicated support aircraft used by the squadron.

The commanding officers of the Missouri and Oklahoma ANG's were good friends and when the 110th received F-15 Eagles and 125th TFS OK ANG did not, the MO ANG C/O surprised his friend by painting up one of the squadron's Eagles in 125th TFS markings, complete with an 'OK' tail code! The aircraft involved was 76-0045; it all happened early in August 1991.

Ever since the first Gulf War in 1991, the situation in the area remained tense and 110th FS also became involved in operations in Southwest Asia. Between 9 January and 9 April 1996, a composite ANG F-15 force, comprising eight F-15s drawn from 110th FS MO ANG, 122nd FS LA ANG and 199th FS HI ANG, deployed to Europe. The force's Atlantic crossing was fraught with difficulties, however. Originally, the eight F-15s intended to fly to Spangdahlem on 6 January. However, one cell had to abort while still in the USA and only four aircraft crossed the Atlantic. This quartet met with serious technical difficulties along the way as well and all four aircraft diverted into Prestwick in Scotland on 6 January. These four aircraft (032/052/071/075) repositioned to RAF Lakenheath the next day, where they were joined by the other four F-15s, which had flown into Lakenheath instead of Spangdahlem, their intended destination. The eight



One of the unit's support aircraft was this C-12F, 84-0489. It carried the name 'Misty 69' behind the cockpit. (Fred Harl)

aircraft attempted to depart for Spangdahlem on 9 January, but one aircraft suffered undercarriage problems and two aircraft (including 115) remained behind in the UK; these made it to Spang later in the day, ending an epic Atlantic crossing! From Spangdahlem, six aircraft continued to Incirlik AB in Turkey and started flying missions in support of Operation Provide Comfort II, enforcing the UN-imposed no-fly zone over Northern Iraq. These six aircraft regularly rotated with the aircraft at Spangdahlem, where they received maintenance. On 9 April, all eight aircraft gathered at Spangdahlem, from where they all departed for the USA on 13 April, this time without too many difficulties!

110th FS returned to Incirlik between 10 April and 25 May 1997, but this time the squadron was on its own, although a number of AFRC and ANG F-16s were deployed to Turkey as well. A total of seven Eagles crossed the Atlantic and landed at RAF Lakenheath on 7 April. On 10 April, six aircraft (all except 75-0065 which acted as a spare) departed to Incirlik via Moron AB in Spain. At Incirlik, they relieved the F-15s of 493rd FS during Operation Northern Watch. On 6 May, 76-0107 arrived at Lakenheath and was replaced by 75-0065 which departed for Incirlik on 9 May. 76-0107 departed for Moron on 23 May, where it joined the rest of the squadron which flew back to the USA via Moron on 25 May 1997.

09 January 1996 - 09 April 1996 to Incirlik AB, Turkey

F-15A 110 FS 75-0052, 75-0075, 76-0115, 77-0118
 F-15A 122 FS 77-0067, 77-0071, 77-0114
 F-15A 199 FS 76-0032

10 April 1997 - 25 May 1997 to Incirlik AB, Turkey

F-15A 75-0065, 75-0075, 75-0079, 76-0031,
 76-0033, 76-0072, 76-0107

In September 1999, 110th FS deployed eight Eagles (including one F-15B) to Karup AB in Denmark, for participation in local exercise 'TFW99', which also attracted ten F/A-18A Hornets of USMC reserve squadron VMFA-142 and six F-15s of 493rd FS from RAF Lakenheath. The Eagles were originally due in Denmark on 10 September, but diverted to Otis ANGB (MA) that day and did not make the Atlantic crossing until 12 September. During the deployment, the squadron also detached some Eagles to Laage AB in Germany, flying DACT missions against the German F-4Fs and MiG-29s of JG73. According to the pilots, this opportunity presented the pilots with some great flying opportunities! The trip back home did not go that well either, as four aircraft aborted on 26 September and did not make the trip back home until the next day.

12 Sep 1999 - 27 Sep 1999 to Karup AB, Denmark

F-15A 75-0079, 76-0031, 76-0084, 76-0107, 76-0112,
 76-0115, 77-0086
 F-15B 76-0126

Between September and November 2000, four ANG F-15 units joined up and deployed to Prince Sultan AB (also known as Al Kharj) in Saudi Arabia, supporting 'Operation Southern Watch', guarding the no-fly zone over southern Iraq. 101st FS MAANG, 110th FS MO ANG, 122nd FS LA ANG and 123rd FIS OR ANG each contributed two F-15s to this composite force, which was accompanied by an equally varied ANG F-16 force. In November, the Eagles were relieved by another joint ANG F-15 deployment.

Sep 2000 - Nov 2000 to Al Kharj AB, Saudi Arabia
76-0072, 77-0118

Things went from bad to worse with the terrorist attacks on the World Trade Center in New York and the Pentagon in Washington on 11 September 2001, forcing the USA to start a 'war against terrorism' which continues to this day. In reaction to the attacks, 110th FS activated a small alert force within eight hours of the initial terrorist attack. Several of the 131st FW's units were mobilized within days of the tragedy. In the following months, various members of the wing and squadron were mobilized and deployed in support of Operations Noble Eagle, Enduring Freedom and eventually Operation Iraqi Freedom. However, the unit was never called upon in its entirety; it was just groups of people that 'got the call'.

Following the inactivation of 57th FIS at Keflavik, the USA pledged to retain a TDY F-15 interceptor force on Iceland, to provide air defence for the island. A large number of deployments followed, these usually involved four aircraft drawn from a Stateside Eagle squadrons, which deployed to Keflavik for a 90-day period. 110th FS also took part in one of these deployments, sending four Eagles to Keflavik during the winter of 2001-2002, allowing other units to support other global operations. Unfortunately, the exact dates, as well as the serials of the aircraft involved, remain unknown.

In order to keep current with the latest technological and tactical developments, the squadron participated in a large number of exercises across the USA. Prior to a deployment to Southwest Asia, a unit would usually attend a Red Flag exercise at Nellis AFB (NV) and this would prepare the unit involved for the upcoming deployment. This was also the case for 110th FS, but they also took part in exercises like 'Sentry Eagle', at Klamath Falls (OR) in 2003 and 2005.

In the summer of 2004, the squadron started converting to the F-15C. At the time, 27th FS at Langley AFB started converting to F-22 Raptors and most of the squadron's Eagles came from



F-15s in action! Top: F-15C 80-0004/SL comes in to land at St Louis on 7 June 2008. Bottom: 82-0011 in front and 78-0514 in the back take off from St Louis on 9 September 2005, both without external fuel tanks. (both Mark Nankivil)

Langley AFB. The first F-15C for the 110th, 81-0035, arrived at St Louis in August 2004. By June 2005, only a single F-15A was left with the unit. The unit's F-15B soldiered on until 2008 and only a single F-15D (78-0571) was ever assigned to the squadron, and this was lost in a crash within a year, on 30 May 2007.

On 13 May 2005, the BRAC (Base Realignment and Closure) Committee announced a new series of proposals for cutbacks, base closures and unit reductions, which were then sent to the President for his approval. According to their proposals, 110th FS would be inactivated with their Eagles being divided between 57th WG at Nellis (nine aircraft) and 119th FS (six). In March 2006 these plans were slightly altered and it was recommended that the unit was to become an associate unit to



The roof of 110th FS's hangar provided great opportunities to photograph the action with 'Lindbergh's Own', as Mark Nankivil discovered on 2 November 2008 when he took this photograph of F-15C 78-0514, which taxied to the runway shortly after all the safety pins had been removed by the ground crews. The aircraft carries a red fin stripe with 'Missouri' in white letters superimposed on it.

509 BW at Whiteman AFB, which was flying the B-2A Spirit stealth bomber. The unit's old Eagles would end up with the ANG squadrons of the Hawaii and Montana ANGs.

Although these plans were a hard blow for the unit, they continued to operate their beloved Eagles and in July 2006 the squadron made another deployment to Keflavik, Iceland, for another period of duty on the island. As it turned out, they were the last F-15 unit to pull alert before the US facilities on the base were closed, leaving Iceland without any air defence, despite US assurances that this would be provided. Nowadays, sporadic deployments still provide some form of defence for the country.

July 2006 to Keflavik AB, Iceland
F-15C 80-0038, 82-0011 and F-15D 78-0571

The squadron suffered an accident on 2 November 2007, when F-15C 80-0034 crashed near Boss (MO), after experiencing a catastrophic structural failure just aft of the cockpit area. Luckily, the pilot escaped alive but the entire USAF fleet of F-15s was grounded pending structural checks, leaving much of the country's air defence in shambles. A substantial number of Eagles was found to have defective parts and only after 44 days a selected number of Eagles, about 60% of the fleet, was allowed to return to flight status. Further checks followed and it was not until 9 January 2008 that the grounding order was lifted and 110th FS flew its first missions following the grounding.

The changes directed by the BRAC committee came into effect in 2008 and pending the inactivation of the facilities at Lambert Field, operations at Whiteman AFB started, with the unit becoming a tenant with 509th BW. In June 2008, the squadron flew its first mission as an 'associate unit' to 509th BW, when the first all-ANG crew flew a B-2 mission after being sent off by an all-ANG ground crew. In the long term, the Missouri Air National Guard was planned to have 25 B-2-qualified pilots and approximately 500 maintainers, operations members, and support staff at Whiteman AFB.

In the meantime, F-15 operations slowly came to an end at the unit's facilities at Lambert Field. During a ceremony on 4 October 2008, the squadron marked its transition from 110th FS to 110th BS. A number of pilots elected to leave the Air Guard and the military altogether while others elected to fly the B-2. In the last few months, several pilots completed their final flights, either F-15 or military, and usually received the traditional 'hose-down' after the event, either by fellow squadron members or



As related in the text, a final Eagle flight often ended with a ceremony for the pilot. The pilot above is Col Leeker, the 131st FW commander, during the ceremony following his final flight on 21 February 2009, where he was presented with various gifts, including a plaque with the barrel of an M61 20mm cannon. Col Leeker has since started flying B-2s. (Mark Nankivill)

close relatives. One of the last remaining operational F-15 pilots with the squadron was Col Jon "JB" Kelk, who flew his last F-15 mission on 12 March 2009. With over 6400 hours on the Eagle, he was the Air Force's high time Eagle Driver and also made the first air-to-air kill of Gulf War I, when he shot down an Iraqi MiG-29 on the opening night of the war. He was assigned to 33rd TFW at the time and also was one of the pilots to leave the 110th. The 110th's final F-15 mission was flown on 14 June 2009. On that date, only two F-15s remained: 80-0043 and 81-0025. The ceremony that day culminated in a walkout to their aircraft at 1400 hours - Col Mohr and Col Drake had the honours of completing the last flight, which consisted of the launch and one pass back over the 131st FW ramp, prior to flying over to Scott AFB. From Scott, the aircraft were bound for a new home with the Hawaii ANG at Hickam AFB. The ANG facilities in St Louis were due to have been vacated in July 2009 by which time the squadron completed the move to Whiteman AFB, signifying the end of 110th FS as an autonomous flying unit.

The tempo of B-2 operations at Whiteman AFB gradually increased over time and the unit is now settling in as a bomber unit.



The photograph above shows the actual final flypast of two 110th FS Eagles over Lambert Field on 14 June 2009. Both aircraft carried special markings: 80-0043/SL had all markings, including the serial number, in blue for the St Louis Blues, a local ice hockey team while 81-0025/SL carried special markings for the 131st FW commander. (Mark Nankivill)



A flight of three 110th TFS F-100Cs soars high over the Missouri countryside. From front to back these are 54-1948, 53-1753 and 54-1772. The exact date of the photograph is unknown but the presence of 53-1753 (see listing below) and the green countryside below dates it to September or October 1967. The photograph clearly shows three different sets of markings the unit's F-100s carried at the time, with a newly camouflaged aircraft and two silver ones, one of which also carried the buzz-number FW-753. All carry the early Missouri ANG markings on the tail, however. No other unit markings are carried. (David Ostrowski)

Type inventory listings

The following is a listing of every aircraft (apart from the support aircraft) that is known to have been assigned to 110th TFS and FS over the past 45 years. In order, the F-100 Super Sabre, F-4 Phantom and F-15 Eagle are listed.

F-100C

- 53-1726 (214-18) ex 121 TFS DC ANG, to 110 TFS but on 24apr65, the aircraft crashed near Capital AP, Springfield (OH). The pilot ejected safely.
- 53-1729 (214-21) ex 127 TFS KS ANG, transferred to 110 TFS 31may66, l/n sep70, stored at MASDC (FE161) 02feb72. Sold to Turkish AF, dd 02nov72.
- 53-1732 (214-24) previously served as a JF-100C with AFSC at Holloman AFB, transferred to 110 TFS on 21aug67, and redesignated F-100C again on 31oct67. Remained active until transferred to 4510 CCTW at Luke AFB 11apr69.
- 53-1738 (214-30) ex 120 TFS CO ANG, transferred to 110 TFS on 05jun64. Remained active with the unit but spent a few months with 2750 ABW at Wright Patterson AFB between 03oct67 and 26may68. l/n sep70, stored in MASDC (inventory code unknown) 13nov72. Sold to Turkish AF, dd 22may73.
- 53-1742 (214-34) ex 120 TFS CO ANG, assigned to 110 TFS on 30jun64. Transferred to 188 TFS NM ANG 08nov72.
- 53-1746 (214-38) ex 4510 CCTW, assigned to 110 TFS on 16jun64. Transferred to Sacramento ALC on 07mar69, ended up in MASDC on 16dec71 (FE260). Delivered to Turkish AF on 28aug72.
- 53-1750 (214-42) ex 4510 CCTW, to 110 TFS on 07apr64, but sent to Sacramento ALC 31jul64, never returned to the unit.
- 53-1751 (214-43) ex 121 TFS DC ANG and transferred to 110 TFS on 27feb63. However, it was lost in a crash at Scott AFB (IL) on 09jan64. The pilot ejected safely.
- 53-1753 (214-45) ex 120 TFS CO ANG, transferred to 110 TFS on 31aug67. Was only used for a few months; it was transferred to 119 TFS NJ ANG on 02feb68.
- 53-1760 (214-52) ex 4510 CCTW, assigned to 110 TFS on 15may65, but it was written off in a crash on 08aug65 near Lambert-St Louis AP, the pilot survived the crash.
- 53-1763 (214-55) previous unit unknown but it was assigned to 110 TFS when it was lost in a crash over the Camp Atterbury ranges (IN) on 02dec69. The pilot was killed in the crash.
- 53-1768 (214-60) ex 4510 CCTW, assigned to 110 TFS on 19jun64. Last noted with the unit in sep69, fate unknown.
- 54-1755 (217-15) ex 4510 CCTW, transferred to 110 TFS on 02jul64, l/n sep70, stored at MASDC (inventory code unknown) on 05feb72. Later sold to Turkish AF.
- 54-1772 (217-33) ex 4510 CCTW, transferred to 110 TFS on 07apr64. Stored at MASDC (FE101) on 12nov71.
- 54-1773 (217-34) ex 4510 CCTW, transferred to 110 TFS on 29apr64, but sent to North American Aviation on 01sep64 and never returned to the unit.
- 54-1794 (217-55) previously in use with AFLC as a JF-100C, demobbed to F-100C standard and assigned to 110 TFS 02mar65. Reassigned to 124 TFS IA ANG in 1972. Ultimately sold to Turkey; dd 20nov74.
- 54-1800 (217-61) ex 121 TFS DC ANG, transferred to 110 TFS 30jul64. Remained active with the unit until reassigned to 4510 CCTW on 11apr69. Finally sold to Turkish AF, dd 24oct74.
- 54-1818 (217-79) ex 4510 CCTW, to 110 TFS on 10aug64, stored at MASDC (inventory code unknown) 16nov72, sold to Turkish AF, dd 27mar73.
- 54-1825 (217-86) ex 4510 CCTW, assigned to 110 TFS 10aug64, stored at MASDC (FE102) 12nov71.
- 54-1826 (217-87) ex 4510 CCTW, to 110 TFS 10aug64, l/n sep70 and stored at MASDC (inventory code unknown) 29dec71. Later sold to Turkish AF, dd 22sep72.
- 54-1827 (217-88) ex 4510 CCTW, to 110 TFS 21may64, to Sacramento ALC 13jul66 and later assigned to 174 TFS IA ANG.
- 54-1846 (217-107) ex 4510 CCTW, transferred to 110 TFS on 13feb68. Remained with the unit until transferred back to 4510



F-100D 55-3672 is seen here parked on the ramp at Lambert Field on 18 October 1972. This was a former 48th TFW aircraft from RAF Lakenheath. (via Patrick Roegies)

- CCTW on 11apr69. This unit was later redesignated 58 TFTW and it flew with that unit until assigned to 110 TFS again on 05feb70. Reassigned to 124 TFS IA ANG 03nov72.
- 54-1848 (217-109) ex 119 TFS NJ ANG, transferred to 110 TFS on 10feb69. Remained with the unit until transferred back to 4510 CCTW on 11apr69. This unit was later redesignated 58 TFTW and it flew with that unit until assigned to 110 TFS again on 01dec69. Reassigned to 120 TFS CO ANG in 1970.
- 54-1868 (217-129) ex 48 TFW, to 110 TFS 24feb70 and stored at MASDC (FE089) 14oct71. Later to Turkish AF, dd 31oct73.
- 54-1891 (217-152) ex 127 TFS KS ANG, transferred to 110 TFS on 12sep62, l/n sep70. Placed in storage at MASDC (inventory code unknown) 22nov72, later sold to Turkish AF, dd oct73.
- 54-1903 (217-164) ex 4510 CCTW, transferred to 110 TFS 12apr67. Stored at MASDC (FE162) 02feb72. To Turkish AF, dd 27feb73
- 54-1905 (217-166) ex 152 TFS AZ ANG and transferred to 110 TFS 13sep62. Lost in a crash on 04jul64 near Lambert – St Louis MAP (MO). The pilot survived the crash.
- 54-1915 (217-176) ex 120 TFS CO ANG, assigned to 110 TFS 25sep62. Remained active (l/n sep70) until stored at MASDC (inventory code unknown) on 21nov72. Later sold to Turkish AF, dd 16jul73.
- 54-1920 (217-181) ex 127 TFS KS ANG, assigned to 110 TFS on 05feb63. Active until stored at MASDC (inventory code unknown) 05feb72, later sold to Turkish AF, dd 16jul73.
- 54-1925 (217-186) ex 48 TFW, to 110 TFS 26feb70, l/n sep70 and stored at MASDC (FE097) on 09nov71. Sold to Turkish AF dd 28aug72.
- 54-1929 (217-190) ex 48 TFW, to 110 TFS 01mar70, l/n sep70, stored MASDC (inventory code unknown) 09nov71. Sold to Turkish AF dd 28aug72.
- 54-1945 (217-206) ex 127 TFS KS ANG, assigned to 110 TFS 05feb63, l/n sep70 and stored at MASDC (inventory code unknown) 20nov72. Sold to Turkish AF, dd 22may73.
- 54-1948 (217-209) ex 127 TFS KS ANG, to 110 TFS 05feb63, l/n sep70 and stored at MASDC (date & inventory code unknown), later sold to Turkish AF, dd 10.74.
- 54-1967 (217-228) ex 127 TFS KS ANG, transferred to 110 TFS 05feb63 but was lost in an accident on 07may66 near Fort Leonard Wood (MO). The pilot was killed in the accident.
- 54-1970 (217-231) ex 4510 CCTW, transferred to 110 TFS 29may64. The aircraft crashed near Lambert St Louis MAP (MO) on 20jun67. The pilot was killed.
- 54-2046 (217-307) ex 58 TFW, assigned to 110 TFS 17mar70, l/n sep70. Stored in MASDC (inventory code unknown) 09may72. Sold to Turkish AF, dd jun73.
- 54-2070 (217-331) ex 4554 CCTW, assigned to 110 TFS 09jun70, l/n sep70. Stored in MASDC (FE083) on 08sep71 and later sold to the Turkish AF, dd oct73.

F-100D

- 55-2790 (224-57) ex 492 TFS/48 TFW (LR), to 110 TFS 19dec71 but it was lost in a crash at England AFB (LA) on 04mar72.
- 55-2794 (224-61) ex 494 TFS/48 TFW (LT), transferred to 110 TFS 19dec71, l/n may75, stored at MASDC (FE280) 19dec75.
- 55-2800 (224-67) ex 493 TFS/48 TFW (LS), to 110 TFS on 19dec71, l/n may75, stored at MASDC (FE283) 30dec75.
- 55-2814 (224-81) ex 494 TFS/48 TFW (LT), to 110 TFS on 14dec71, this aircraft crashed on 18jan74. The location is unknown, but the pilot was killed.
- 55-2859 (224-126) ex 166 TFS OH ANG, transferred to 110 TFS in 1976, l/n sep78, stored at MASDC (FE426) on 20nov78.
- 55-2860 (224-127) ex 166 TFS OH ANG, transferred to 110 TFS, f/n sep78. Stored in MASDC (FE407) 11oct78.
- 55-2867 (224-134) ex 164 TFS OH ANG, transferred to 110 TFS in 1975, l/n sep78, stored in MASDC (FE409) 19oct78.
- 55-2877 (224-144) ex 164 TFS OH ANG, transferred to 110 TFS f/n sep78, stored in MASDC (FE459) 02feb79.
- 55-2934 (224-201) ex 494 TFS/48 TFW (LT), transferred to 110 TFS 19dec71, on 23mar76 the aircraft was damaged beyond repair at Lambert-St Louis AP (MO). The aircraft's nose wheel collapsed during landing and it suffered structural damage. The pilot was OK.
- 55-2947 (224-214) ex 492 TFS/48 TFW (LR), to 110 TFS 19dec71 but it was written off in an accident on 09jun73 nineteen nautical miles southwest of Lambert-St Louis IAP.
- 55-3521 (223-203) ex 101 TFS MA ANG, was in use with 110 TFS in 1976, to MASDC (FE370) 21mar78.
- 55-3557 (223-239) ex 124 TFS IA ANG, was in use with 110 TFS in sep78, stored at MASDC (FE454) 26jan79.
- 55-3577 (223-259) ex 101 TFS MA ANG, in use with 110 TFS by 1977, l/n jan78. Stored at MASDC (FE368) 02feb78. .

55-3610 (223-292) ex OH ANG, noted with 110 TFS in sep78. Stored at MASDC (FE458) 01feb79.
 55-3620 (223-302) ex 4403 TFW, to 110 TFS by 1974, l/n may78. To MASDC (FE428) 01dec78,
 55-3637 (223-319) ex 494 TFS/48 TFW (LT), assigned to 110 TFS 19dec71, l/n may75, stored at MASDC (FE284) 09jan76.
 55-3667 (223-349) ex 27 TFW, assigned to 110 TFS by 1974, l/n may75. On display as gateguard at Lambert St Louis AP from the mid-1980s, l/n sep08.
 55-3672 (223-354) ex 493 TFS/48 TFW (LS), to 110 TFS in 1972, l/n apr76. Stored MASDC (FE289) 06apr76.
 55-3678 (223-360) ex 493 TFS/48 TFW (LS), assigned to 110 TFS in 1972, l/n may75. stored at MASDC (FE275) 16dec75
 55-3684 (223-366) ex 494 TFS/48 TFW (LT), assigned to 110 TFS 20dec71, l/n may75, stored at MASDC (FE286) 16jan76.
 55-3692 (223-374) ex 492 TFS/48 TFW (LR) and assigned to 110 TFS by may72. Transferred to 184 TFS AR ANG by 1974.
 55-3710 (223-392) ex OH ANG, noted with 110 TFS by 1975, l/n sep78, MASDC (FE452) 06jan79.
 55-3733 (223-415) ex 166 TFS OH ANG, to 110 TFS by 1976, MASDC (FE461) 22feb79
 55-3757 (223-439) ex 101 TFS MA ANG, to 110 TFS by sep78, MASDC (FE429) 01dec78
 55-3770 (223-452) ex 162 TFS OH ANG , to 110 TFS by 1975, l/n sep78 and stored at MASDC (FE481) 06jan79.
 55-3784 (223-466) ex 164 TFS OH ANG, to 110 TFS by 1977, MASDC (FE367) 09feb78.
 55-3811 (223-493) ex 493 TFS/48 TFW (LS), 110 TFS by 1974, l/n may75 and in store at MASDC (FE285) on 10feb76.
 56-2987 (235-85) ex 493 TFS/48 TFW (LS), to 110 TFS by 1972 but in store at MASDC (FE276) 16dec75.
 56-3081 (235-179) ex OH ANG, to 110 TFS by 1976, in MASDC (FE414) 13nov78.
 56-3109 (235-207) ex 164 TFS OH ANG, to 110 TFS by sep78, to MASDC (FE460) 05feb79.
 56-3118 (235-216) ex 112 TFS OH ANG, to 110 TFS by 1976, l/n nov78 and to MASDC (FE457) on 08jan79.
 56-3203 (235-301) ex 492 TFS/48 TFW (LR), to 110 TFS in 1972, l/n nov74. Stored at MASDC (FE278) 18dec75.
 56-3204 (235-302) ex 493 TFS/48 TFW (LS), 110 TFS by 1974, stored in MASDC (FE282) 30dec75
 56-3205 (235-303) ex 493 TFS/48 TFW (LS), to 110 TFS by jun72, transferred to 182 TFS TX ANG by 1978.
 56-3219 (235-317) ex 494 TFS/48 TFW (LT), to 110 TFS on 20dec71, l/n may75, transferred to 128 TFS GA ANG by 1977.
 56-3231 (235-329) ex 494 TFS/48 TFW (LT), to 110 TFS by may72, stored in MASDC (FE299) 17sep76.
 56-3233 (235-331) ex 162 TFS OH ANG, to 110 TFS by late 1977, to MASDC (FE413) 09nov78.
 56-3239 (235-337) ex 492 TFS/48 TFW (LR), to 110 TFS in 1972, l/n may75 and stored in MASDC (FE277) 16dec75.
 56-3241 (235-339) ex 125 TFS OK ANG, to 110 TFS by aug75, but left for 182 TFS TX ANG by 1976.
 56-3254 (235-352) ex 493 TFS/48 TFW (LS), to 110 TFS in 1972. Stored in MASDC (FE279) 18dec75.
 56-3288 (235-386) ex 494 TFS/48 TFW (LT), to 110 TFS by 1974, l/n may75 and stored at MASDC (FE281) 19dec75.
 56-3327 (235-425) ex 494 TFS/48 TFW (LT), to 110 TFS by jan73 but lost in a crash on 24jan73 near Franklin, southeast of Indianapolis (IN), after it suffered an engine failure. The pilot ejected safely.
 56-3369 (245-18) ex 124 TFS IA ANG, to 110 TFS by 1977, l/n feb78 and stored at MASDC (FE415) 17nov78.
 56-3397 (245-46) ex 4403 TFW, to 110 TFS by 1976, in store at MASDC (FE453) 26jan79
 56-3412 (245-62) ex 112 TFS OH ANG, to 110 TFS by 1977, l/n sep78 and in store at MASDC (FE406) 11oct78.
 56-3439 (245-89) ex 4403 TFW, to 110 TFS by 1976 and l/n sep78, in store at MASDC (FE410) 20oct78.

F-100F

56-3739 (243-15) ex 58 TFTW, to 110 TFS on 06may71, to 128 TFS by feb78. Later sold to Turkish AF, dd 15sep78
 56-3742 (243-18) ex 136 TFS NY ANG, to 110 TFS on 11sep71 and named 'Spirit of St Louis II' at one time. The aircraft was DBR in a landing accident at Lambert-St Louis AP (MO) on 14apr78. The crew was uninjured.
 56-3762 (243-38) ex 58 TFTW, transferred to 110 TFS on 11aug70, l/n sep78 and stored at MASDC (FE516) 30apr79.
 56-3773 (243-49) ex 152 TFS AZ ANG, to 110 TFS by 1978 and stored at MASDC (FE520) 03may79.
 56-3787 (243-63) ex 4554 TFW, to 110 TFS 07apr70, l/n sep78 and stored MASDC (FE472) 13mar79.
 56-3859 (243-135) ex 166 TFS OH ANG, to 110 TFS by 1978, stored MASDC (FE496) 12apr79.
 56-3868 (243-144) ex 128 TFS GA ANG, to 110 TFS by sep78, stored at MASDC (FE439) 03jan79.
 56-3947 (243-223) ex 136 TFS NY ANG, to 110 FS on 25feb68. Remained with the unit, l/n may72, until retired to MASDC (FE181) on 02nov72. Later sold to Turkey, dd 04dec73.



The final markings for the 110th TFS Super Sabres are shown in this photograph of F-100D 56-3369 during a visit to Davis Monthan AFB on 17 February 1978, just months before the aircraft's retirement. The fin strip is red. Note the badge below the cockpit; it also carries the inscription 'Lindbergh's Own' beneath the badge. (Ben Knowles via Patrick Roegies)



During the first few years of operating Phantoms, the unit flew these without the 'SL' tail code, which was adopted by the unit in 1982. The photograph above shows F-4C 64-0749 on the ramp at St Louis - Lambert Field, in its original colour scheme, with a red fin tip and the 110th TFS badge on the intake. (23 June 1981, Jim Nugent)

F-4C (all in SEA camouflage unless noted otherwise)

- 63-7422 (361) ex 18 TFW (ZZ), with 110 TFS without code mar81, coded SL jun82/jun85. To 113 TFS IN ANG (HF) by jan86.
- 63-7434 (389) ex 401 TFW (TJ), with 110 TFS without code aug79/nov82, coded SL jun83/feb85. Became an instructional airframe (as GF-4C) at the Sheppard TTC by oct85, still coded SL.
- 63-7446 (413) ex ADWC at Tyndall AFB, with 110 TFS without code oct78, transferred to 171 FIS MI ANG by oct79.
- 63-7514 (527) ex 170 TFS IL ANG, with 110 TFS without code oct78, transferred to 171 FIS MI ANG by oct79.
- 63-7530 (553) ex 612 TFS/401 TFW (TJ), with 110 TFS without code aug79/mar81, coded SL jun83/mar85, transferred to 136 FIS NY ANG by oct86.
- 63-7549 (582) ex 401 TFW (TJ), with 110 TFS without code aug79/mar81, coded SL jun82/jun85, To 114 TFS OR ANG by jul85.
- 63-7559 (598) ex 426 TFS/58 TTW (LA), with 110 TFS coded SL jun82/nov82, to 196 TFS CA ANG by jan83.
- 63-7588 (643) ex 401 TFW (TJ), with 110 TFS without code aug79/mar81, coded SL jun82/jun85, to 199 FIS HI ANG in jun85.
- 63-7605 (680) ex 401 TFW (TJ), with 110 TFS without code aug79/oct81, coded SL jun83/jun85, to 184 TFS AR ANG by dec85.
- 63-7620 (704) ex 401 TFW (TJ), with 110 TFS without code aug79/nov82, transferred to 114 TFS OR ANG by jul85.
- 64-0661 (878) ex 58 TTW (LA), with 110 TFS without code aug79/jul82, coded SL nov82/aug84, to 136 FIS NY ANG by jan86.
- 64-0666 (886) ex 401 TFW (TJ), with 110 TFS without code aug79/jul82, but was noted without any markings after a respray in may81. Transferred to 136 FIS NY ANG in jul82.
- 64-0704 (954) ex 21 TFS/35 TFW (GA), with 110 TFS without code aug79/jul82, coded SL nov82/jan86. Flown to Homestead AFB (FL) for use as a BDRT aircraft, f/n mar87.
- 64-0747 (1031) ex 426 TFS/58 TTW (LA), with 110 TFS without code jan82/jul82, coded SL nov82/jun85. Preserved in building 13 at Wright Patterson AFB (OH) by jul85.
- 64-0749 (1035) ex 81 TFS/52 TFW (SP), with 110 TFS without code mar81/jul82, coded SL nov82/jan86, flown to Homestead AFB (FL) for use as a BDRT aircraft, f/n aug86.
- 64-0763 (1059) ex 58 TTW (LA), with 110 TFS coded SL may84/jun85, transferred to 136 FIS NY ANG by oct85.
- 64-0772 (1072) ex 401 TFW (TJ), with 110 TFS without code aug79/oct79, coded SL jun82/jun85. Became an instructional airframe (as GF-4C) at the Sheppard TTC by oct85.
- 64-0789 (1100) ex 401 TFW (TJ), with 110 TFS without code aug79/jul82, coded SL nov82/apr85, transferred to 196 TFS CA ANG on 17jul85.
- 64-0838 (1187) ex 58 TTW (LA), with 110 TFS without code aug79/jul82, coded SL nov82/may84. Noted without the SL code again but painted in ADC grey camouflage, mar85/jun85, and transferred to 114 TFS OR ANG by jul85.
- 64-0889 (1301) ex 401 TFW (TJ), with 110 TFS without code aug79/mar81, coded SL jun82/apr85. Transferred to 196 TFS CA ANG on 17jun85.
- 64-0902 (1337) ex 401 TFW (TJ), with 110 TFS without code oct79/mar81, coded SL jun82/jun83, to 199 FIS HI ANG by apr85.
- 64-0905 (1346) ex 401 TFW (TJ), with 110 TFS without code aug79/jul82, coded SL nov82/jun85, transferred to 114 TFS OR ANG by jan86.
- 64-0910 (1362) ex 401 TFW (TJ), with 110 TFS without code oct79/jul82, coded SL nov82/jun85, to 196 TFS CA ANG by oct85.
- 64-0911 (1365) ex 170 TFS IL ANG, with 110 TFS without code aug79/jul82, coded SL nov82/feb85, transferred to 111 FIS TX ANG by jan86.
- 64-0928 (1417) ex 21 TFS/35 TFW (GA), with 110 TFS without code aug79/jul82, coded SL nov82/jun85, transferred to 111 FIS TX ANG by jan86.

F-4E (all in European One camouflage unless noted otherwise)

- 67-0353 (3219) ex 196 TFS CA ANG, with 110 TFS coded SL 15dec89/aug91. Already received Egyptian One camouflage during service with CA ANG. Sold to Turkish AF, dd 1991
- 67-0370 (3254) ex 57 FWW (WA), with 110 TFS coded SL nov85/aug91, first noted in Egyptian One camouflage in oct87. Stored in AMARC (FP743) 29aug91.
- 67-0372 (3258) ex 196 TFS CA ANG. Received Egyptian One camouflage during service with CA ANG. With 110 TFS coded SL 04dec89/aug91, noted without unit markings on latter date. Sold to Turkish AF, dd 20aug91.
- 67-0376 (3267) ex 21 TFS/35 TTW (GA), With 110 TFS coded SL nov85/aug91, first noted in Egyptian One camouflage in oct87. Sold to Turkish AF, dd 20aug91.
- 67-0381 (3277) ex 21 TFS/35 TTW (GA). With 110 TFS coded SL nov85/may89. Transferred to 113 TFS IN ANG (HF) by mar90



A gaggle of 110th TFS F-4Cs refuelling from KC-135A 57-1445 of the Ohio ANG. The F-4Cs include, from left to right, 64-0661, 64-0838, 63-7620, 64-0889 (still with white markings) and 63-7559 hanging on to the refuelling boom. (USAF via Mark Nankivil)



A beautiful study of F-4E 68-0345/SL, showing off the sharkmouth to good effect. Although hardly visible from any angle, this aircraft is one of the few that the unit had with the one-piece windshield. (Lambert Field 25 July 1991, Bob Greby)



Pictured during a summer camp at Volk Field ANGB (WI) on 9 August 1986, this photograph shows F-4E 68-0448/SL in the old 'European One' camouflage used until the late 1980s. The fin cap is red, the sharkmouth is full colour as well. (Jim Nugent)

- and sold to Greek AF, dd 03aug91.
- 67-0382 (3279) ex 57 FWW (WA), with 110 TFS coded SL dec85/aug91. First noted with European One camouflage in apr86, first noted in Egyptian One camouflage in oct87. On the latter date it did not carry any markings due to the re-spray, full markings had been re-applied by may88. Carried no markings at all in aug91 and was sold to the Turkish AF, dd 07aug91.
- 67-0391 (3299) ex 36 TFS/51 TFW (OS). With 110 TFS coded SL apr89/aug91. Already carried Egyptian One camouflage upon delivery. Carried no markings at all in aug91, sold to Turkish AF, dd 20aug91.
- 67-0398 (3315) ex 70 TFS/347 TFW (MY). With 110 TFS coded SL apr89/apr90. Already carried Egyptian One camouflage upon delivery. Sold to Turkish AF, dd 17jul91.
- 68-0303 (3316) ex 57 FWW (WA). With 110 TFS coded SL nov85/may90, first noted in Egyptian One camouflage in apr86. Stored at AMARC (FP660) on 17apr91.
- 68-0311 (3332) ex 347 TFW (MY), with 110 TFS coded SL apr86/apr90, first noted in Egyptian One camouflage in aug89. This aircraft was lost in a crash at Lambert-St Louis IAP (MO) on 08apr90. During landing, the aircraft ran off the runway, disintegrated and exploded. Luckily, the crew ejected safely from the aircraft.
- 68-0337 (3381) ex 57 FWW (WA). With 110 TFS coded SL nov85/may89. Transferred to 113 TFS IN ANG (HF) by mar90.
- 68-0338 (3383) ex 57 FWW (WA). With 110 TFS coded SL oct85/sep91, first noted in Egyptian One camouflage in aug86. The aircraft carried two MiG-kills, it shot down a pair of MiG-21s on 31may72 and on 16sep72. Due to the kills the aircraft became the pride of the unit and it was also marked '131st TFW' from oct87. 68-0338 was also the aircraft that flew the ten millionth Phantom hour in jan90. The unit retained the aircraft because of its historical significance and it was put on display outside their hangar, f/n as such oct92, l/n sep08.
- 68-0345 (3397) ex 39 TFS/35 TFW (GA), with 110 TFS coded SL nov85/aug91, first noted in Egyptian One camouflage in mar90. Retired to AMARC (FP745) on 03sep91.
- 68-0347 (3400) ex 561 TFS/37 TFW (WW), with 110 TFS coded SL jun85/jan86, transferred to 347 TFW (MY) in exchange for 68-0311 by jan86; they used it as their commander's aircraft.
- 68-0348 (3402) ex 57 FWW (WA). With 110 TFS coded SL nov85/aug91, first noted in Egyptian One camouflage in aug89. Noted without any unit markings in aug91, sold to Turkish AF, dd 07aug91.
- 68-0351 (3408) ex 21 TFS/35 TFW (GA), with 110 TFS coded SL nov85/nov90, first noted in Egyptian One camouflage in apr87 and carried no markings on that date due to the re-spray. Sold to Turkish AF, dd 07aug91.
- 68-0371 (3446) ex 21 TFS/35 TFW (GA), with 110 TFS coded SL nov85/apr90, first noted in Egyptian One camouflage in apr89. Stored in AMARC (FP505) on 17may90
- 68-0374 (3450) ex 561 TFS/37 TFW (WW), with 110 TFS coded SL nov85/may90, first noted in Egyptian One camouflage in oct87. Sold to Turkish AF, dd 07aug91.
- 68-0383 (3467) ex 70 TFS/347 TFW (MY), with 110 TFS coded SL oct87/aug91, first noted in Egyptian One camouflage in aug89. Sold to Turkish AF, dd 20oct91.
- 68-0385 (3471) ex 70 TFS/347 TFW (MY), with 110 TFS coded SL aug86/jun91, already carried the Egyptian One camouflage in aug86. Retired to AMARC (FP0697) on 12jun91.
- 68-0403 (3503) ex 512 TFS/86 TFW (RS), with 110 TFS coded SL apr86/may90, first noted in Egyptian One camouflage in aug89, sold to Turkish AF, dd 17jul91.
- 68-0409 (3515) ex 196 TFS CAANG, with 110 TFS coded SL apr90/sep90, already carried the Egyptian One camouflage in apr90. Sold to Turkish AF, dd 17jul91.
- 68-0410 (3516) ex 21 TFS/35 TFW (GA). With 110 TFS coded SL nov85/jun91, first noted in Egyptian One camouflage in apr87. Stored in AMARC (FP696) on 12jun91
- 68-0448 (3590) ex 57 FWW (WA), with 110 TFS coded SL nov85/oct86. Sold to Turkish AF by dec87.
- 68-0462 (3617) ex 339 TFS/347 TFW (MY), with 110 TFS coded SL oct86/nov90, first noted in Egyptian One camouflage in oct87.



The squadron took F-4E 67-0382/SL along on a deployment to Hopsten AB in West Germany in June 1988. The photograph shows the aircraft somewhere in Europe. Note the sharkmouth adopted on the F-4Es. (collection Patrick Roegies)



An interesting formation photograph, taken in the summer of 1989. In front is F-4E 68-0410/SL of 110th TFS; it is led by F-15A 76-0109/TC of 318th FIS (who carried this TC code (TC for Tacoma) for just a short period only). The airbase in the background is Tyndall AFB (FL). (official USAF photo via Mark Nankivil)

- 68-0473 (3636) ex 21 TFTS/35 TTW (GA). With 110 TFS coded SL nov85/sep90, first noted in Egyptian One camouflage in apr89. Sold to Turkish AF, dd aug91.
- 68-0474 (3639) ex 21 TFTS/35 TTW (GA), with 110 TFS coded SL oct85/aug91, first noted in Egyptian One camouflage in aug89. Carried no unit markings at all in aug91, sold to Turkish AF, dd 20aug91.
- 68-0476 (3642) ex 526 TFS/86 TFW (RS), with 110 TFS coded SL apr87/aug91, first noted in Egyptian One camouflage in oct87. stored in AMARC (FP742) on 28aug91
- 68-0498 (3681) ex 70 TFS/347 TFW (MY), with 110 TFS coded SL oct87/may90, already carried Egyptian One camo when received. Sold to Turkish AF, dd 17jul91.
- 68-0504 (3690) ex 57 FWW (WA), with 110 TFS coded SL nov85/aug91, first noted in Egyptian One camouflage in may88, carried no unit marks at all in aug91, sold to Turkish AF, dd 20aug91.
- 68-0528 (3726) ex 512 TFS/86 TFW (RS), with 110 TFS coded SL oct86/may90, first noted in Egyptian One camouflage in apr89. Sold to Turkish AF in 1991.
- 69-0305 (3848) ex 57 FWW (WA), with 110 TFS coded SL nov85/jan86, to Ogden ALC by nov86 for conversion to F-4G.
- 69-0307 (3851) ex 57 FWW (WA), with 110 TFS coded SL nov85, jun88, first noted in Egyptian One camouflage in may88, transferred to 196 TFS CA ANG on 04oct88 and later converted to F-4G.
- 69-7261 (3944) ex 561 TFS/37 TFW (WW), with 110 TFS coded SL nov85/may88. Transferred to Ogden ALC by oct88 (still in MO ANG mks) and converted to F-4G Wild Weasel.
- 69-7267 (3952) ex 35 TFW (GA), with 110 TFS coded SL nov85/may88. Transferred to Ogden ALC by oct88 (still in MO ANG mks) and converted to F-4G.

F-15

- 74-0113 (F-15A 88/A074) ex 199 FS HI ANG, with 110 FS coded SL sep94/jun04. Noted with name 'Spirit of St Louis III' on latter date. Relegated to ground instructional use with 82 TRW at Sheppard AFB, f/n oct07.
- 75-0030 (F-15A 128/A110) ex 122 FS LA ANG, with 110 FS coded SL jul94/aug03. Noted without markings in may95, but in full markings again in aug95. Stored at AMARC (FH0128) 04oct04.
- 75-0052 (F-15A 153/A132) ex 122 FS LA ANG, with 110 FS coded SL jul94/jun04. Noted without SL code following repaint in mar00, full mks again in may00. Went to 159 FS FL ANG (f/n apr06) before being retired to AMARC.
- 75-0065 (F-15A 168/A145) ex 122 FS LA ANG, with 110 FS, without markings in may95, full markings with SL code aug95/sep03. Transferred to 159 FS FL ANG, f/n feb05.
- 75-0075 (F-15A 180/A155) ex 128 FS GA ANG, with 110 FS coded SL jul94/jun04. Marked '131 FW' on tail, f/n jun01, still marked as such jun04. Transferred to 122 FS LA ANG f/n oct06.
- 75-0079 (F-15A 184/A159) ex 128 FS GA ANG, with 110 FS, without markings in may95, full markings with SL code aug95/sep04. Named 'Top-O-the Food Chain' in sep04. Stored at AMARC (FH0127) 10sep04.
- 75-0088 (F-15B 171/B024) ex 159 FS FL ANG, with 110 FS coded SL jun05/sep08. Stored at AMARC (FH0204) 23oct08.
- 76-0030 (F-15A 211/A182) ex 426 TFTS/405 TTW (LA), with 110 TFS/FS coded SL may91/apr94. First F-15 for the unit, dd 30may91. Marked '131 TFW' sep91/dec91 but upon redesignation of unit to 110 FS, it was marked '131 FW' until apr94. It was also named 'Pride of St Louis' may93/mar94. Stored at AMARC (FH0075) 13apr94.
- 76-0031 (F-15A 212/A183) ex 555 TFTS/405 TTW (LA), with 110 TFS/FS, coded SL dec91/may02. Transferred to 122 FS LA ANG (JZ), f/n aug06.
- 76-0033 (F-15A 214/A185) ex 122 TFS LA ANG, with 110 TFS without markings sep91, coded SL dec91/mar03, transferred to 159 FS FL ANG f/n jan06.
- 76-0041 (F-15A 223/A193) ex 426 TFTS/405 TTW (LA), with 110 TFS but without markings sep91/aug92, full markings with SL code mar94/oct94. Transferred to 123 FS OR ANG f/n jun95.
- 76-0043 (F-15A 225/A195) ex 48 FIS (LY), with 110 TFS but without markings dec91/jun92, full markings with SL code jun93/mar94, transferred to 123 FS OR ANG f/n jun95



A quartet of Eagles parked in front of the Missouri Air National Guard hangar at Lambert Field. From front to back these are 81-0026, 78-0525, 80-0033 and the unit's F-15B, 75-0088. All carried full markings but no external tanks. (5 May 2008, Mark Nankivil)



Looking absolutely pristine is F-15C 80-0035/SL. Note that the two fin bands differ: the one on the outside carries the legend 'Missouri', the one on the inside 'St Louis'. (Lambert Field, 2 November 2008, Mark Nankivil)



A ramp view of F-15C 80-0048/SL, at Lambert Field on 2 November 2008. Note that the aircraft carries nose art; a close-up of this can be found elsewhere in the article. (Mark Nankivil)

- 76-0045 (F-15A **228/A197**) ex 9 TFS/49 TFW (HO), with 110 TFS and code 'OK' in aug91 (see main text for story behind this), coded SL aug91/oct94, transferred to 123 FS OR ANG f/n jun95.
- 76-0061 (F-15A **247/A213**) ex 48 FIS (LY), with 110 TFS but without tail code jun92, full markings and coded SL oct92/nov95. This aircraft was lost on 09 November 1995 at Whiteman AFB (MO). While airborne, one of the engines caught fire and an emergency landing was made at Whiteman. However, the aircraft overran the runway and ended up in a field. The pilot ejected safely when the aircraft went off the runway. The aircraft was initially thought to be repairable, but this never happened and it was a write-off.
- 76-0072 (F-15A **260/A224**) ex 405 TTW c/o aircraft (LA), with 110 TFS/FS and coded SL jul91/sep02. Transferred to 159 FS FL ANG, f/n oct07.
- 76-0078 (F-15A **267/A230**) ex 555 TFS/405 TTW (LA), with 110 FS/TFS coded SL jul91/nov02, transferred to 122 FS LA ANG (JZ), f/n feb07.
- 76-0084 (F-15A **275/A236**) ex 199 FS HI ANG, with 110 FS coded SL oct94/jun04, to 159 FS FL ANG f/n apr06.
- 76-0087 (F-15A **278/A239**) ex 48 FIS (LY), with 110 FS, initially without tail code in jun92, but with the SL code applied jun93/oct94, retired to AMARC (FH0108) 14feb95.
- 76-0090 (F-15A **283/A242**) ex 48 FIS (LY), with 110 FS, initially without tail code in jun92, but with the SL code applied oct92/sep94, retired to AMARC (FH0092) 12sep94.
- 76-0094 (F-15A **289/A246**) ex 48 FIS (LY) with 110 FS, initially without tail code in jun92, but with the SL code applied jun93/aug95. Following retirement, the aircraft was initially preserved in the city of St Louis, near Lambert Field (oct96/sep97), but was last noted on display at the National Guard barracks in Jefferson City (MO) in jan09.
- 76-0107 (F-15A **309/A259**) ex 199 FS HI ANG, with 110 FS and coded SL jul95/jan05. Returned to 199 FS HI ANG, f/n jan07; it was retired to AMARC in mar07.
- 76-0112 (F-15A **317/A264**) ex 199 FS HI ANG, with 110 FS coded SL sep94/dec04, back to 199 FS HI ANG, f/n aug05.
- 76-0115 (F-15A **322/A267**) ex 48 FIS (LY), with 110 FS, initially without tail code dec91/jun92, but with the SL code applied oct92/apr05. On the latter date it was flying with 199 FS HI ANG, but still with its old markings. Later it received the HH tail code.
- 76-0117 (F-15A **325/A269**) ex 199 FS HI ANG, with 110 FS coded SL jul94/aug99. This aircraft was lost on 19 August 1999, when it was involved in a mid-air collision with F-15A 77-0118. Both aircraft clipped wings during manoeuvres over the Lindbergh MOA, which is about 100 miles southwest of St Louis (MO). 77-0118 landed safely, but the pilot in 76-0117 lost control and ejected safely.
- 76-0126 (F-15B **202/B028**) ex 48 FIS (LY), with 110 FS coded SL jun92/sep02, transferred to 159 FS FL ANG f/n sep04.
- 76-0129 (F-15B **227/B031**) ex 405 TTW (LA) commander's aircraft, with 110 TFS/FS coded SL jul91/oct97, transferred to 114 FS OR ANG f/n sep98.
- 77-0086 (F-15A **367/A298**) ex 199 FS HI ANG, with 110 FS coded SL oct94/jan05, noted marked '110th FS' between feb02/mar03. Transferred to 123 FS OR ANG, f/n aug05.
- 77-0118 (F-15A **404/A330**) ex 122 FS LA ANG (JZ), with 110 FS coded SL aug95/jun05, aircraft was damaged in incident with 76-0117 (which see), transferred out and seen at Warner Robins ALC feb06.
- 77-0128 (F-15A **416/A340**) ex 48 FIS (LY), with 110 FS coded SL oct92/nov94, stored at AMARC (FH0104) 23nov94.
- 77-0131 (F-15A **419/A343**) ex 8 FS/49 FW (HO), with 110 FS but without SL code jun92, noted with SL code oct92/dec94, and marked '131 FW' on those dates. Stored at AMARC (FH0105) 09dec94
- 77-0136 (F-15A **425/A348**) ex 48 FIS (LY), with 110 FS, initially without tail code in jun92, but with the SL code applied oct92/oct94, retired to AMARC (FH0099) 14oct94.
- 77-0137 (F-15A **426/A349**) ex 128 FS GA ANG, with 110 FS coded SL mar94/sep94, stored at AMARC (FH0091) 12sep94.
- 77-0140 (F-15A **429/A352**) ex 48 FIS (LY), with 110 FS coded SL jun92/jul94, stored at AMARC (FH0084) 15jul94.
- 77-0141 (F-15A **431/A353**) ex 555 TFS/405 TTW (LA), with 110 TFS but without code sep91, with SL code applied dec91/sep94, stored at AMARC (FH0098) 03oct94.
- 77-0142 (F-15A **432/A354**) ex 2 FS/325 FW (TY), with 110 FS coded SL oct93/mar95 stored at AMARC (FH0112) 14mar95.
- 77-0143 (F-15A **433/A355**) ex 48 FIS (LY), with 110 FS, initially without tail code in sep91 but with the SL code applied jun92/



About two feet away from a final stop at Lambert Field is this F-15C 78-0514/SL. A former Kadena-based Eagle, it came to St Louis in 2005. Note the art work on the nose of the aircraft. (2 November 2008, Mark Nankivill)

- aug94, retired to AMARC (FH0087) 10aug94.
- 77-0145 (F-15A **435/A357**) ex 48 FIS (LY), with 110 FS, initially without tail code in jun92, but with the SL code applied oct92/ aug94, retired to AMARC (FH0088) 10aug94.
- 78-0514 (F-15C **500/C047**) ex 94 FS/1 FW (FF), with 110 FS coded SL aug05/nov08. Was named 'Attitude is Everything' mar08/ nov08, noted without markings mar09. Current unit unknown.
- 78-0521 (F-15C **508/C054**) ex 27 FS/1 FW (FF), with 110 FS coded SL aug05/may08, current unit unknown.
- 78-0525 (F-15C **513/C058**) ex 94 FS/1 FW (FF), with 110 FS, without code dec04, but with the SL code aug05/jun08. Transferred to 186 FS MT ANG, f/n jan09.
- 78-0571 (F-15D **516/D011**) ex 67 FS/18 W (ZZ), with 110 FS coded SL jul06/may07, but this aircraft was lost on 30 May 2007. The aileron rudder interconnect crossover cable jammed and the aircraft crashed 8 miles south of Vincennes (IN). The pilot and sole occupant ejected safely.
- 79-0057 (F-15C **602/C126**) ex 94 FS/1 FW (FF), with 110 FS coded SL jun05/sep08, to 186 FS MT ANG, f/n may09.
- 80-0004 (F-15C **638/C153**) ex 94 FS/1 FW (FF), with 110 FS coded SL jun05/jun08, named 'Top-O-the Food Chain' aug07/ may08. Transferred to 186 FS MT ANG, f/n dec08.
- 80-0033 (F-15C **684/C182**) ex 433 WPS/57 W (WA), with 110 FS coded SL jun05/sep08. Current unit unknown.
- 80-0034 (F-15C **687/C183**) ex 433 WPS/57 W (WA), with 110 FS coded SL jun05/nov07. This was the aircraft that caused the USAF F-15 fleet to be grounded after it suffered from massive structural failure over Viburnum, 4 miles southeast of Boss (MO) on 02nov07. The pilot ejected safely from the aircraft.
- 80-0035 (F-15C **688/C184**) ex 27 FS/1 FW (FF), with 110 FS coded SL feb04/nov08, to 186 FS MT ANG, f/n may09.
- 80-0038 (F-15C **696/C187**) ex 71 FS/1 FW (FF), with 110 FS coded SL aug05/mar08, noted without the SL code nov08. Current unit unknown.
- 80-0043 (F-15C **708/C192**) ex 433 WPS/57 W (WA), with 110 FS coded SL sep05/jun09. Named 'Whatever it takes' in nov08. Carried special 'St Louis Blues' markings; they are the local ice hockey team. Was one of the final two aircraft left with the unit. Was due to go to 199 FS HI ANG.
- 80-0044 (F-15C **711/C193**) ex 433 WPS/57 W (WA), with 110 FS coded SL aug05/nov08. Current unit unknown.
- 80-0048 (F-15C **721/C197**) ex 27 FS/1 FW (FF), with 110 FS coded SL aug05/nov08 and named 'Freedom isn't free but it's worth fighting for' mar08/nov08. Transferred to 186 FS MT ANG, f/n may09.
- 80-0049 (F-15C **724/C198**) ex 433 WPS/57 W (WA), with 110 FS coded SL aug05/sep08. Current unit unknown.
- 81-0023 (F-15C **740/C206**) ex 94 FS/1 FW (FF), with 110 FS coded SL aug05/oct08 and named 'All gave some, some gave all' in mar08. It was noted without markings but still assigned to the 110th in nov08. Since that date it has been reported with both 186 FS MT ANG and 71 FS/1 FW (FF). The correct version still eludes us.
- 81-0025 (F-15C **744/C208**) ex 71 FS/1 FW (FF), with 110 FS coded SL aug05/jun09. It was marked '131 FW' and also named 'Spirit of St Louis' aug06/jun09. This was one of the final two Eagles with the unit and was due to be transferred to 199 FS HI ANG.
- 81-0026 (F-15C **746/C209**) ex 71 FS/1 FW (FF), with 110 FS coded SL aug05/jun08, it had lost the SL code in jul08. Current unit unknown.
- 82-0011 (F-15C **823/C242**) ex 71 FS/1 FW (FF), with 110 FS coded SL aug05/may08, noted with the unit but without marks jul08. Current unit unknown.
- 82-0024 (F-15C **838/C255**) ex 94 FS/1 FW (FF), with 110 FS coded SL jun05/jul08. Current unit unknown.



As a conclusion of the article, we present some of the artwork 110th FS applied to its F-15C Eagles. Clockwise, from top left: "Top-o-the food chain" appeared on 80-0004. "Freedom isn't free but it's worth fighting for" on 80-0048, "Whatever it takes" on 80-0043 and finally "All gave some, some gave all" - with POW-MIA artwork on 81-0023. (all photos Mark Nankivil)