

AGGRESSOR 50 YEAR REUNION

Sahara Hotel
Las Vegas, Nevada
NOV 3 – 5, 2022



Celebrating 50 years of fighting spirit

Raytheon Intelligence & Space is proud to celebrate the 50th Anniversary of the U.S. Air Force Aggressors. To all those who helped secure our nation, congratulations, and thank you for taking defense to new heights of dominance.



[RTX.com/RIS](https://www.rtx.com/ris)

©2022 Raytheon Company, a Raytheon Technologies company



Fellow Gomers and honored guests, we want to thank you for attending the Aggressor 50th Anniversary Reunion Banquet celebration. Thanks to the vision and persistence of visionaries like Roger Wells, Randy O’Neil and Moody Suter and the leadership of Boots Boothby, the 64th Fighter Weapons Squadron was activated in October 1972. Their mission was basic to the Air Force: improve the air-to-air combat capabilities of the Air Force warfighters. Today, 50 years later, that basic concept is still the mission of the Aggressors. However, the program has proven to be so successful that the Aggressors have expanded to space, cyber and surface to air adversaries. All designed to hone the combat skills of our warfighters to dominate today’s high-end fight and tomorrow’s wars in defense of our great nation.

Tonight, we celebrate those who have made that initial vision a reality for the last 50 years. Each of us, that have put on the Aggressor Patch, has played a role to make our Air Force the best in the world. Take pride in your accomplishments as we now look forward to the next fifty years of Aggressor Excellence!

I want to thank your Aggressor Association Board of Directors, Capt. Calvin “Moose” Boerwinkle, the Nellis Aggressor Nation Project Officer and his team, for their efforts to put this weekend’s events together. We hope you enjoy the evening, visit with old and new friends and above all, HAVE FUN!

Mark “Dula” DuLaney
Aggressor Association, President

Contents

Banquet Program	5
Guest Speaker	6
Sponsors	7
Remembrance	8
Aggressor Units	10
History	16
Aggressor Aircraft.....	40
Initial Cadre	42
A GCI Story	43
Unit Commanders	47
Special Thanks	52
Notes Page	54



Banquet Program

Cocktail Hour 1800

Guests are seated 1900

Introduction of the Charter Members

Posting of the Colors

Invocation

Special Guest Introduction

Vegas-style Buffet Dinner

Aggressor History Slide Show and Video

Guest Speaker the Honorable Matt Donovan and
former 65th Aggressor Pilot

Closing Remarks and Introduction of New Officers

Pictures and Hospitality Suite Opens..... 2200-2300



Matthew Donovan

Raytheon Intelligence & Space
Vice President, Requirements &
Capabilities

Guest Speaker

Matthew Donovan is vice president of Requirements & Capabilities for Raytheon Intelligence & Space, a business of Raytheon Technologies. He leads and coordinates business pursuit, capture and growth activities, working across RI&S and the company's other businesses to develop and implement a strategy for global growth.

Before this position, he served as Under Secretary of Defense for Personnel and Readiness. In this role, he led the Department of Defense's response to the COVID-19 global pandemic and published the first 10-year vision and strategy to align DOD personnel and readiness policies to national defense strategy imperatives.

Previously, Donovan also served as Under Secretary of the Air Force, Acting Secretary of the Air Force, and as policy director and professional staff member for the U.S. Senate Armed Services Committee. He retired from the U.S. Air Force as a colonel after 31 years of enlisted and officer active-duty service and with more than 2,900 flight hours in the F-15C Eagle and F-5E Tiger II.

Donovan holds a bachelor's degree in technical management from Regis University, and master's degrees in management from Webster University, airpower art and science from the U.S. Air Force School of Advanced Airpower Studies, and military arts and sciences from the U.S. Army School of Advanced Military Studies. He has also earned the Secretary of Defense Medal for Distinguished Public Service, the Air Force Decoration for Exceptional Civilian Service, the Defense Superior Service Medal, the Legion of Merit, the Aerial Achievement Medal, and the Defense Meritorious Service Medal.

**A SPECIAL THANKS TO OUR SPONSORS
WHO MADE THIS WEEKEND POSSIBLE**



Ms. Deberah Black

Former 65th AGRS Honorary
commander



To Honor the Fallen



Nick Hobbie – 64th charter member T-38 1974 Luke AFB

Vance Phillips – 64th FWS 1976 Langley AFB AA Range

Ron Carr – 26th TF75 T-38 1976 Korea

Bodie Bodenheim – 26th TF75 T-38 1977 Korea

Bill Jenkins – 527th TFWAS F-5 1978 Denmark

M. Hugh Brown, U.S. Navy – 4477th MiG-17F 1979 Tonopah

Scott Pollock – 65th FWS F-5 1979 Holloman AFB

Mike Humphries – 65th FWS F-5 1979 Holloman AFB

Carl Vance – 64th FWS F-15 1981 Nellis Range

Mike Simpson – 65th FWS 1981 Nellis Range

David L. Smith – 64th charter member Thunderbird T-38 1981 Cleveland

Mark Postai – 65th FWS, 4477th TES MiG-23 1982 Tonopah

Greg Coleman – 65th AS F-5 1983 Maple Flag

Ross E. Mulhare – 65th AS F-117A 1986 near Bakersfield CA

To Honor the Fallen



Michael C. Stewart – 65th AS F-117A 1987 Nellis Range

Gene Jackson – 64th charter member F-15 1987 Holloman AFB

Barry Bost – 26th TF75 F-16 1990 Moody

Jim Reynolds – 414th CTS F-16 1993 Nellis Range

Marlon Thomas – 4477th TES AWACS 1995 Elmendorf

David J. McCloud – 64th FWS 4477th TES YAK-54 1998 Alaska

Dillon McFarland – 64th AS F-16 2002 Hill AFB Range

Kevin W. Dunleavy – 26th TFTAAS GCI 2007

Tom Bouley – 65th AS F-15D 2008 Nellis Range

David Brodeur – 18th AS 2011 Afghanistan

Nicolas Hamilton – 64th AS, Draken F-1 2021 Nellis AFB

“If words cannot repay the debt we owe these men, surely with our actions we must strive to keep faith with them and the vision that led to battle and to final sacrifice”

-Ronald Reagan

Aggressor Squadrons



64th Aggressor Squadron

October 1972 – 1990 / 2003 – Present

The 64th Aggressor Squadron (AGRS) is assigned to the 57th Operations Group, 57th Wing, Nellis AFB. The 64th AGRS flies the F-16C and F-16CM Fighting Falcon, better known as "The Viper". The Mission of the 64th AGRS is "To prepare warfighters to win in air combat against any adversary." The 64th AGRS does

this with the charge of "Know, Teach, Replicate." Members of the 64th AGRS study to become Subject Matter Experts in 10 different Adversary Air Domains. The 64th AGRS teaches units across the United States Air Force (USAF) and Allied nations about the latest threats in the Air Domain. The 64th Aggressor squadron continues to drive the development of US and Allied tactics by replicating high-end Adversary threats for RED FLAG exercises, USAF Weapon School Syllabus support, Operational Test mission support, and road shows that visit various USAF CAF units and coalition conferences.



65th Aggressor Squadron

December 1976 – 1989 / 2006 – 2014 /
2022 – Present

The 65th Aggressor Squadron provides professional, humble, and knowledgeable adversary experts while flying the F-35. While the squadron platform may have changed from years past, the lines of effort "Know – Teach - Replicate" have not. Serving as the world's only professional 5th generation aggressor squadron, pilots,

barons, and all members of the 65th are tasked to lead and integrate across all Aggressor Nation domains to prepare the warfighter to win in combat against current and future adversaries. The message to the combat air forces is clear: "When you fight against the 65th, you will be facing the most advanced, integrated, and skilled adversary you will ever face. You will be tested, at times you will fail, but you will come out better and ready to win when it counts!"



18th Aggressor Squadron

October 2007 – Present

The 18th Aggressor Squadron is a subordinate unit of the 354th Fighter Wing based at Eielson Air Force Base in Alaska, and flies the Block 30 General Dynamics F-16C/D aircraft. The 18th Aggressor Squadron prepares Combat

Air Force, joint and allied aircrews through challenging, realistic threat replication, training, test support, academics, and feedback



4477th Test and Evaluation Squadron

April 1977 - 1988, not formally disbanded until 1990

The 4477th Test and Evaluation Squadron (4477 TES) was a squadron in the United States Air Force under the clamancy of the Tactical Air Command (TAC). The unit was created to train USAF pilots and weapon systems officers, and USN and USMC Naval Aviators and Naval Flight Officers to better fight the aircraft of the Soviet Union. Sixty-nine pilots, nicknamed Bandits, served in the squadron between 1979 and 1988, flying MiG-17s, MiG-21s and MiG-23s.



507th Air Defense Aggressor Squadron

August 1988 – Present

Airmen of the 507th Air Defense Aggressor Squadron, the only squadron of its kind in the U.S. Air Force, add another element to the training that pilots are able to

encounter, react, and hopefully overcome. This simulated threat comes in the form of the surface-to-air missile. It is the role of the 507th ADAS to make pilots more aware of what a potential enemy can do with a SAM, and how to defeat it.



26th Space Aggressor Squadron

February 2003 – Present

The mission of the 26th Space Aggressor Squadron, located at Schriever Space Force Base, CO, is to replicate enemy threats to space-based and space-enabled systems during tests and training exercises. By using the Global Positioning System and satellite communications jamming techniques as well as orbital warfare assets and tactics, it provides joint and coalition military personnel with an understanding of how to recognize, mitigate, counter and defeat these threats. The 26 SAS is the Air Force Reserve's oldest squadron and serves to know, teach and replicate a wide array of terrestrial and space threats to the U.S. military's space enablers. The squadron trains the modern warfighter to operate in an environment where critical systems like GPS and SATCOM are interfered with or denied and assets on orbit contend with the realities of conflict in the newest warfighting domain.



414th Combat Training Squadron/Adversary Tactics Division

October 1990 – 2003

The Adversary Tactics Division has a proud and rich history that evolved from the Aggressor Program, which was started in October 1972. As a result of defense budget cuts at the end of the Cold War, the last traditional Aggressor squadron was deactivated in June 1990 and reformed as the Adversary Tactics Division under the 414th Combat Training Squadron (Red Flag). The Aggressors went from five Aggressor Squadrons to a Division within Red Flag with 8 F-16 aircraft and 12-15 pilots and GCI controllers. Despite the reduced size, the scope of the Adversary Tactics mission remained the same—Know, Teach and Replicate the threat. This was accomplished through the integration of intel sources with the crews to know the capabilities of the man, machine and systems of any potential threat. Threat academics and weapons system expertise remained a hallmark of the mission and realistic replication of threat tactics and weapons continued to sharpen the edge of our combat warfighters. The Aggressor Spirit was kept alive and well until Oct 2003 when the 64th Aggressor Squadron was re-activated, carrying this force-multiplier well into the future!



547th Intelligence Squadron

November 1991 – Present

The 547th Intelligence Squadron (IS) delivers tailored, decision quality intelligence in a timely and relevant manner to support combat operations. It is a preeminent source for adversary tactics analysis, unit level intelligence support, and threat experts for the United States Air Force. The squadron compiles, writes and edits the Air Force Tactics, Techniques, and Procedures (AFTTP) 3-1. Threat Guide and the Threat to Aerospace Operations (TTAO). It is the owner of the Red Threat Matrix (RTM) content. It also analyzes, refines and disseminates intelligence products across nine functional areas tailored to CAF, MAF, and SOF customers.



26th Aggressor Squadron

November 1975 - 1990

The 26th TFTS was activated under Pacific Air Forces at Clark AB, Philippines 31 August 1975 with a training mission to provide dissimilar air combat training (DACT) to PACAF fighter squadrons using Soviet-style fighter tactics. The initial Squadron Commander was LtCol Ralph Riddell, Operations Officer Major Roger G. Wells, and Assistant Operations Officer Major Jerry Huff. Initially, the squadron was equipped with T-38As but transitioned to 10 F-5Es in 1977 keeping 4 T-38s. Its first deployment was in January 1976 to Osan AFB, Korea. All Korean deployments in the T-38 required a fuel stop in Taiwan. The last T-38 sortie was flown on 25 November 1980. The unit was designated 26th Aggressor Squadron on 22 April 1983. The 26th deployed aircraft from the Philippines throughout the Pacific and flew locally with the 3rd TFW. The Aggressors also participated in Cope Thunder exercises in the Philippines and Team Spirit exercises in Korea. Due to budget constraints and the fall of the Warsaw Pact, the 26th AS was deactivated on 21 February 1990.



57th Information Aggressor Squadron

January 2007– Present

57th Information Aggressor Squadron executes cyberspace operations by emulating current and emerging threat capabilities and tactics and providing adversary operational and tactical influence operations and network operations integrated with Air, Space, and Ground Aggressors to train the warfighter.



177th Information Warfare Aggressor Squadron

February 2002 – Present

The 177th Information Warfare Aggressors Squadron is a unit of the 184th Intelligence Wing of the Kansas Air National Guard stationed at McConnell Air Force Base, Wichita, Kansas. The 177th is a non-flying Squadron which trains in cyber warfare. The mission of the squadron is to attack American military networks, to discover vulnerabilities before a real enemy does.

THOSE BORN TO FLY
LIVE TO WALK AWAY

Proven, life-saving technology, ready now

Our ACES 5[®] ejection seat offers superior aircrew protection for your military mission. Fielded and tested to meet the exacting standards of MIL-HDBK-516C and backed by 40 years of investment and innovation, ACES 5 keeps your aircrews safe – and flying.

collinsaerospace.com/aces5



 **Collins Aerospace**

© 2022 Collins Aerospace





527th Aggressor Squadron

September 1975 – September 1990

In April 1976, the squadron was reactivated at RAF Alconbury, England as the 527th Tactical Fighter Training and Aggressor Squadron, becoming the United States Air Forces in Europe's only aggressor support to European-based combat units in September

Its mission was to train United States Air Forces Europe jet fighter pilots for air combat with Eastern bloc adversaries using "Dissimilar Air Combat Training" (DACT). The squadron was equipped with the Northrop F-5E Tiger II, being originally part of an order of aircraft destined for South Vietnam. The first batch of eight aircraft were air-freighted into Alconbury on 21 May 1976 on board a Lockheed C-5A Galaxy direct from the production facility at Palmdale, California. Eight more Tigers arrived on 14 June with the final batch of four following ten days later, on 24 June. These aircraft were also airfreighted on board a C-5A. The 527th was fully operational a few months later with the first DACT course commencing in October 1976.



527th Space Aggressor Squadron

September 2000 – Present

527th Space Aggressor Squadron is a United States Space Force unit assigned to the Space Training and Readiness Delta, stationed at Schriever Space Force Base, Colorado. Its mission is to train US, joint and

allied military forces for combat with space-capable adversaries; preparing USAF, Joint and Allied Forces for combat through realistic threat replication, training, and feedback through specialized and certified space-capable aggressors. It operates adversary space systems, develops new tactics, techniques and procedures to counter threats, and improves the US military space posture. The squadron attempts to replicate enemy threats to space-based and space-enabled systems during tests and training exercises. By using Global Positioning System and satellite communications jamming techniques, it provides Space Force, joint and coalition military personnel with an understanding of how to recognize, mitigate, counter and defeat these threats.



A Brief History of the AGGRESSORS

By Reina Pennington

This article is based on the author's interviews with Aggressors, her article "Grounded: The Aggressor Squadrons" (*Air & Space/Smithsonian*, Feb/Mar 1995), and Steve Davies, "Red Eagles: America's Secret Migs," as well as official USAF fact sheets.



It seemed like a good idea at the time. Take a group of crack fighter pilots, weapons school graduates, and guys who flew in combat in Vietnam. Give them free access to intelligence sources so they know exactly what the enemy's doing. Give them some airplanes that look and act like enemy airplanes. Then let them go out and fly against other Air Force pilots—show what the enemy might look like in a real war. That was the idea behind the creation of the U.S. Air Force's Aggressor squadrons in 1972. The program expanded rapidly: from 1972 to 1990, the Aggressors flew more than 200,000 sorties and made more than a thousand training deployments to U.S. and Allied units around the world.



F-5's Over Korea

But within a few years of their creation, some people began to see the Aggressors as a plague rather than a cure. Some said the Aggressors had ego problems; they pushed young pilots too hard; people got killed. They were accused of manipulating intelligence data to support outrageous tactics; at the same time, some senior officers pressured them to ignore developments in Soviet tactics that were seen as too dangerous to duplicate.

By the late 1980s, the apparent end of the Soviet threat led to severe cutbacks in the military, and the Aggressors seemed to have outlived their usefulness. In

1990, the Aggressor program—arguably one of the most innovative air training programs in history—was significantly downsized and restructured. Many saw that decision as a costly mistake, and the eventual reactivation and expansion of Aggressor squadrons proved them right. The Aggressor program has certainly had its ups and downs.

The Originals: 1972-1990



The catalyst for the Aggressors came from the air war in Vietnam. American pilots historically enjoyed excellent kill ratios against enemies-- 8:1 in the Second World War, and 10:1 in the Korean War. When that ratio fell to only 2.4:1 in Vietnam, many in the USAF blamed poor training of fighter pilots. The Navy had already created Top Gun in 1969 to try to improve air combat training; Top Gun employed "adversaries" (A-4s, to simulate MiG-17s). Top Gun was similar to the USAF Tactical Fighter Weapons Center, formed in 1966.

But the creation of a squadron specifically devoted to the simulation of enemy air combat tactics had never before been attempted; by the standards of the Air Force of those days, the concept was almost heretical. In the 1950s and 60s, air combat seemed obsolescent and fighters were designed and trained for a

BVR/intercept environment. Many still saw that as the most likely future scenario. Was there truly a need for expensive and high-risk air combat training? Especially Dissimilar Air Combat Training (DACT)?

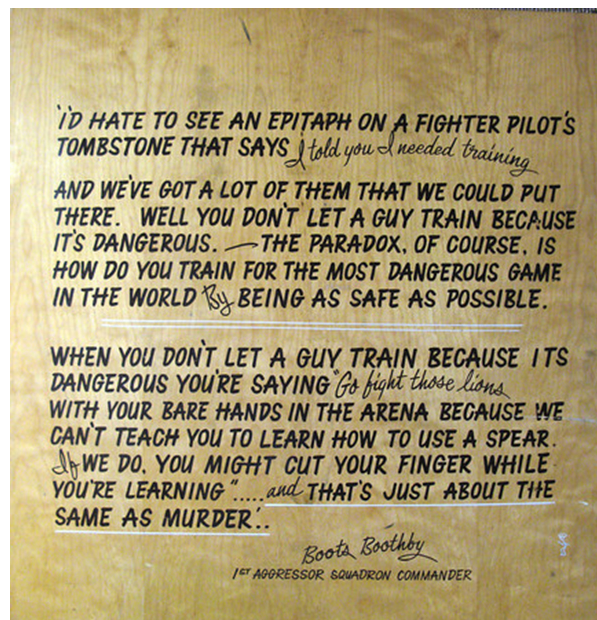
Randy O'Neill, a former instructor at the Air Force's Fighter Weapons School, and his fellow instructor Roger Wells, were instrumental in the founding of the program. Richard "Moody" Suter and John Corder also played important roles. Their concept of an "Aggressor squadron" was more sophisticated and complex than what the Navy was doing.

In the early 1970s, O'Neill and Wells began to preach their radical gospel to anyone who would listen. The Air Force needed dissimilar air combat training conducted by professionals, the best of the best. Ideally this would involve flying actual enemy aircraft and using actual enemy formations and tactics.

Roger Wells, on his Vietnam experience: "You taught me everything there is to know about how to fight against another American airplane, but you taught me absolutely nothing about how to fight against the enemy."

Randy O'Neill: "We got thrown out of almost everybody's office because they thought the Aggressor idea was too dangerous."

On 15 October 1972, their persistence paid off: the 64th Aggressor Squadron was activated at Nellis Air Force Base in Nevada. It would provide adversary forces for Air Force exercises, train new Aggressors, and send Aggressor teams on deployments to operational wings to give academic briefings and fly against the local pilots. Good intelligence and GCI support would be essential to complete the picture.



The dream of flying real enemy aircraft was initially rejected; it was far too expensive, not scalable, and would have to be conducted in such secrecy and at such high security clearance levels that most Air Force pilots would not be able to participate. The next best thing was to use domestic aircraft that could closely simulate the enemy. That meant designating specific enemy aircraft that were expected to be primary threats, acquiring aircraft that simulated the enemy in planform and flight characteristics, and training Aggressor pilots to fly like the enemy.

65th crumb



Soviet MiGs of the 1970s and 1980s were different from American airframes; they put the "D" in Dissimilar Air Combat. The primary Air Force and Navy fighter of the day was the F-4. The MiG-21 was much smaller, and although it was less sophisticated, its small size, agility, and smokeless engines gave it advantages like

eye-watering turns and often, the advantage of surprise because it was so hard to spot. The MiG-23 couldn't get out of its own way in a turn, but it could accelerate like nobody's business, blowing through an intercept and leaving everyone else in the dust.

To simulate the primary threat aircraft of the 1970s, the MiG-21, the Aggressors initially flew Northrop T-38s on loan from the Air Training Command. The two-seat supersonic trainer was not an ideal choice, but it was relatively cheap, available, and resembled the MiG in two particularly important ways: its size, and its smokeless engines.

Now the Aggressors had a product—but still no market.

PACAF AG 1987





Lloyd “Boots” Boothby, first 64th AS commander: “Probably the hardest thing we ever did was to find somebody who wanted to host us for that first deployment. It was like pulling teeth to get anybody to do it.”

Ron Iverson, charter Aggressor: “Wing commanders were scared to have us come. All they’d heard was there was a bunch of guys out at Nellis flying T-38s, they’re going to come and whip up on your guys, and your accident rate will probably go even higher.”

At the time, accident rates in the tactical air forces were high. Wing commanders were also reluctant to be first because they knew it would put their wing under a microscope.

Randy O'Neill: “We knew that when we made our first deployment, everybody and their brother would come down from the Pentagon. Everyone waiting for us to go kill ourselves, the naysayers—we knew they'd be out in force.”

Finally, an F-4 replacement training unit at Florida's Homestead Air Force Base agreed to serve as the first host. Inexperienced RTU crews weren't quite the customer the Aggressors were after. However, the weapons officers at Homestead devised a special program of workup flights for the crews selected to fly against the Aggressors, and in July 1973 the first Aggressor deployment “went off beautifully,” according to O’Neill. That broke the ice.

Soon the Aggressors were fulfilling a heavy schedule of "road shows" to operational wings. The Pacific Air Force opened the 26th Aggressor Squadron at Clark Air Force Base in the Philippines in 1975, and in 1976, USAFE created the 527th Aggressor Squadron at Alconbury Air Base in England and the 65th opened its doors at Nellis. Unit designations changed over the years, from Fighter Weapons Squadron to Tactical Fighter Training Aggressor Squadron to Aggressor Squadron. In popular parlance, the Aggressors became known as "gomers" (a slang word for "enemy" in Vietnam).

By the mid-1970s, the Aggressor program seemed to be on the fast track to success. In 1975 the Aggressors got a new fighter: the F-5E. Built for export, the F-5E was small and sleek, with simple avionics. It could achieve supersonic speeds only in short bursts, and it had tiny fuel tanks. The only weapon system was guns. But in terms of performance, the F-5E was a better simulator of the MiG-21 than the old T-38.

The Aggressors visited every operational wing, often two or three times a year, providing both dissimilar air combat training and academic training. The early Aggressor road shows are widely remembered for the quality of training they provided. Jerry "Sparky" Coy, former assistant operations officer of the 65th, says that during a typical road show, six aircraft and seven or eight pilots, plus support personnel, deployed to the host base for two weeks. About 20 pilots from the host squadron were designated to fly against the Aggressors: generally the host pilots flew once a day, while the Aggressors themselves flew two or three sorties a day.

Jerry "Sparky" Coy: "The host pilots were usually so wrung out after one sortie, that was all they could handle."

The type and size of the missions were tailored to the host unit. Typically, the first few days of a road show the training consisted of a series of 1v1s, focused on basic fighter maneuvers rather than specific enemy tactics. After a few days, the training scenarios might be upgraded to two F-4s against a single Aggressor. Later in the deployment, or if the host pilots were more experienced, two Aggressors would square off against two host pilots. By the end of a road show, the host unit should be tallying up a lot more wins.

The Aggressors were known as masters of debriefing—"chalk talks" that reconstructed a sortie and discussed lessons learned. Aggressor pilots were specially trained to recreate an engagement in its entirety. In those days they relied on memory, brief clips of gun camera film, and tape recorders. Every pilot had his own memorization techniques. Most commonly, Aggressor pilots taped a running monologue during the flight. After each flight, the Aggressors conducted debriefings, drawing every turn and maneuver used during the engagements using their hands and chalk on a blackboard. The maneuvers used, their effectiveness, and the "learning outcomes" were all discussed in the debriefing. Ground Control Intercept (GCI) was essential to Aggressor simulations. It was a hallmark of Soviet operations, which relied more heavily on ground control than did the USAF. North Vietnamese MiG-21s could attribute many successes to "the NVA's trademark, GCI-vectored slashing attacks," hit-and-runs in which the attackers were not even detected by American aircraft until it was too late.¹



26th GCI plus Lt Col Riddel Christening Their Tower

Robert "Kobe" Mayo, 64th FWS: "They [GCI] were a fantastic asset. These guys flew with us, briefed with us, were part of the post-flight debriefing, and made it possible for us to do our mission . . . our GCI controllers were absolutely fantastic."ⁱⁱ

GCI networks link aircraft detection systems, such as radar, with computers and communications. GCI operators communicate with friendly aircraft in the air to vector them to enemies. Aggressor GCI operators were unique in their close working relationship with the pilots, creating a responsive, interactive team. The GCI controller was right there in the fight. GCI was key to compensating for the limited radar of the F-5E. A good GCI controller provides a booster shot of situation awareness. If a pilot lost sight of an opponent, a call for "Bogey Dope!" to GCI could quickly help him regain tabs on the enemy. GCI was part of "a holistic package that far exceeded in depth and fidelity anything that had been done before."ⁱⁱⁱ

Dudley A. Larsen, 4477th: "We had an incredible GCI controller, Maj Dan "Truck" Futryk, and we were just taking 'snap vectors' from him. Dan would try and get our eyes onto the adversary and we would just jump into the fray."^{iv}

The Aggressors also worked at the junction of operations and intelligence. Access to classified intelligence information was the key to "knowing the enemy" and allowing the Aggressors to simulate Soviet tactics accurately. They needed to know typical Soviet en route formations and diversionary tactics, and the ranges and aspects at which enemy missiles could be fired.



65th GCI 4 guys on F-5

Tactically relevant intelligence was almost completely lacking during and immediately after the Vietnam war and the Aggressors were among the first to try to remedy that situation. Aggressor pilots and GCI had to get into the intelligence world; that meant getting special intelligence clearances.

The intelligence community was literally a world apart from the flying community. Most pilots were not cleared for highly classified information, and intelligence personnel worked in vaults, usually at wing headquarters. Pilots couldn't just walk in and ask questions, and if they could, they might not be cleared to get the answers.

Boots Boothby: "There was a huge, huge wall between operations and intelligence. And the reason it's there is because no fighter pilot was ever going to admit there was something he doesn't know. And intelligence doesn't have the aptitude to know what the pilots need. They're a library, and until someone asks for a book, they don't care what's on the shelf."

One challenge of intel was that information was stovepiped in different agencies. Technical intelligence on enemy aircraft might be at the Foreign Technology Division at Wright-Patterson AFB. Human intelligence might be collected by the CIA, and signals at NSA. To try to understand what the Soviets were doing in the air, it was necessary to piece together their technical capabilities, their plans and training, and what happened on actual training flights, which meant knowing how the "spaghetti diagrams" from radar correlated to the communications between pilots and GCI. A lot of this information was collected but not analyzed by people who understood how these puzzle pieces intersected.

In the early days, Aggressor pilots had to go directly to major agencies to try to ferret out each puzzle piece. Once the first squadrons were formed, intelligence analysis trips were regularly conducted, on which teams of pilots, GCI, and intel personnel worked together with collectors to form a cohesive picture of Soviet tactics and training.

As with GCI, intel became integrated at the squadron level. Although intel personnel were usually assigned up chain (to the 57th Fighter Weapons Wing, in the case of Nellis), individuals were designated to support particular squadrons. Most squadrons had their own intel vaults where the intel personnel worked. Intel personnel sat in on ground training and got flights to increase their understanding of what happened in the air, and were part of the road show teams.

With integrated intel in place, each Aggressor was able to become an expert in some facet of enemy capabilities. Pilots produced briefings on their specialties—

the training of Soviet pilots ("The Man"), Soviet tactics, what future threats would likely entail—and presented them during deployments. These classified academic briefings became one of the hallmarks of the Aggressor program.

Meanwhile, the idea of flying actual enemy aircraft, it turned out, had not died after all. The United States acquired a MiG-17 and MiG-21 during the Vietnam war, and held them in extreme secrecy. A few Aggressor pilots were given special access in extreme secrecy. They couldn't discuss their access with anyone. Randy O'Neill and Roger Wells were among the pilots who got to fly them. But most pilots were from the test pilot world; the Aggressors had no special claim on the enemy aircraft.

In 1976, Gail "Evil" Peck was an F-4 pilot with Vietnam experience working in the Pentagon when he learned that MiGs were being made available to the USAF by a foreign country. He proposed the same thing that Wells and Corder had pushed for: create an Aggressor squadron with actual enemy aircraft. This time, with more MiGs available and several Aggressor squadrons successfully established, the idea took hold. Peck suggested the name "Constant Peg" for the new program.



4477th Test and Evaluation personnel with F-5E

In 1977, the 4477th Test & Evaluation Flight was activated as part of the 57th FWW at Nellis. It took some time to get the super-secret unit up and running. A remote airfield on the Tonopah Test Range in Nevada was chosen to house the unit, and began training operations by 1979. Select pilots, some Aggressors, some not, some Navy or Marines, manned the 4477th. Select crews participating in Red Flag exercises were chosen to receive the special clearances to fly DACT against the MiGs.

The 4477th "Red Eagles" were, and were not, Aggressors. In the early years many of the pilots were former Aggressors and many were "attached" to the 64th or 65th and flew as regular Aggressors, alternating with their work at the 4477th. The 4477th used Aggressor intel and GCI. The "Red Eagles" were the epitome of the Aggressor concept, and flew the most dangerous missions: most of the Soviet aircraft were pieced together, aging or damaged, maintained with a lot of improvisation, and not the safest under the best of circumstances. They were sometimes called "the special Aggressors" as opposed to the "regular Aggressors." Operating in secrecy and isolation, they flew over 15,500 sorties and exposed nearly 6,000 fighter crews to the intricacies of fighting against the MiG-17, MiG-21 and MiG-23.

Throughout the 1970s and '80s, the Aggressors were a cornerstone of Air Force air-to-air training. At the same time, problems had begun creeping into the program.

No provision had been made for upgrading the Aggressors to match a changing threat. By the late 1970s the MiG-23 Flogger was the frontline Soviet fighter. And the USAF introduced the F-15 and F-16, which changed the nature of DACT. Yet the Aggressors continued to fly the outmoded F-5, an increasingly outdated enemy simulator, against an increasingly modernized opponent. In the F-4, only really outstanding pilots had been able to beat the Aggressors early in their training, but with the F-15 and F-16, many pilots could win. Technology could trump skill and experience.

When the Air Force primarily flew the F-4, most training with the Aggressors involved small engagements—rarely more than two aircraft on each side. There was a lot of emphasis on close- in, within-visual-range fighting. This was because

the F-4 had been built as a dual-role fighter and was largely used in that capacity in the Air Force, with the bulk of the training focusing on air-to-ground rather than air-to-air combat. But the F-15 was built specifically for air-to-air combat, and the new F-15 host pilots were already conversant in basic fighter maneuvers and more advanced air combat training. The F-16 was just as small as the F-5E and just as hard to see, both visually and on radar, and its performance in air combat was far superior.

In some people's minds, the need for instruction from the Aggressors had diminished.

Randy O'Neill: "The basic mission changed, because air-to-air now doesn't involve getting into a phone booth with a pocketknife, like it did back then. A properly flown F-15 will never close; he'll just shoot you down from 30 miles away—no further questions."



Red Flag air combat training program and the 64th and 65th Adversary Tactics Squadrons flying F-15 and F-16

Earl Henderson, charter member of the Aggressors: "With the F-16s, you don't have even the size advantage. The F-16 could turn up its own fanny. It's tough to 'be humble' against that little guy, you know?"

Technological improvements also began to supplant another facet of Aggressor training. In the 1980s, ACMI ranges began to replace the blackboard. During the debriefing, the air battle was replayed on a large screen in a 20- to 30- seat theater. The ACMI displays could show the relative positions and ranges of each aircraft, how fast they were going, how hard they were turning, and who fired when. It permitted greatly increased accuracy in debriefing.

The problem, according to some Aggressors, was that the quality of the debriefings declined. There was no formal program for using the ACMI in debriefings. Another problem was that ACMI debriefs brought in more observers. Traditionally, Aggressor debriefings occurred in squadron briefing rooms that could accommodate only the crews involved in the flight; ACMI facilities could seat a lot more observers.

Mark McKenzie: "It's a great machine, but it can be too distracting. Some guys would just sit back and play it and you'd lose control of the debrief—guys would be arguing about shots. The debrief could just fall apart. And you'd lose the honesty of the debriefing. It's more difficult to have an honest, frank environment when you've got a cast of thousands in there watching what's going on."

Personnel issues—the source of the ego and attitude problems sometimes attributed to the Aggressors—were also a thorny question. From the start, there was a dispute over how the Aggressors should be manned. Roger Wells had dreamed of assembling the Aggressors of "the best fighter pilots in the United States Air Force, the greatest weapons school instructors that walked the face of the earth." While most people never expected the Aggressors to be manned only with weapons school graduates, they did believe that at a minimum, only experienced fighter pilots should become Aggressors.

Earl Henderson: "We could not sustain the quality we needed. The personnel system said: you guys can't just keep taking the top talent—that's raping the operational community."

O'Neill says he bitterly resisted watering down the entrance requirements, but the Aggressors couldn't do much about it. By the late 1970s, as Henderson remembers things, the Aggressors were being sent a large percentage of pilots

with only one fighter assignment under their belts. Some feared that the Aggressors began to lose their "be humble" altitude.

Earl Henderson: "You get a kid who was King Kong in his F-15 outfit, and now he's got to fly this fighter that's ten years older than what he was flying, with two-thirds the maneuvering capability, and he's going to go out and get his ass kicked by these average guys he's been flying against. I think it was disastrous for a number of reasons. These kids didn't have the emotional maturity to do the mission, to be a training aid, to lose, and to like it when they lost."

Losing, as the "enemy," was the purpose of the Aggressors.

Ed Clements, charter Aggressor: "The best possible feeling for an Aggressor was to come back from a flight out of breath, tired, and sweaty, knowing he used every tactic, employed every advantage he knows, and still did not come away with a 'kill.'"

Learning to be that sort of instructor was difficult for some of the younger pilots. In operational units, fighter pilots do everything they can to fight and win. But as Aggressors, they were asked to pull their punches, to keep the fight to a level where the opponent could learn the most.

Earl Henderson: "Some of them weren't able to do that without making it very obvious they didn't like it. They were young buck warriors. They wanted to go out and kick some ass, take some names."

Being a good Aggressor demanded more than just experience, maturity, and flying skill; it also required a certain type of personality.

Mark McKenzie: "You think of an Aggressor as a macho fighter pilot, but it's more than just stick-and-rudder skills. "The key is being able to steer a debrief or conversation toward valid learning. You have to have that core, innate ability to listen, interpret, and articulate things in an unpoliticized way."

Concerns about flight safety also continually hounded the program. The more realistic your training, the higher the risk of accidents.

Jerry Coy: "Some commanders were afraid to have the Aggressors around. We were blamed for so much stuff that we had absolutely nothing to do with."

It was higher headquarters and not the Aggressors who decided which units needed the training. Sometimes the Aggressors flew against units that had little or no preparation in air-to-air training. In the excitement of the fight, some host pilots who were unaccustomed to the demands of combat found themselves in over their heads.

Another problem was the question of how strictly the Aggressors' training should simulate Soviet tactics. Many Aggressors believed such simulations should have been just the starting point for Aggressor training, not the be-all and end-all. But the Aggressors were told to justify everything they did in terms of simulating the Soviets.

Earl Henderson: "It could be the whole Soviet concept ended up being the death knell. "We got ourselves locked into this death spiral about being Soviet"

TOP
ACES
EXPERIENCE MATTERS

**NEAR-PEER ADVERSARY
TRAINING AVAILABLE TODAY**



When the Soviet Union disappeared, people began to question the value of enemy simulation—and of the Aggressor program. Yet the biggest problem was probably money. It was tough to keep up with enemy tactics while flying an aircraft that was two generations behind in performance—sort of like getting into a Ford Pinto and trying to drive it like you were in a Corvette. For a long time the Aggressors tried to continue Soviet tactics by simulating MiG-23s during the beyond-visual-range portion of an engagement; they replicated MiG-23 formations and tactics to try to show what they would look like to an F-15's radar. But there was no way the F-5E could pretend to be a MiG-23 in a visual fight: the Flogger was significantly faster in straight flight, more sluggish in turns, and completely different in other performance characteristics.

Year by year, the decision to spend money for new Aggressor aircraft was delayed. In the Air Force, "bang for the buck" was measured in terms of combat-capable aircraft; the Aggressors just didn't fall into that category. The 4477th was deactivated in 1988, two years before the other flying squadrons, but for most of the same reasons. The older generation MiGs were no longer representative of the threat; the Soviets were no longer a threat; it was too expensive to maintain old aircraft or acquire new ones, and it was unacceptably dangerous.



In early 1988 the Air Force finally decided to upgrade the Aggressors to the F-16. Ironically, this might have been the final nail in the coffin. Giving the Aggressors F-16s violated one of the basic tenets of the Aggressor charter: providing dissimilar air combat training. A few months later, the Air Force decided to disband the Aggressors altogether. All four existing Aggressor squadrons -- the 64th, 65th, 26th, and 527th -- were inactivated.

The Aggressors staged their last road show in August 1990, when the 64th went to Eglin Air Force Base in Florida to train F-15 pilots who were preparing to deploy to Desert Shield. In October 1990, the 64th —the first and, it seemed at the time, the last Aggressor squadron— closed its doors.

The Lean Years: 1990-2003

One remnant of the Aggressors survived, without the Aggressor name: the Adversary Tactics Division (ATD) of Red Flag. The Adversary group flew the F-16C, painted in "threat" paint schemes, and provided a core of air-to-air adversary forces at major Air Force exercises. Adversary pilots provided academic briefings, and was housed behind a door with the traditional red star of the Aggressors. The main difference was in scope: the pilots flew only during exercises, and there are no more road shows except for occasional academic presentations.

One core concept of the Aggressors --"the enemy" -- became increasingly problematic over time.

Mark "Dula" DuLaney, Adversary Tactics Division commander "Who is the enemy these days? I don't know, you tell me. We replicate mostly Russian-type systems because those systems and training are in place in most hot spots in the world that we might face in a future conflict."

But the ATD also added what "gray world systems" -- not "red" (enemy) or "blue" (the United States), but all that other stuff out there—French, Swedish, whatever weapons systems might be sold to and employed by potential adversaries.



This picture was taken at the Edmonton Air Show in Canada. Pilots from the Adversary Tactics Division from Nellis AFB took F-16s to Edmonton, where they met Russian pilots who flew Mig-29s out-of-country for the first time. The US pilots got to inspect the Mig and saw the Mig-29, a relatively a rough jet with a cockpit that had a lot of mirrors mounted on the canopy for the pilot to see what was to their rear. Up next was the Russian pilots turn to look over the F-16 with its sleek and smooth construction. When the Russian commander sat in the F-16 cockpit he asked ***"Where are all your mirrors? How do you see behind your aircraft?"*** Lt Col DuLaney answered, ***"We don't plan on having to do that."***

The lack of a central threat made the Adversaries' job more difficult than that of the original Aggressors. Based on parameters for various threat aircraft, Adversary pilots restricted their power and maneuvering and use different avionics settings to attempt to replicate an enemy's search and lock-on ranges and so forth.

Mark DuLaney: "You're always looking down at your card, saying, 'What are my ranges today?' Yeah. There's a lot of number crunching that goes on."

Ron Iverson: "The quality of training that the original Aggressors tried to bring to our Air Force has not changed. The discipline's there, the attitude's there, the 'be humble' is there, and they're doing exactly what we want them to do."

The small size of the ATD meant that only a fraction of the active Air Force was able to benefit from adversary training. One way the Air Force compensated for closing down the Aggressor squadrons was to have operational wings train against each other. Better than no DACT at all, but hardly the kind of sophisticated, objective enemy simulation and training that Aggressors provided. Many former Aggressors believe the Air Force was flying more conservatively than before.

Rich Cline: "The gomers were sorely missed. Every wing commander that had a clue could tell the proficiency of every air-to-air unit had fallen off considerably since the Aggressor program closed up shop. There was still a need for a professional air-to-air adversarial unit that puts training first—instead of putting winning first, like every other unit."

Many people wondered whether the USAF would have performed as well against Iraq had it not been for Aggressor training. Regardless of who the enemy might be, the kind of training the Aggressors delivered taught Air Force aircrews how to understand an enemy and showed them a suite of options on how to defeat an enemy.

Tom Smith, Desert Storm veteran: "The mental process of learning your enemy inside and out and training to a razor's edge to defeat that threat is applicable anywhere against any adversary. Those of us who fought in Iraq prepared ourselves in just that manner, and the process of applying that learning template worked wonderfully. I'm not sure it would have had we not refined the template against a long-time opponent like the former Soviet Union."

The Aggressors of this era did more with less and kept the Aggressor concept alive through some dark days.

Mark DuLaney: " We carried on just as we always had. Excellence in all we did, worked hard to maintain all the threat briefs, attend all the TATs, keep the Threat Reference Guide up to date, and be the best at briefing and debriefing for lessons learned. All the while while being the "humble" adversary, and the eyes and ears of the commander on the Nellis Ranges

during the Flags. All this with a much reduced manning level . . . One has to believe that if we had allowed the quality to decline in those years, the decision to re-activate the 64th and subsequent squadrons would have been a harder pull. We were ALWAYS Aggressors in Spirit.

Resurrection and Transformation: 2003-present

For a dozen years, it seemed that the Air Force was content to operate with just a few Aggressors at Red Flag. With budget cuts and radical reevaluations of fighter tactics, any year might have seen the Aggressors take their last gasp. Couldn't simulators provide all the training necessary? Couldn't drones replace fighter pilots?

What couldn't be replaced was the need for realistic training against anticipated



enemies, no matter how elusive the question of "who is the enemy" became. The Aggressor force has changed dramatically in recent years to follow greatly expanded definitions of "the enemy." Before flying squadrons were reactivated, the Aggressor concept was revived in the intelligence world and in new arenas: space Aggressors and cyber Aggressors.

Airman 1st Class Charles Brock, an intelligence analyst with the 547th Intelligence Squadron, briefs visiting Green Flag-West participants

In 1991 the 547th Intelligence Squadron had already been activated, replacing the 4513th Adversary Threat Training Group which had formerly supported the Aggressors. The 547th is a center for adversary tactics analysis and supports Red Flag and many other USAF customers.

In 2000, the 527th was resurrected as the 527th Space Aggressor Squadron; it moved from the Air Force Space Command to Air Combat Command in 2006, then back to the United States Space Force in 2020. Its mission is to train US, joint and allied military forces for combat with space-capable adversaries, with a focus on operating in an environment where critical systems like GPS and SATCOM are interfered with or denied.

In 2002, the 177th Information Warfare Aggressor Squadron was activated as a unit of the 184th Intelligence Wing of the Kansas Air National Guard stationed at McConnell Air Force Base. The 177th is often referred to as "cyber Aggressors."

In 2003, the 64th Aggressor Squadron was reactivated, absorbing the Adversary Tactics Division. In the same year, the 26th Space Aggressor Squadron was formed, with a similar mission to the 527th, and similarly reactivating a deactivated squadron; and the 507th Air Defense Aggressor Squadron was created to provide expertise on adversary air defense systems.

In a unique case of whiplash, the 65th was reactivated in 2006, inactivated again in 2014, then reactivated in 2022.

In 2007, the 18th Aggressor Squadron was stood up in Alaska, and the 57th Information Aggressor Squadron at Nellis. The 18th acts as do other Aggressor fighter squadrons to train USAF pilots, supporting Red Flag Alaska and other exercises in the Pacific region. The 57th IAS "cyber Aggressors" simulates enemy exploitation of command and control networks.



18th AGRS/Red Flag Alaska

All sorts of new concepts are swirling around the Aggressor world these days: contracted Aggressors, niche capabilities, expanded simulator infrastructure, integration of assets, 5th generation adversaries, pilot-intel crossflow trips. Exchange tours were introduced in the 2000s to include pilots and intel from the UK and Australia.

The Aggressor concept has expanded into every aspect of Air Force operations, reaching far beyond the world of air combat.

Roger Wells: “It doesn’t matter if the Air Force has got 13 wings or 39, the Aggressor part of the program is vitally important to the combat effectiveness of the military. I’ll tell you what I would do if I was God for a day, if I ran all the military in America. Ten percent of my forces would be Aggressors. Because I would want to be able, every day that I train, to go against a realistic enemy. I’d have the Aggressors in the Army, Navy, Marines, Air Force, space force, whatever. That would always be a part of it.”

And the Aggressor story continues . . .



ⁱ Davies, Red Eagles, 39

ⁱⁱ Davies, Red Eagles, 40

ⁱⁱⁱ Davies, Red Eagles, 32

^{iv} Davies, Red Eagles, 322

AGGRESSOR

T-38 Talon

1972-1975

The T-38 Talon is a twinjet supersonic jet trainer produced by American aerospace and defense company Northrop Grumman. The company built 1,187 T-38 twin-jet trainer aircraft and more than 72,000 USAF pilots have flown the T-38 since it entered service in 1961, when it was the world's first supersonic trainer. More than 500 aircraft remain in service with the US Air Force and National Aeronautics and Space Administration.



F-5 Tiger II

1975-1989

The Northrop F-5 is a family of supersonic light fighter aircraft initially designed as a privately funded project in the late 1950s by Northrop Corporation. There are two main models, the original F-5A and F-5B Freedom Fighter variants and the extensively updated F-5E and F-5F Tiger II variants. trainers.

F-15 Eagle

2006-2014

The F-15 Eagle is an all-weather, extremely maneuverable, tactical fighter designed to permit the Air Force to gain and maintain air supremacy over the battlefield. The first F-15A flight was made in July 1972, and the first flight of the two-seat F-15B (formerly TF-15A) trainer was made in July 1973. The Eagle's air superiority is achieved through a mixture of unprecedented maneuverability and acceleration, range, weapons and avionics.



AIRCRAFT



F-16 Viper
1989-Present

The General Dynamics F-16 Fighting Falcon is a single-engine multirole fighter aircraft originally developed by General Dynamics for the United States Air Force. Designed as an air superiority day fighter, it evolved into a successful all-weather multirole aircraft. Over 4,600 aircraft have been built since production was approved in 1976.



F-35 Lightning II
2022-Present

The Lockheed Martin F-35 Lightning II is an American family of single-seat, single-engine, all-weather stealth multirole combat aircraft that is intended to perform both air superiority and strike missions. It is also able to provide electronic warfare and intelligence, surveillance, and reconnaissance capabilities. Lockheed Martin is the prime F-35 contractor, with principal partners Northrop Grumman and BAE Systems. The aircraft has three main variants: the conventional takeoff and landing (CTOL) F-35A, the short take-off and vertical-landing (STOVL) F-35B, and the carrier-based (CV/CATOBAR) F-35C. The F-35 first flew in 2006 and entered service with the U.S. Marine Corps F-35B in July 2015, followed by the U.S. Air Force F-35A in August 2016 and the U.S. Navy F-35C in February 2019.

Initial Cadre

Lt Col Lloyd W. Boothby

Maj Arthur W. Hall

Maj Dawson R. O'Neill

Maj Ralph R. Schneider

Maj James A. Smith

Cpt Max R. Avers

Cpt Joe L. Burns

Cpt Marty J. Cavato

Cpt Edward P. Clements

Cpt Joseph D. Gorecki

Cpt Richard F. Hardy

Cpt Earl J. Henderson

Cpt Nicholas H. Hobbie Jr

Cpt Ronald W. Iverson

Cpt Gene E. Jackson

Cpt Charles L.G. Johnston III

Cpt Carmen A. Luisi

Cpt Robert E. Mayo

Cpt Rick Jaep

Cpt David P. McCuskey

Cpt George T. Mikita

Cpt Phillip A. Miller

Cpt Joseph L. Oberle

Cpt Michael C. Press

Cpt David L. Smith

Cpt Roy G. Stuckey

1st Lt Arthur S. MacDonald

1st Lt James K. Messer

1st Lt Michael J. Rosso Jr

1st Lt James E. Wiggs

1st Lt Bobby T. Workman

Former POWs:

Michael L. Brazelton

Ralph T. Browning



A TALE OF TWO DREGS

“A GCI story”

Dreg: n. [ME, fr. ON *dregg*; akin to L *fraces* dregs of oil, Gk *frassein* to trouble]

1. : sediment contained in a liquid or precipitated from it. 2 : the most undesirable part-usually used in the plural. 3 : GCI puke.



“Nuts” called and asked Jet and me to write something literate for the 25th Gomer (Windows 95 spell-check underlines Gomer when you type it-Bill Gates really is a geek) Reunion about Dregs, the all-purpose euphemism for GCI controllers invented by a desk-bound fighter pilot (more on that later). We were not among the original Aggressor controllers but were around when the 65th stood up and henceforth made a whole bunch of people famous.

Anyway, the first day in the 64th we pick up 6 flight suits and a nickname when Smitty and Moose meet head on in the doorway to the stinky, dinky GCI office. Smitty says “Jesus, watch where you’re going ya goddam moose.” After a 5-minute upgrade course signed off in our non-existent training records we’re on the way to Angel’s Peak in a 1967 Dodge six-pack with Stump, Critter and Clit (we really agonized over using Clifton’s nickname but that’s what it was and he still hates it). The truck was a piece of doo-doo, but good enough for a 17XX. We drive for an hour and a half to get to the radar site-it’s starting to sink in that we will do a 3 hour round trip to Angel’s Peak every day just to control missions. This will suck. Not only that but we have to drive past the Clark County home for teenage rapists and murderers who played football on gravel with 200lb German Shepherds. We spent all day in the bubble aiming various guys in little jets at other guys in big, ugly smoking jets populated with two USAF officers arguing to ask for our I.D. cards. In the unlikely event you could find somebody to debrief with it wouldn’t do any good because you couldn’t remember what you saw on the scope because of the 6 beers you had on the way down the hill. Besides “Beak” would always blame it on the dreg anyway.

After a week of the Angel’s Peak marathon you couldn’t find Jet. He’s flying around in somebody’s pit trying to be “Airborne Vector-Boy” – a very primitive AWACS. Moose is clueless in this air-to-air business until one day he gets up the nerve to sit in on a debrief with Pigpen, Rat, Gork, Joe-Bob and a host of other 414th toads. They got two or three hands each, poking themselves in the eye trying to make sense out of some furball when, after 45 minutes of revising history, Gork stands up with 4 different colored pieces of chalk and describes perfectly what everybody did and when they did it. Moose manages to get the guts to raise a hand and say “what’s BFM?” After they got through laughing he gets a personal course in corner velocity, the “egg” and the fine art of snap-shotting from Gork. Pigpen tried to explain it but he didn’t understand it-he just

did it. The fact that they took the time started me thinking that maybe there was a team here. I started reading books about Erich Hartmann and Adolph Galland-I was hooked.

NTTR Airspace



Fast forward to a TDY and a shot at trying to figure out how to kill an F-15. I mean this airplane was a quantum leap in aerial warfare. It was an autonomously lethal face-ripper that spelled the end of job security for a dreg (later

we found out that the more S.A. you have, the more you try and share it with others, thereby ruining their S.A.). Anyway, Rooster and A.T. figured out that Eagles like to go up so you just wait for them to come down instead of trading speed for altitude and an ass-whippin'. A.T. was fond of yelling "YOU GOT HIM TREE'D ROOSTER! GO GIT 'IM, BOY! HE'S GOT TO COME DOWN SOMETIME! THEN WE'LL (now it's WE, after rooster does all the dirty work) STRAP HIM ON AND ____ HIM 'TIL HE'S BINGO!" Right away I knew the "Kacksuckers" needed help so I deflected. Jet and me signed up for the \$100M political fly-off between the Tomcat and Eagle known as ACEVAL-AIMVAL. Jet goes with the Gomers because they had first choice and fries his brain on Buckhorn. We get a big head with visions of below-the-zone promotions from all this visibility and hangin' out with the greats and near-greats. All Moose got was free beer from Pigpen who lost the dollar-bill game every day after the last flight during our 4-hour tactics session with everybody but See-Liver who had bigger S.A. and preferred gin. (Quick! Name 5 dregs who made O-5 on active duty—times up).

OK, the 'Dreg' story. Back in the late 70's we were being chastised for "detached mutual support", leaderless tactics and excessive sideburns (never let the Navy into your program). Some guy even wrote a "Dear Boss, I quit" letter that's been periodically updated to reflect the ZTAF's (Zero Tolerance Air Force) aversion to

lessons learned. Anyway, in the midst of all this happiness a former fighter pilot Colonel from MPC came out to lie to the assembled flying community at the Nellis theater. He was in dress blues with 47 rows of air medals and talking with his hands about too many people, not enough cockpits and the cure called rated supplement. He had no clue there were GCI pukes in that sea of flight suits so he cited the 17XX career field as one that needed help because it had been “historically populated by the dregs of the Air Force”. I’m sitting next to Mom and we look at each other and say stuff like “I don’t feel like a dreg; do you? Nope, not me, I feel fine”. Waldo wakes up from his nap next to me (he’s asleep because he knows he’s headed for the airlines/NJANG) and gets up to leave, saying “I ain’t sittin’ next to no damn dregs.” Boy, you talk about instant leprosy. So, we were Dregs from that day forward. The only thing to do was work on the resume until Truck and Blade invented the “Dreg Party” and there was no longer a need to have a career as long as Jose Cuervo was in business. We still have the name of that Colonel, but won’t print it here because, like a lot of retired fighter pilots, he’s probably a lawyer.

That’s a snap-shot of Dregdom. It doesn’t speak for all the GCI pukes before or after us. But we’re old and can’t or shouldn’t recall all the war stories. We can say that being an Aggressor Dreg was the absolute best thing we did before or since in the ZTAF. Continue to check 6 and we’ll sign our real names for those of you who have known us for 20 years.



P.S. God put Dregs on this earth so WSO’S could have self-esteem.

Aggressor Squadrons Commanders

64TH AGRS

Lt Col L. W. Boothby, October 1972-1973
Lt Col Ernest J. Laudise, October 1973-1975
Lt Col Jerry H. Nabors, January 1975-1976
Lt Col Ronald R. Davis, July 1976-1978
Lt Col Ritchie F. Graham, January 1978-1980
Lt Col C. J. Henn, February 1980-1981
Lt Col Russell A. Everts, February 1981-1983
Lt Col Paul W. Harbison Jr., March 1983-1986
Lt Col Peter H. Fox, March 1986-1987
Lt Col Donald L. Sexton, March 1987-1988
Lt Col Michael R. Scott, March 1988-1989
Lt Col Roger E. Taylor, November 1989-1990

Deactivated, 1990 – 2003

Lt Col Edward A. Ingham, October 2003-2004
Lt Col Paul E. Huffman, February 2004-2006
Lt Col Gregory S. Marzolf, February 2006 – 2008
Lt Col Matthew Roberson - March 2008 -2009
Lt Col Kevin A. Wilson - December 09- 2011
Lt Col William S. Poteet - October 2011 – 2013
Lt Col Kevin P. Gordon - June 2013 – 2015



Lt Col "Boots" Boothby
2 DFCS
11 Air Medals
and the Purple Heart

Lt Col Raymond L. Daniel - May 2015 -2017
Lt Col Zachary D. Manning - June 2017 -2019
Lt Col Eric D. Gorney - December 2019 -2021
Lt Col Christopher R. Finkenstadt - July 2021 –Present

65TH AGRS

Lt Col Donald E. Madonna, January 1976 – 1978

Lt Col Rodney D. Gunn, January 1978 – 1978

Lt Col Harold R. Alston, March 1978 – 1978

Lt Col Stephen B. Dwelle, June 1978 – 1981

Lt Col Michael C. Press, May 1981 – 1983

Lt Col Charles L. Buzze, May 1983 – 1983

Lt Col Marvin R. Esmond, December 1983 – 1986

Lt Col James R. Nuber, January 1986 – 1988

Lt Col Michael J. Koerner, January 1988 – 1989

Deactivated, 1989 – 2006

Lt Col Larry A. Bruce, Jr. - January 2006 – 2008

Lt Col Thomas B. Bouley - February 2008 – 2008



Lt Col Murray N. Nance - July 2008 – 2010

Lt Col Paul M. Johnson - August 2010 – 2012

Lt Col Douglas A. Musselman - June 2012 – 2014

Lt Col Gregory S. Wintill - May 2014

Deactivated, 2014 – 2022

Lt Col Brandon J. Nauta - June 2022-Present



18TH AGRS

Lt Col Patrick T. Welch, June 2007 – 2010

Lt Col Andy Hansen, July 2010 – 2011

Lt Col Todd Emmons, June 2011 – 2012

Lt Col Phil Stodick, April 2012 – 2014

Lt Col David Graham, April 2014 – 2016

Lt Col Julio E. Rodriguez, June 2016 – 2016

Lt Col Gregory Keller, October 2016 – 2018

Lt Col Jason T. Monaco, August 2018 – 2020

Lt Col Randolph Kinsey, June 2020 – 2022

Lt Col Albert Roper, April 2022 – Present

4477TH TES

Lt Col G. E. Frick - no date available

Lt Col Gaillard R. Peck, Jr., October 1978 – 1979

Lt Col Earl J. Henderson, August 1979 – 1980

Lt Col Thomas Gibbs, June 1980 – 1982

Lt Col George S. Gennin, August 1982 – 1984

Lt Col Phillip W. White, July 1984 – 1986

Lt Col John T. Manclark, January 1986 – 1987

Lt Col Michael R. Scott, November 1987 – 1988

Maj James D. Mahoney, April 1988



414TH CTS/ATD



Lt Col Roger Taylor, October 1990 – 1991

Lt Col Mark DuLaney, November 1991 – 1993

Lt Col John Davee, November 1993 – 1994

Lt Col Dave Brackett, July 1994 – 1996

Lt Col Ray Dissinger, June 1996 – 1997

Lt Col Dale Burton, November 1997 – 1999

Lt Col Billy Horn, November 1999 – 2001

Lt Col Craig Underhill, August 2001 – 2003

Lt Col Ed Ingham, January 2003 – 2003

26TH AGRS



Lt Col Ralph A. Riddell, August 1975 – 1976

Lt Col Harry L. McKee, December 1976 – 1978

Lt Col Thomas W. Williams, October 1978 – 1980

Lt Col Ronald N. Running, July 1980 – 1981

Lt Col Burton R. Moore, March 1981 – 1981

Lt Col Ralph B. Femrite, July 1981 – 1983

Lt Col Harold S. Storer Jr., October 1983 – 1985

Lt Col Edward H. Allen, July 1985 – 1987

Lt Col William H. Finocchio, July 1987 – 1989

Lt Col William J. Heitzig, July 1989-1990

Deactivated, February 1990

26 Space Aggressors Activated, August 2007

Lt Col Robert J. Rysavy II, August 2007 – 2011

Lt Col Daniel Bourque, October 2012 – 2015

Lt Col Frank Kincaid, July 2015 – 2017

Lt Col Laura E. Kohake, July 2017 – 2019

Lt Col Jeremy D. Nutz, June 2019 – 2021

Lt Col Timothy Paget, June 2021 – Present

AVTECH
research corporation



"Congratulation to the USAF Aggressors for 50 Years of Outstanding Service to the Air Force, Navy, Marines, and Many, Many Nations from around the World during their RED FLAG Deployments" - Job Well Done!!!!"



527TH AGRS

- LTC Bruce G. MacLennan, April 1976 – 1978
- LTC Thomas C. Lesan, April 1978 – 1980
- LTC Jay C. Callaway Jr., January 1980 – 1981
- LTC Robert W. Mendell, December 1981 – 1983
- LTC Van C. Sanders, May 1983 – 1985
- LTC Rodney P. Kelly, June 1985 – 1986
- LTC Richard O. Burroughs, April 1986 – 1987

- LTC James E. Collins, April 1987 – 1989
- LTC James L. Wisdom, April 1989 – 1990

Deactivated, September, 1990

527 Space Aggressors Activated, June 2007

- Lt Col Rudolph Butler III, June 2007 – 2009
- Lt Col Timothy P. Franz, February 2009 – 2011
- Lt Col Robert J. McMurry, March 2011 – 2013

507TH ADAS



Lt Col Matthew Nicholson Former Commander of 507th

- Lt Col David E. Genevish, November 2004 – 2006
- Lt Col Robert Smith, September 2006 – 2008
- Lt Col Jeffrey P. Sundberg, August 2008 – 2010
- Lt Col Gary R. Dawson, June 2010 – 2012
- Lt Col Matthew J. Nicholson, June 2012 – 2014
- Lt Col Jared J. Hutchinson, June 2014 – 2016
- Lt Col Joseph Mark, June 2016 – 2018
- Lt Col Glendon C. Whelan, June 2018 – 2020
- Lt Col Ruben R. Amezaga, May 2020 – 2022
- Lt Col Anthony E. Lim, May 2022 - Present



57TH IAS

Lt Col Rudolph Butler III, June 2007 – 2009

Lt Col Timothy P. Franz, February 2009 – 2011

Lt Col Robert J. McMurry, March 2011 – 2013

Lt Col John S. Robin, February 2013 – 2015

Lt Col Andrea R. Maugeri, February 2015 – 2017

Lt Col Eric A. Flattem, 31 March 2017 – 2018

Lt Col Nikita S. Belikov, 12 October 2018 – 2021

Lt Col Brian S. Hale, 1 July 2021 – Present



Special Thanks

to these fellow Aggressors for making this 50th Anniversary Reunion a reality

Aggressor Volunteers

Capt. Calvin "Moose" Boerwinkle
SSgt Heather "Ocho" Rowell
Flt Lt Richard "Slip" Nott
Capt Justin "Ranch" Hand
A1C Mason Rodgers
SrA Chloe Valinsky
Mike "Yogi" O'Neal
Col. Derek "Tazz" Routt
MSgt Jordan "Atlas" Bass
Patricia DuLaney

Reunion Coordinator
Reunion Publication and Banquet Coordinator
Top Golf Coordinator
Hospitality Suite Director
Banquet Coordination Asst
Banquet Coordination Asst
Audio / Visual Programs, Aggressor History
Master of Ceremonies
Information Technology
Graphics

Your Aggressor Association Board of Directors

Dan "Truck" Futryk
Paul "Biff" Huffman
Dida Clifton
Mark "Derelict" Stevens
Sam "Frog" Clemens
Reina Pennington

Reunion Chair
Sponsorship Coordinator
Kept the money flowing
Membership Database
Registration and Corporate Knowledge
Aggressor History

Nellis AFB

Bob Jones and "Pedro" Martinez
Nellis AFB Honor Guard
Team Nellis and the Nellis Aggressor Nation

Aviation Nation Airshow

Industry

Sahara Hotel and Casino
Av Tech Concepts
Triple J Bus Tours

Jerry Mautner, Event Coordinator
Duy Pham, Director
Jim Layman

Thanks to all for your dedication and hard work

Mark "Dula" DuLaney
Aggressor Association, President





NOTES



AGGRESSORS: AMERICA'S FINEST IN AIR COMBAT TRAINING

JT4 congratulates the Aggressors on 50 years of driving
U.S. military air dominance.



TEST / TACTICS / TRAINING / TECHNOLOGY

JT4LLC.COM





Here's to another 50 years
of forging the force