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Boeing F-15A/B/C/D Eagle (part II)

The second part of the monograph on the F-15 Eagle air superiority fighter aircraft brings the introduction of the fighter into service in the US Air Force, the organization of the training and improvement of tactical aviation personnel, the sequence of rearmed units and their tasks during the Cold War rivalry, structural changes in the face of new challenges, as well as a rich description of combat use.

From the budget for 1973, 23 F-15A and 7 F-15B. The aforementioned self-

The flights were mostly in the first unit, equipped with the F-15 - 58th TTFW. This stationed unit at Luke Base in Arizona and

Until now, she was responsible for the training of Pilot training on the F-104, F-4 and F-5.

The wing had the 69th TTFS (F-104 - training foreign pilots), 426th TTFS (F-4C/D) 425. TTFS (F-5 - foreign training) and the 550th TTFS (F-4C/D). In 1974.

the formation of two additional squadrons, They were 461.

and the 555th TTFS. As the first, autumn

1974, the rearmament began 555. TTFS. In 1975, he flew the F-15A/B In addition, the 550 were rearmed. TTFS. In April 1977, the name 58th TTFW changed to 58th TTW, the names of the subordinate squadrons. In August 1979, the

moving F-15A/B squadrons (461, 550, and 555.) and an F-5 squadron (425.), to the newly formed 405. TTW. In January 1981, the 405th TTW

another squadron from the 58th Fighter Squadron arrived

- 426. TTS, simultaneously armed from Phantom II to F-15A/B and the new F-15D. 405. TTW by twelve years, until 1991, he conducted training of personnel on Eagle. In 1988-89, the 461st TTS was rearmed with the F-15E, he undertook the training of personnel for this type of Aircraft.

From 1983 onwards, personnel on the F-15 were

prepared in one more wing - 325. Main The purpose of the wing was Staff training for units air defense fighter jets The United States, while the 405th TTW personnel of F-15 units are assigned to the

for Tactical Air Command (TAC) and for regional commands. - USAFE (Europe) and PACAF (Far East). The 325th Battalion included the 1st, 2nd and 95th TTS, all equipped with F-15A/B.

At the end of 1991, the USAF a great reorganization began, to adapt forces to the new, post-Cold War situation. The TAC and SAC commands have ceased to exist, and in their place will be created

o - Air Combat Command (ACC), which was also responsible for the defence of Air. Gradually in the years 1991-93 all F-15 training concentrated in the 325th TTW, appointed to the 325th Fighter Aviation Division and for Air Education and Training Command (AETC). In 1992, 550. TTS/405. TTW was rearmed with F-15E, and the 555th TTS was disbanded. Soon after, the 426.

TTS. From now on, the training only 325 respond to the F-15. FW, which has been training pilots since 2003 also on the F-22A. Currently in the 325th Fighter Aviation Division

there are two F-15 squadrons - the 2nd and 95th FS.

1. FS uses F-22A.

Cold war

The first combat unit that has been equipped with Eagle, was the 1st TFW, transferred from the base,

MacDill to Langley, Virginia

In June 1975. Wing, fly- Phantom II, was supposed to in its line-up of the 27th, 71st and 94th TFS. The rearmament of the 1st TFW has started

January 1976 and a year later wing was ready to operate on a new type of aircraft.

The 1st TFW was subordinate to the command of the 9th AF

and was intended to strengthen the NATO forces in Europe in the event of a war with the Warsaw Pact.

More F-15s produced was referred to USAFE. First rearmed was the 36th TFW equipped with F-4D. The 36th TFW consisted of of the 22nd, 53rd and 525th TFS. 36. TFW was under the command of the 17th AF located in the

in Germany. The first two F-15As arrived in Bittburg on January 5 1977 They were used for the training of ground personnel, in the operation of the new aircraft. During this time, the flying staff The 525th TFS underwent training in Langley. April 27, 1977 20 F-15A and 3 F-15Bs included in the The 525th TFS made a group flyby from Langley to Bittburg. To the end 1977, the entire wing was leased to the in the F-15, at the same time achieving operational readiness.

From the end of 1977 on the F-15A/B

another wing was rearmed in the USA - the 49th TFW from the Holloman base

in the state of New Mexico. First F-15A/B were delivered to 49th TFW in October 1977.

They went to the 7th TFS, the remaining Squadrons, the 8th and 9th TFS received the F-15A/B in January and in April 1978.

49. TFW has achieved operational readiness subordinate to 12. AF

In the fight for air superiority, the F-15 Eagle fighters work closely with the E-3 Sentry early warning and control aircraft, which allows them to take full advantage of their advantages, contained in the concept: "first I see - first I shoot - first I hit". Photo. USAF

The first USAF combat unit to be rearmed with the new fighters was the 1st TFW from Langley Air Force Base in Virginia. Each of the squadrons had fulltime wings 24 F-15A/B, a total of 1st TFW received 72 F-15A/B, achieving operational readiness at the beginning of 1977. USAF

Soestenberg on the basis of the bilateral agreement between the governments of the Netherlands and the United States. The 32nd TFS was placed under operational control of the RNAF command. The F-15A/B was in service with the 32nd TFS from November 1978 to June 1980. The remaining four squadrons of the USAF regular forces, equipped with F-15A/B, belonged to the 1st AF of the TAC Air Space Defense Command. These were the 5th FIS from Minot Air Force Base in North Dakota

Aug. 5. FIS - from December 1984 to go in Bittburg (West Germany). Listed April 1988 (disbandment of the squadron), 48th FIS - from August 1981 to mid-1991 (dissolution of the squadron), 57th FIS - from the beginning of 1982 to June 1986 (rearmament to F-15C/D) and 318th FIS - from June 1983 to October 1989 (dissolution of the squadron).

In July 1979, the first F-15Cs, and later also the F-15D began to reach the 67th TFS/18th TFW based in Kadena, Okinawa

Four squadrons were the first to receive the target variant F-15C/D (but not yet F-15C/D MSIP II). In 1981-82, the

The F-15C/D was also rearmed with the 1st TFW (27th, 71st and 94th TFS) from Langley Air Force Base in Virginia, and a year later two more squadrons (422nd and 433rd TFS) from the 57th FWW from Nellis Air Force Base in Nevada. At the same time, in 1983-84, the F-15C/D also went to the 33rd TFW (58th, 59th and 60th TFS) from the Eglin base in Florida.

Released from the 1st, 33rd and 36th TFWs and from the 32nd TFS, the F-15A/B was used to rearm four interceptor squadrons (5th, 48th, 57th and 318th FIS) and 325th FWW (1st, 2nd and 95th FIS) from Tyndall Air Force Base in Florida and 21st TFW (43rd and 54th TFS) from Elmendorf Air Force Base in Alaska (subordinate to the

11th AF). In the second half of the 1980s, the F-15C/D MSIP II was put into service, which was first sent to the 36th TFW (22nd FIS), and the 53rd TFS, the aircraft of the 525th TFS were upgraded to this variant). The newly produced F-15C/D MSIP II also received the 33rd TFW.

Withdrawn

of these units, the older F-15C/Ds gave the opportunity to replace the F-15A/B

in the 21st TFW (Alaska) and in the 57th FIS (Iceland). In November 1989, production of the F-15C/D came to an end, the last aircraft were delivered to units at the beginning of the following year.

In the new conditions

The end of the 80s brought an end to the Cold War rivalry and the first major reductions in the armed forces of states. In the years 1988-89 the 5th and 318th FIS were disbanded, in 1991, the 48th FIS, and in 1994 also the 57. FIS, the last regular unit of the Air Defence Aviation. From at that point in time, the whole (limited by (defence) tasks related to the defence of

US air force was taken over by ANG.

In view of the above and the In view of the completion of the F-15 fighter units the need to train new

was intended to strengthen the U.S. forces in the Far Away East

In 1978, it was the turn of the 33. TFW based in Eglin, Florida and consisting of the 58th, 59th and 60th TFS. The 33rd TFW was the second wing of the 9. AF equipped with the new aircraft F-15A/B. Unit

- like the 1st TFW - it was designated for USAFE support, but its second task was to strengthen the U.S. forces in the Middle East.

In Europe, the F-15A/B is used for a trans-armed

the F-15A/B Netherlands, was also used in the following periods.

In addition to typical training aviation units, from June 1977 the 422nd TES/57th FWW from Nellis Air Force Base also flew the F-15A/B. The unit's task was to develop optimal air combat tactics and advanced tactical training of flying personnel for this type of aircraft (from 1980 the squadron received F-15C/D).

Photo. USAF



belonging to the 25. Air Division (defence of strategic bases between intercontinental missiles

48th FIS from Langley in Virginia from the 23. Division Air Force (defense of Washington, D.C.) and New York), the 57th FIS from Keflavik in Iceland belonging to the Air Force Iceland (Northeast Defense) U.S.

and the 318th FIS from McChord, State Washington, which is part of the 25. Aviation Division (defence of the Northern-Northern Division)

Western approaches to the territory USA). The 32nd TFS, based in

(Japan), replacing the F-4E in it.

The 18th TFW was subordinate to the 5th AF, included in the

PACAF. Soon

after the 67th TFS, their F-4Es began to also mention the 44th TFS and the 12th TFS, respectively in October 1979.

and in January 1980. Late

1980, the 18th TFW achieved a ready operational capacity, being the first combat unit, fully equipped with a fully equipped with the new F-15C/D.

In 1980, the F-15C/D replaced the F-15A/B in the 32nd FIS in Soestenberg (Netherlands) and in 1980-81 three squadrons were armed with them (22., 53rd and 525th. 36. TFW stationed





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pilots on this type of aircraft
It was taken over by 325.
TTW renamed 325th FW

and from 1 June 1992 subordinated to the
1st AF Air Combat Command.

1. AF focused detection units

and command, and exercising
operational control over ANG fighter
squadrons assigned to air defense
tasks. Until 1995, the only aviation
unit of the 1st AL was the 325th
FW. In 1995, it was rearmed with
the F-15C/D (as the last regular
unit) and transferred to the AETC,
which sanctioned its role as a
training unit. The takeover of
training tasks by the 325th FW
made it possible to disband the
405th TTW, along with its F-15C/D
squadrons of the 426th and 555th,
while the 461st and 550th
squadrons rearmed with the F-15E
went to the

58th FW, training F-15E and F-16C
pilots (310th, 311th and 314th FS) in
strike missions. In 1992, just after
Operation Desert Storm,

The 49th TFW rearmed from the F-15A/B
to the F-117A (at the same time the name
of the unit was changed to the 49th FW).

From 1993, the formation of new
type wings began, adapted to be
quickly transferred to the area of
crisis or local conflict and to
perform various tasks there with
minimal basic and logistical
security. One of them was the
366th FW, which was rearmed
from the F-111 to aircraft of various
types.

In 1992-93, entering the
the 366.TFW 390th ECS was
rearmed from EF-111A aircraft
in the F-15C/D, which was possible
thanks to the dissolution of the 32nd
TFS and the 57th FIS (390th FS/366th
FW). The 391st TFS, on the other hand,
replaced its F-111Fs with F-15Es (391st
FS/366th FW).

The permanent base of the 366th FW
was still Mountain Home, Idaho. Later,
however, the concept of wings,

and the expedition group has changed.

In place of the "super-wings", the so-called
expeditionary wings were formed.

In Europe, the first to be rearmed with new fighters was the 36th TFW USAFE,
based in Bittburg (Germany). Operational readiness wing on a new type of aircraft
obtained at the turn of 1976-77.

Photo. USAF

The first air defense fighter squadron rearmed with the F-15A/B
ANG was the 101st FIS/102nd FIW of the Massachusetts National Guard, based at Otis
(1987).

Photo. USAF



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temporary units in a given theatre of
war operations, which took
command of the squadrons
assigned to them, assigned to them
from different units. In this way, it
was possible to periodically rotate
individual squadrons, and the
continuity of command and
supply was maintained both in
the mission area and in
permanent bases. Therefore, the
366th FW was gradually
transformed into a "regular" F-15
wing, almost identical to the 48th
FW from the United Kingdom,
also having two F-15E squadrons
and one F-15C/D squadron in its
composition.

from Elmendorf, thus the entire 366th
FW was equipped with F-15s,
including the 390. They are to be
operated in it until 2009, then the
366th FW will be in service with the
F-15C/D.

fully equipped with the F-15E.

In 1994, the 36.

TFW in Germany, and the F-15C/D MSIP II
of its 22nd TFS have made it possible to

reinforcement of the 493rd FS/48th FW from
the Lakenheath base in the United Kingdom.

At that time, the entire 48th FW
exchanged their F-111Fs for F-15s, with
its other two squadrons (492nd and
494th FS) receiving F-15Es. In addition
to the already mentioned 48th FW, one
F-15C/D squadron was also sent to the
52nd FW in Spangdahlem, Germany. It
was the 53rd FS transferred here from
the 36th TFW. However, in 1999, the
53rd FS was disbanded and its F-15C/D
aircraft were sent as a supplement to the
1st and 48th FWs, which was related to
the re-increasing (since the end of the
Cold War) number of aircraft in
squadrons from 18 to

After

these moves, the number of wings
fully equipped with the F-15C/D
dropped to four:

1. FW (27., 71., 94. FS) from Langley,
The 33rd FW (58th, 59th, 60th FS) from
Eglin, the 325th FW (1st, 2nd and 95th
FS) from Tyndall and the 18th FW (12th,
44th, 67th FS) from Kadena. In April
1999, the 59th FS was disbanded and
its aircraft were disbanded.

ordered to the other squadrons

33rd FW (58th and 60th FS). In April 2000,
the 18th Third Estate was excluded from the

12th Fighter Squadron and transferred to 3rd
FW in Elmendorf, Alaska, with only two
squadrons remaining in 18th Fighter
Squadron

F-15C/D - 44th | 67. FS. In 2005-07,
two squadrons of the 1st FW (27th
and 94th FS) were rearmed into

F-22A, only the 71st FS remains on the
F-15C/D In

addition to the four wings mentioned
above, there are two more in the USAF
in which the F-15C/D is used alongside
the F-15E. One of them is

48th FW, based at Lakenheath,
United Kingdom and belonging to the

3. AF USAFE. The wing has

493rd FS with F-15C/D and 492nd and
494th FS with F-15E. The second such unit

is the 3rd FW from Elmendorf, Alaska.

It was established in 1994 as a result of the
reorganization of the 21st Fighter Aviation Team, to
which

F-15C/D squadrons: 19th FS (former
43rd TFS) and 54th FS added 90th FS
to F-15E. Today, the 12th and 19th FS
are still in use the F-15C/D, while the
90th FS and the newly formed 525th FS
are in the process of being rearmed with
the F-22A.

The Eagles in the F-15A/B National
Guard were delivered to the ANG
in 1985-91, when almost all regular
units had already been rearmed
with the F-15C/D. Eagle ANG
performed tasks either in the air
defense system, already described
earlier (two squadrons), or were
"ordinary" air superiority units,
intended in the event of war to
strengthen tactical aviation. In the
group of air superiority fighter units
there were four squadrons: 110,
122, 128 and 199. TFS, and in the
group of air defense fighter units
there were two squadrons: 101.

and the 123rd FIS.

The first F-15A/B in June 1985
received the 122nd TFS/159.

F-15C Eagle fighter aircraft (85-0114 factory no. 969/(356), bearing the markings of two victories on the fuselage in Operation Desert Storm. Capt. Cesar "Rico" Rodriguez of the 58th TFS won a victory over the MiG-29 on January 19, 1991, and on January 26, 1991, the same pilot shot down a MiG-23.

Drawing by Robert Gretzyngier



TFG of the State National Guard Louisiana, stationed at New Orleans Naval Base. Initially, he received a plane In the late 1992 series, the 122nd TFS used these aircraft from March 1992 until the end of 2007, when the unit was rearmed with the F-15C/D (the rearmament process began in July 2006). From June 1986 to May 1987, the 128th TFS/116th TFW of the Georgia National Guard was equipped with F-15A/Bs. The unit is stationed at Dobbins Air Force Base. The squadron's F-15A/Bs came from several different wings: the 1st, 36th and 405th Squadrons. From March 1992, it was called the 128th FS, and in 1996 it underwent a bizarre transformation - it was rearmed from the F-15A/B to the B-1B, becoming the 128th BS/116th BW; The 128th FS handed over its aircraft in 1996 to the 199th FS. The third ANG tactical fighter squadron to receive the F-15A/B was the 199th TFS/154th CG of the State of Hawaii, based in Hickam. The rearmament to the F-15A/B took place in March-May 1987, and the aircraft came mainly from the 43rd TFS/21st TFW (Alaskan Air Command), rearmed with the F-15C/D. Since March 1992, the unit has been called the 199th Fighter Squadron.

Two-seat F-15B of the Air Defense Fighter Squadron of the 123rd FS/142nd FW of the Oregon National Guard, based at Portland International Airport. The 123rd FS/142nd FW was rearmed with the F-15A/B in 1989 and has been successfully operating this type of aircraft to this day.

FS. Unlike the other that are sent in the event of war or crisis to the ACC (previously to TAC) 199th FS is mobilised by PACAF. In 1996, the 199th FS were hit by F-15A/B now-production series of garments after the 128th FS in 128th BS. In 2006, the squadron was equipped with the F-15C/D,

received from the 1st FW. As the last yes - changed to 110th FS/131st FW. On

ANG F-15A/B received the 110th TFS/131st TFW

Missouri National Guard based at Lambert Field Airport, international para-air service to St. Petersburg.

Louis. The rearmament from the F-4E is in progress.

May to September 1991.

In March 1992, the name of the unit

The F-15A/B of the 110th FS flew until 2005.

The first air defense

fighter squadron rearmed with the F-15A/B was the 101st FIS/102 FIW of the Massachusetts National Guard, based in Otis. In September 1987, it took over the aircraft after the disbandment of the 5th FIS of the regular forces. In March 1992, the units were renamed 101st FS and 102nd FW. In 2007, the squadron received the F-15C/D from the 90th FS/3rd FW (rearmed with the F-22A) and has been using these aircraft to this day. However, in 2008, the squadron is to be transformed into a military intelligence squadron, transferring its aircraft to the 104th FW, in which the 131st FS (until recently to the A-10A) began to rearm with the F-15C/D. The unit is stationed at Barnes Airport in Massachusetts. The second was the Oregon National Guard's 123rd FIS/142 FIG, based at Portland IAP International Airport. Its F-15A/Bs came from the disbanded 318th FIS regular forces, and the rearmament of the unit lasted from May to October 1989. After the 325th FW was rearmed from F-15A/B to F-15C/D in June 1995, it was possible to equip another National Guard squadron: the 159th FS/125th FW of the Florida State National Guard with F-15A/B. The vessel is stationed at Jacksonville International Airport, but it is maintained at the

SHORTCUT EXPANSION

TTFW- Tactical Training Fighter Wing - Taktyczne Szkolne

Skrzydło

Myśliwskie TTFS - Tactical Training Fighter Squadron - Taktyczny

Szkolny Dywizjon

Myśliwski TTW - Tactical Training Wing - Taktyczne Skrzydło

Szkolne TTS - Tactical Training Squadron - Taktyczny Dywizjon

Szkolny TAC - Tactical Air Command - Dowództwo Lotnictwa

Taktycznego SAC - Strategic Air Command - Dowództwo Lotnictwa

Strategicznego

ACC - Air Combat Command - Dowództwo Lotnictwa Bojowego

AETC - Air Education and Training Command - Command of

Aviation Training and

Education FWW - Fighter Weapon Wing - Combat Application

Wing TES - Tactical Evaluation Squadron - Combat Improvement

Squadron

TFW - Tactical Fighter Wing - Tactical Fighter Wing TFS

- Tactical Fighter Squadron

AF - Air Force - Air Force

FIGS - Fighter Interceptor Group - Fighter Group

Przechwytyjących

FIW - Fighter Interceptor Wing - Skrzydło Myśliwców

Przechwytyjących

FIS - Fighter Interceptor Squadron - Fighter Interceptor

Squadron ANG -

Air National Guard - FW National Guard Aviation -

Fighter Wing - Fighter Wing

FS - Fighter Squadron - Fighter Squadron

ECS - Electronic Combat Squadron - Squadron of Electronic

Combat

TFG - Tactical Fighter Group CG

- Composite Group





The first ANG Air Superiority Fighter Squadron rearmed with the F-15A/B was the 122nd TFG/159th TFG of the Louisiana National Guard, stationed at New Orleans Naval Base (1985). The photo shows a late-series F-15A with a target suspended under the fuselage, towed for air firing. Photo. USAF

there is also a subdivision in Homestead, Florida. The 159th FS continues to use the F-15A/B and is expected to change its aircraft in 2008-09 to the F-15C/D, which will be transferred to them by the 390th FS, after rearmament with the F-15E. In 1997, the 173rd FW was formed at Kingsley Field, Oregon, initially with F-15Bs, this unit took over the training of F-15 ANG crews, after the 325th FW rearmed its one squadron with F-22A. The 173rd FW took over the 114th FS based at the same airfield, flying the F-16A/B ADF and previously part of the 142nd FW. A year later, the rearmament with the F-15A/B began. In 2006-07, the 114th FS also received F-15C/Ds transferred by regular forces.

composed of two squadrons: 27th and 71. TFS). In September 1990, the 58th TFS/33rd TFW arrived at the Tabuk airport. The last squadron to go to the Persian Gulf region was

53. TFS/36. TFW. It was incorporated into the 4th TFW (P) based in Al Kharji, Saudi Arabia. In this way, nearly 100 USAF F-15s were in the region. In the autumn of 1990, more F-15 units were transferred to the Incirlik base in Turkey. They later took part in offensive actions over northern Iraq. These were the 525th TFS/36th TFW and the 32nd TFS/32nd TFG. About 50 F-15s were operating from Turkey. The first air battles took place on January 17, 1991.

during the first massive missile and air strike by the forces of the anti-Iraqi coalition.

It was one of the first, flying at a very low altitude, into Iraqi airspace m.in. a group of F-15E fighter-bombers, whose task was to strike permanent Al Hussein ballistic missile launchers, located at some airfields in the western part of the country. In order not to prematurely expose the entire strike force, their fighter escort

It followed them, at an altitude of about 10,000 m. Along with the F-15C, EF-111A electronic warfare aircraft were flying, hindering the work of the Iraqi air defense system. The fighters were divided into two groups, eastern and western. The F-15C group of the 1st TFW flew east of the route of the strike group, and the group of the 33rd TFW - west. Both groups consisted of two sections. As expected, the Iraqis detected the strike group late and their fighter planes took off just at that moment to go straight under the missile fire of the F-15Cs flying from the rear in pursuit of the F-15Es. The F-15C flight of the 71st TFS/1st TFW, Capt. Steve W. "Tater" Tate, was guided west of Baghdad by an AWACS E-3 aircraft on a Mirage F1EQ and shot it down with an AIM-7M missile. The western group from the 58th TFS/33rd TFW had more luck. Eight F-15Cs approached the auxiliary Mudaysis airfield just as other American planes were just returning from the impact. Because they encountered strong air defense in the area of the targets and were forced to maneuver sharply during the attack, they returned individually or in pairs, at high speed

A Capt. Richard "Kluso" Tollini, who was leading the F-15C group, spotted two planes circling north of Mudaysis on his radar. However, Tollini was not sure whether these were enemy or American aircraft. Meanwhile, from the direction of Al Assad, a second enemy pair was approaching the Eagle formation. The section led directly by Tollini was grouped in a broad front, while the second section of the eight, led by Capt. Rob "Chees" Graeter, flew in the rear, in the cover of the first section, grouped in a staircase to the left. Capt. Tollini, tracking "his" pair on radar, still could not decide to attack, against the rapidly approaching planes, which at that moment were at a distance of about 55 km, directed the second pair from his section, led by Capt. Jon "J.B." Kelk. Captain Kelk, protected by Capt. Steve Williams, had some problems with capturing the enemy on his radar, but he managed to do it only at a distance of about 45 km. There was still no confirmation whether it was an opponent, although he certainly did not answer the "friend-stranger" question. At this point, at a distance of approx. 40 km

The U.S. reacted very quickly to the Iraqi invasion of Kuwait, sending the 71st TFS/1st TFW to Saudi Arabia (Dhahran base) as early as August 7, 1990 (five days after the Iraqi attack). It was the first unit to arrive in the Persian Gulf region as part of Operation Desert Shield (the 1st TFW took part in Operation Desert Storm)

Since 1993, only the 325th FW has been responsible for training on the F-15 Eagle, which has been additionally training pilots for aircraft since 2003. fighter dominance in the air of the F-22A Raptor. Photo. USAF



The warning station alarmed Kelka that the alien radar switched to the "target interception" range and identified it as a MIG-29 on-board station. The American already had the AIM-7M missile ready to fire and immediately fired it. At the moment of launch, he closed his eyes so as not to be blinded by the flash of the take-off missile, but because of this, he could not see whether it had come off the launcher. At this point, he released a series of anti-radiation dipoles

and made a series of violent defensive maneuvers, as his warning station informed him that the enemy had also fired his



The U.S. reacted very quickly to the Iraqi invasion of Kuwait, sending the 71st TFS/1st TFW to Saudi Arabia on August 7, 1990 (five days after the Iraqi attack). The squadron flew in four groups of six aircraft, non-stop from Langley to Dhahran Air Force Base in more than fourteen hours, with eight or nine refuelings in the air! Photo. USAF

One of several F-15C Eagle fighter aircraft bearing the name "Gulf Spirit", this example (No. 85-0102 Factory No. 955/ (344) scored three victories during Operation Desert Storm. Capt. David Rose shot down an Iraqi MiG-23 on January 29, 1991, and Capt. Anthony Murphy shot down two Su-22s on February 7. The plane in a later camouflage.

Drawing by Robert Gretzyngier



Rocket. However, he remained on the axis of the goal,

while trying to re-capture the target for "tracking" and fire a second missile. His leader was also prepared to attack, in case his leader made a sharp maneuver from the target. At that moment, however, Sparrow struck, and both pilots saw a distant flash of the explosion, which was recorded by their video cameras. At this time, the second Iraqi turned around and drove away at maximum speed, rapidly decreasing altitude. At the same time, the attack on the first pair of airfield, apparently with the intention of F-15Cs was carried out by the joining the fight. The enemy planes enemy group they were following. Capt. Tollini dodged violently, leaving the field for his lead, Capt. Larry "Cherry" Pitts. However, because Tollini confused the buttons and instead of releasing

anti-radiation dipoles Captain Pitts, seeing a strong flash on his leader's aeroplane, was convinced that it had been hit. Pitts decided to break off the attack and turned after Tollini. At the same time, both opponents also turned 180°, moving away to the north-west.

When the eight F-15Cs retreated at maximum speed, rapidly towards Al Assad, Mirage F1EQs began to take off from Mudaysis time, the attack on the first pair of airfield, apparently with the intention of F-15Cs was carried out by the joining the fight. The enemy planes enemy group they were following. Capt. Tollini dodged violently, leaving the field for his lead, Capt. Larry "Cherry" Pitts. However, because Tollini confused the buttons and instead of releasing

An airplane in the faint lights Airport. The fired Sparrow hit the enemy plane at the moment when it was detaching from the runway. The driver behind him tried to avoid the remains of the leader, falling on the runway, but during this maneuver he fell on his back and caught fire, turning into a fireball a moment later. Graeter was credited with both victories, although he only shot at one opponent.

Further air battles took place when a group of 40 F-16Cs armed with 908 kg demolition bombs was tasked with blocking the Al Taquaddam airfield. Eight F-15Cs of fighter cover flew in front of the strike group, whose task was to sweep out Iraqi fighters. This group belonged to the

58th TFS/33rd TFW, and its commander was Capt. Charles "Sly" Magill. The strike group was accompanied by four F-4G Wild Weasel air defense fire breakthrough aircraft, covering it from the anti-aircraft missile systems that were deployed in the target area. Additional radio electronic protection was provided by two EF-111A, remaining at a distance, behind the entire force. Their direct cover was 8 F-15Cs from the 1st TFW. This group was also under Magill's orders. The whole group crossed the border in the altitude range of 9000-10,000 m, immediately afterwards receiving a message from AWACS E-3 that a pair of Iraqi fighters was on duty about 30 km south of the target, and the RC-135 electronic reconnaissance identified their radar stations as MIG-29 radars.

Magill's group located a pair of MiG-29s using its own radars from a distance of about 130 km. They circled low (about 500 m), at low speed. At 110 km, F-15 radars signaled readiness to switch to tracking and start engaging targets, but Magill ordered his group to wait, coming closer for greater effectiveness. Switching the station to tracking would alarm

MIG-29, the surprise effect would be Lost. At a distance of 90 km, the second section of the F-15C, Richard "Kluso" Tollini, who was not allowed to shoot down the enemy during the night battle, asked for permission to leave and head

towards Al Assad, where he expected to meet other Iraqi fighter jets. Magill, however, feared that there might be another Iraqi group circling somewhere, so he kept him with him for the time being. Only

at a distance of 75 km, when his radar "saw" an area 70-80 km north of the attacked group, he decided to send the second section towards Al Assad. At the moment when the F-15Cs were preparing to attack, both sections moving away from each other were fired upon by S-75M missile squadrons.

The F-15C group in vigorous maneuvers broke into pairs, with a simultaneous descent to about 3000 m. At this point, Magill moved the first pair to attack the MiG-29s circling in the zone, ordering the second pair to cover. The MiG-29s still maintained a low altitude (500 m) and a speed of 700 km/h. When the pair of F-15Cs approached at a distance of about 50 km, the MiG-29s turned north-east, slowly moving away towards their own airport. Magill assessed this as a change in the duty area, expecting more Iraqi planes. The Americans maintained a speed of 925 km/h (500 knots) at that time, approaching the MiG-29s, still maintaining 700 km/h. Still, the distance was too great for an attack from the rear hemisphere, Magill ordered the boost to be activated and the leading pair exceeded the speed of sound, followed by the second. The Americans regrouped, now Magill and the leading pair, Capt. Rhory "Hoser" Draeger, came forward, and they were led from the rear to cover. When the distance dropped to 35 km, the MiG-29s began to turn right, probably

Similarly, only now have their pilots realized that they were under attack. Magill was only worried about whether they would be able to attack before they passed their opponents, Eagle's speed reached $Ma = 1.2$. The low speed of the MiG-29 meant that they were unable to turn to face their opponents when both F-15 pilots fired their AIM-7M, the distance was about 26-27 km. The missile fired by Magill dived

downwards, the pilot, fearing that it was out of order, immediately fired another rocket. At a distance of about 15 km (the approach speed was about 0.5 km/s), the Americans noticed smoke trailing behind the

in the speed bend of the MIG-29, which Several seconds later, they were hit. The plane attacked by Draeger was the first to be hit, followed by two hits to the plane attacked by Magill (both rockets fired by him hit the enemy). January 19, 1991 Eagle Key

of the 58th TFS/33rd TFW was assigned to duty in the area between Mudaysis, H-2 airfields and H-3. The key was to be on duty between the

between the area of operation of strike aircraft, searching for mobile Al Hussein ballistic missile launchers, and Iraqi fighter bases. The formation was led by Capt. Richard Tollini, led by Capt. Larry "Cherry" Pitts, led by Capt. Jon "J.B." Kelk, and the group was led by Capt. Steve Williams. Once the group was in the zone, the AWACS E-3 informed them that two unidentified aircraft were flying behind the returning group of U.S. Navy aircraft (A-6E, F/A-18, and F-14) that was attacking Al Assad Airport. Four F-15Cs were immediately directed towards them. When the Eagles approached at a distance of about 55-50 km, the enemy turned north. The F-15Cs gave chase, but their radars, despite tracking the fleeing aircraft, detected two other planes, quickly approaching on opposite courses (Track-while-Scan sometimes comes in handy!). AWACS E-3 confirmed that they did not respond to the "friend-foe" query and gave permission for the attack. From a distance of about 45 km, F-15C radars intercepted

at this point, the Iraqis began to maneuver sharply, while using electronic warfare means. At the same time, the first pair turned south, also heading for the Americans. The two Iraqi groups were quite widely spaced, about 90° difference

in azimuth from the F-15. Very skillfully executed maneuvers and the use of electronic warfare means caused the F-15C radars to break tracking. At the same time, the second group, which was rapidly approaching the F-15C, unexpectedly found itself closer to Eagle than the maneuvering pair under attack. The attack on the first group was carried out by Captain Tollini and the leader of the second pair, Captain Kelk. Their ADCs, who were doing quite well as cover, managed to get into an advantageous position for the attacking front and slightly to the side of the other pair, Tollini and Kelk made a sharp "S" maneuver

and moved to their cover, taking up a position behind their leaders. Both Iraqi groups flew at an altitude of about 3000 m, 7000 m lower than the Americans, still at a height of approx. 10

F-15C Eagle fighter plane (83-0017 factory no. 864/C277), in which Capt. Steve Tate shot down an Iraqi Mirage F1EQ on January 17, 1991. The aircraft in the colors of the 71st TFS. it wears a green star under the cabin, symbolizing an aerial victory Drawing by Robert Gretzyngier



After the 1st TFW (27th and 71st TFS), the 58th TFS/33rd TFW arrived in Saudi Arabia in September 1990. The photo shows two F-15C squadrons in a training flight with a Saudi F-5E, from the 17. RSAF Squadron based together with the 58th TFS/33rd TFW at the Tabuk airfield. On the F-15C (85-0105) visible in the foreground, Capt. Robert E. Graeter destroyed two Iraqi Mirage F1EQs on January 17, 1991. Photo. USAF





Captain Steve Tate, who on the night of January 17, 1991, scored his first victory for the forces of the anti-Iraqi coalition, shooting down a Mirage F1EQ aircraft after guidance from AWACS E-3. Photo. Dod

USMC pilot Capt. Charles Magill, who was doing an internship in the USAF (58th TFS) on January 17 In 1991, he shot down a MiG-29 aircraft with two AIM-7M missiles. Photo. Dod

At the moment of approaching the opponents, the Americans went into a flat dive, descending towards them, and they almost flew into the dead zone of the F-15 radars, directly below them. The Iraqi maneuvers caused the Americans to go out into their rear hemisphere, taking advantage of the mistake of their opponents. Captain Pitts was the first to approach the enemy planes, firing AIM-9M, then AIM-7M, again AIM-9M and another AIM-7M. The Iraqi maneuvered quite skillfully, ejecting a huge number of flares and dipoles, the American also had the impression that his radar was being actively jammed (misleading interference). At that time, it was not clarified whether there was a failure of the first (first two?) missiles or whether the countermeasures used by the MiG-25 were so effective, except that the first three fired missiles missed the target. The MiG-25 was not able to perform violent maneuvers, but its pilot dodged very precisely when he was supposed to, using his countermeasures extremely effectively. Impatiently, Tollini stepped closer and fired one of his AIM9Ms as the missile descended from the MiG-25 launcher was hit by a Sparrow Pitts, the last one fired by the

with a projectile. Tollini's AIM-9M hit a burning Iraqi plane, but It didn't matter much anymore, the victory was scored in full Pitts.

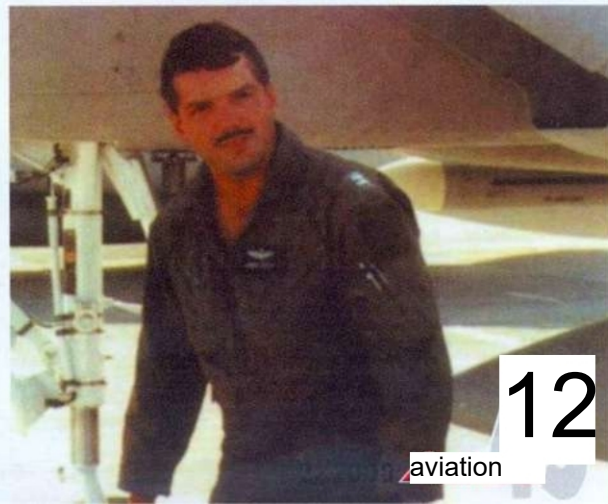
Meanwhile, the second MiG-25, pursued by Capt. Kelk, unexpectedly turned around and found itself opposite Tollini. There was a general commotion, Tollini lost sight of the other pilots. However, he managed to get on the tail of an Iraqi fighter, but from the rear hemisphere the silhouette of the MiG-25 was similar to the F-15 and Tollini was not sure if he was not chasing one of his colleagues. Like the previous one, the Iraqi MiG-25 mane-

He turned as sharply as his heavy airframe would allow, skillfully using electronic warfare means. Tollini still managed to keep the target tracking on his radar, but from a few kilometers away, in the rear, he was still unsure whether it was a MiG-25 or one of the F-15s. During one of the maneuvers, the plane he was chasing turned on the afterburner, then Tollini called out on the radio: Hey, is anybody in burner? (is anyone on afterburner?). The other American pilots denied it. At this point, Tollini fired the AIM-9M first, and when he assessed that it might miss, the AIM-7M. The second missile entered the fuselage of the attacked aircraft, exploding inside it. The enemy was shot down.

At a time when a large group of F-16C and F-15E searched for Al Hussein mobile ballistic missile launchers in western Iraq, 40 The F-16 hit a target lying between the area of search for the launcher and Baghdad. The cover deployed by 58th TFS/33rd TFW included Cpt. Cesar "Rico" Rodriguez's m.in section, Capt. Craig "Mole" Underhill (No. 2), Capt. Mike "Fish" Fisher (leading the second pair - No. 3), Capt. Pat "Pat-O" Moylan (No. 4). A direct task

was the cover of the EF-111A pair, securing the operation of the strike group. A significant number of Iraqi fighters appeared in the target area. Two pairs of MiG-25s engaged in a fight with the Tollini section, and at least two other pairs of MiG-29s also appeared. They attempted to attack the strike group, but in addition to direct cover, the AWACS E-3 sent a pair of Rodriguez to meet them, leaving Fisher with EF-111A. However, the reaction of American fighters caused the Iraqis to turn north. When they were less than 80 km from their Al Taqaddum airfield, Rodriguez decided that there was no point in further pursuit and turned back towards EF-111A. At that moment, the AWACS E-3 warned him of two fighters that unexpectedly appeared about 25 km south of him. Rodriguez was turning in this direction, but he was still with his back to his opponents. When the two pairs, the Iraqi and the U.S., faced each other, the distance was too short to risk launching an attack, especially since Iraqi radars had already been tracking Rodriguez's F-15C for several seconds

Left: Capt. Richard C. Tollini, who on January 19, 1991, in a dogfight full of unexpected turns, shot down a AIM-7M - Iraqi MiG-25 fighter aircraft. Right: Capt. Larry Pitts, who in the same air combat (and also with a rocket) | AIM-7M) shot down another MiG-25 fighter. They were the only MiG-25s shot down by the Americans during the Gulf War Persian. Photo. Dod



"interception" of the MiG-29 radar Shortly after Rodriguez made a sharp turn in a direction perpendicular to the target, both MiG-29s "lost" their target. The American made a sharp turn, descending to an altitude of about 1000 m and throwing out dipoles, while both Iraqi fighters still maintained an altitude of about 4000 m.

AIM-7M, which it did at a distance of approx. 20 km. Shortly after the hit, Underhill found itself about 7 km from

burning MiG-29, while the other circled around the falling remains of his leader. When both planes, the Iraqi and the F-15C Underhill, were opposite each other, the American received a positive identification signal from the "friend-foe" device. Unable to help but feel that he had just shot down an F-15C (the silhouette of the MiG-29 from a distance of 7 km may seem similar), he asked Rodriguez for visual identification, who, after being led out of dodge, was quickly approaching the unknown enemy. Rodriguez passed the MiG-29 at a distance of 300 m, on opposite courses, but managed to notice its gray-blue camouflage and green triangles - Iraqi hallmarks. Both planes started a sharp turn opposite each other, extremely close - 500 m from each other. It was a "real" manoeuvre fight, the only one of its kind during the entire Operation Desert Storm. The Iraqi plane made a very tight turn literally on the tail, at full afterburner, slightly descending from about 1000 m, at which altitude the duel began. Rodriguez turned up the nose of his F-15C, also at full afterburner, making not a turn, but a loop in an almost vertical plane, falling out of the mane.

MIG-29 at this point when

He was too high for an Iraqi pilot to attack. The planes continued the maneuver and tangents of their curves, the narrow Iraqi and the wider American met again at the moment when the F-15C descended nose towards the tail of its

opponent. When

The F-15C, being at a distance of about 400-500 m behind the enemy, was about to launch the Sidewinder, the MiG-29 made an unexpected dodge, turning a sharp barrel to the left. The Iraqi fighter jet swept under the nose of the F-15C at almost right angles, which fell behind him, from his side, losing sight of the enemy. Underhill, who was shielding Rodriguez and turning around the mane-

The leader's WRU was now performed by a fairly gentle manoeuvre in the shape of the letter "S" and found himself behind the tail of the Iraqi, who tightened his

the bend by slipping out deftly, before the second F-15C was about to fire with its Sidewinder. In this maneuver, the MiG-29 completely

you lost speed and tried to regain on a slight descent, not taking the turn out of the curve at all, but only relaxing it. This caused Rodriguez to do one more inclined loop, breaking his Eagle in a sharp curve, in a low-speed blind spot at the top of this loop or turn, he found himself about 500-600 m behind the MIG-29, having a reliable signal

During the Gulf War, the F-15Cs operated with a full set of air-to-air armament, including AIM-7M medium-range guided missiles and AIM-9M short-range missiles (plus ammunition for the cannon). In order to maximize the time spent in the air, three additional tanks were taken as standard, and the help of KC-135 tanker planes was often used

Photo: USAF

interception of the AIM-9M in the The The Iraqi pilot was probably aware of the fact that if he dodged in one direction, giving him a chance of success, the second F-15C would already be waiting for him, with the missile ready to fire. He turned his MiG-29 on its back

and tried to escape a tight roll under the F-15C, perhaps pass from it into Immelman or a combat turn to reverse the roles in combat in such an unconventional way. However, the Iraqi forgot that

In the course of the fight, the planes descended from the original altitude of 1000 m to about 500 m. The manoeuvre, started from a slight climb, almost succeeded, the MiG-29 pulling thick streaks

wingtips and examples of inflows hit the cold

at an angle of 20-30°, there was no literally 200 m to the end of the rolls in level flight. Rodriguez, expecting that his opponent will hit the ground, pulled the control stick sharply, By moving to ascent and flying over the debris explode- Iraqi aircraft. Despite

that Capt. Cesar "Rico" Rodriguez did not fire a single shot at his opponent, the MIG-29 was credited to him as a so-called manoeuvre kill. To the first fights with the participation of F-15Cs based in Turkey also arrived on January 19, 1991. A strike group from Turkey, escorted

by the F-15C of the 525th TFS/36th TFW and the 32nd TFS/32nd TFG were carrying out attacks on facilities located in the northern part of central Iraq when Iraqi Mirage F1EQs took off against American aircraft. AWACS E-3s operating in Turkish airspace detected the opponents and guided its F-15Cs into two different groups. After one kill with AIM-7M missiles, Lt. David Sveden of the 32nd TFS

and Capt. David Prather of the 525th TFS.

The first kills are escaping- Iraqi aircraft to Iran obtained a section of Capt. Rhora "Hoser" Draeger (who had already MiG-29 shot down on 17 January 26 January 1991. On this day the section composed of Captain Draeger, Capt. Anthony "Kimo" Schiavi, Capt. Cesar "Rico" Rodriguez and Capt. Bruce

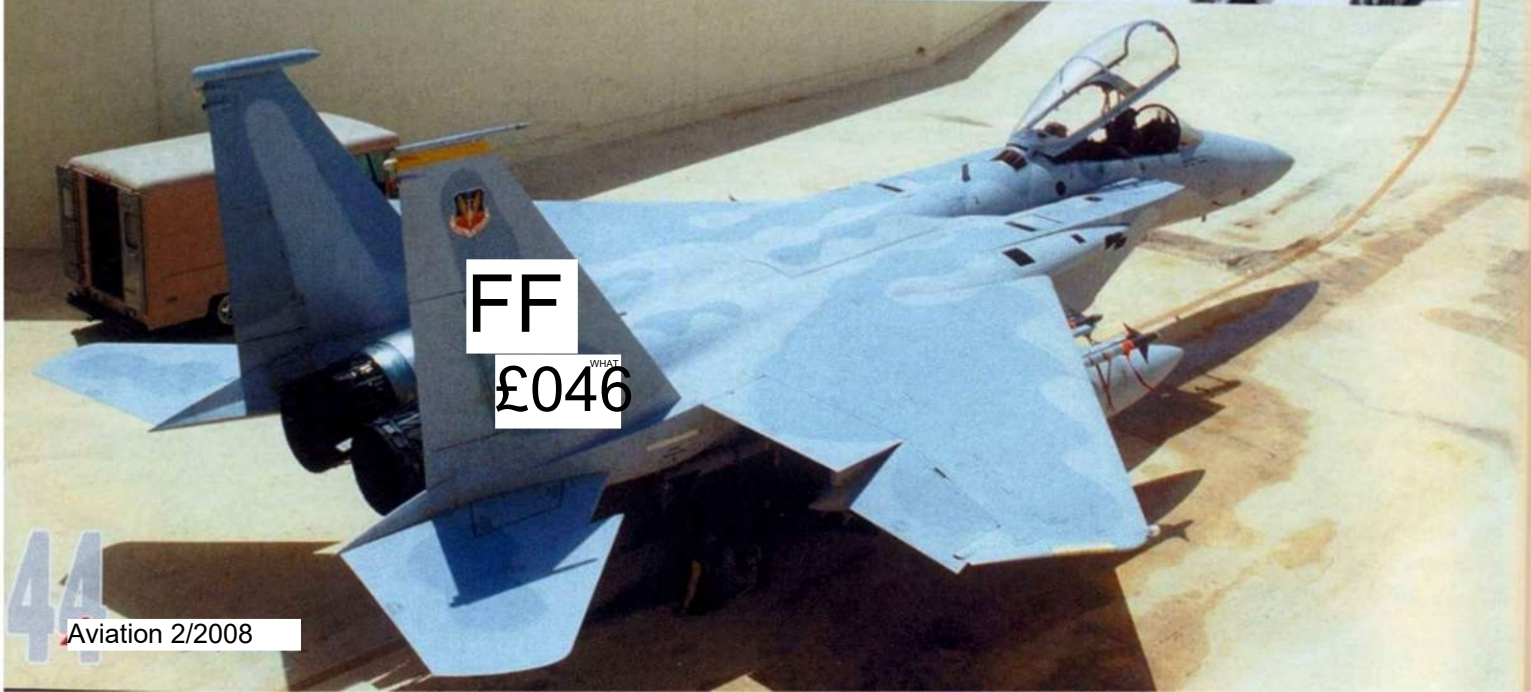


Capt. Rico Rodriguez

Captain Cesar A. Rodriguez in the cabin F-15C (85-0114), with the destruction of the Iraqi MiG-29, which was credited to him as the so-called manoeuvre kill.

Photo: Dod

Till led the cover of aircraft AWACS E-3, RC-135 and KC-135, duty in the area between the hang gliders and enemy fighters and the duty zones of the sheltered Aircraft. When the Draeger key



List of kills achieved on USAF F-150 air superiority fighters

No.	date	opponent	USAF pilot	Unit.	No. F-15C	Arm
Shot down during Operation Desert Storm						
1.	17.01.1991	Mirage F1EQ	Capt. Rob "Cheese" Graeter	58th TFS	85-0105	AIM-7M
2.	17.01.1991	Mirage F1EQ	Capt. Rob "Cheese" Graeter	58th TFS	85-0105	AIM-7M
3.	17.01.1991	Mirage F1EQ	Capt. Steve Tate, Capt. Jon	71. TFS	83-0017	AIM-7M
4.	17.01.1991	MIG-29	"J.B." Kelk, Capt. Rhory "Hoser"	58th TFS	85-0125	AIM-7M
5.	17.01.1991	MIG-29	Draeger, Capt. Charles "Sly"	58th TFS	85-0108	AIM-7M
6.	17.01.1991	MIG-29	Magill (USMC), Capt. Larry	58th TFS	85-0107	AIM-7M
7.	19.01.1991	MiG-25	"Cherry" Pitts, Capt. Richard	58th TFS	85-0099	AIM-7M
8.	19.01.1991	MiG-25	"Kluso" Tollini, Capt. Craig "Mole"	58th TFS	85-0101	AIM-7M
9.	19.01.1991	MIG-29	Underhill, Capt. Cesar "Rico"	58th TFS	85-0122	AIM-7M
10.	19.01.1991	MIG-29	Rodriguez, Lt. David Sveden,	58th TFS	85-0114	maneuver.
11.	19.01.1991	Mirage F1EQ	Capt. David Prather, Capt.	32. TFS	79-0021	AIM-7M
12.	19.01.1991	Mirage F1EQ	Anthony "Kimo" Schiavi, Capt.	525.	79-0069	AIM-7M
13.	26.01.1991	MIG-23	Rhory "Hoser" Draeger, Capt.	58th TFS	85-0104	AIM-7M
14.	26.01.1991	MIG-23	Cesar "Rico" Rodriguez, Capt.	58th TFS	85-0119	AIM-7M
15.	26.01.1991	MIG-23	Benjamin Powell, Capt. Benjamin	58th TFS	85-0114	AIM-7M
16.	27.01.1991	Mirage F1EQ	Powell, Capt. Jay Denney, Capt.	53. TFS	84-0027	AIM-7M
17.	27.01.1991	MiG-23	Jay Denney, Capt. Donald	53. TFS	84-0027	AIM-7M
18.	27.01.1991	MiG-23	"Muddy" Watrous, Capt. David	53. TFS	84-0025	AIM-9M
19.	27.01.1991	MiG-23		53rd TFS	84-0025	AIM-9M
20.	28.01.1991	MiG-23	Rose, Capt. Gregory "Dutch"	525th TFS	79-0022	AIM-7M
21.	29.01.1991	MiG-23		58th TFS	85-0102	AIM-7M
22.	02.02.1991	H-76	Masters Lt. Robert "Digs"	525th TFS	79-0074	AIM-7M
23.	06.02.1991	Su-2	Hehemann Lt. Robert "Digs"	53. TFS	84-0019	AIM-9M
24.	06.02.1991	Su-2	Hehemann Capt. Thomas	53. TFS	84-0019	AIM-9M
25.	06.02.1991	MIG-21	"Vegas" Dietz Capt. Thomas	53. TFS	79-0078	AIM-9M
26.	07.02.1991	MIG-21	"Vegas" Dietz Capt. Anthony	53. TFS	79-0078	AIM-9M
27.	07.02.1991	Su-22	Murphy Capt. Anthony	58th TFS	85-0102	AIM-7M
28.	07.02.1991	Su-2	Murphy Col. Rick Parson Maj.	58th TFS	85-0102	AIM-7M
29.	07.02.1991	Su-2	Randy May Capt. Steven	33. TFW	85-0124	AIM-7M
30.	11.02.1991	Puma	Dingee	525. TFS	80-0003	AIM-7M
31.		Mi-8		525. TFS	79-0048	AIM-7M
32.	11.02.1991	Mi-8	Capt. Mark	525.	80-0012	AIM-7M
Mckenzie Post-war kills (in the UN no-fly zone):						
33.	20.03.1991	Su-22	Capt. John Doneski Capt.	53. TFS	84-0014	AIM-9M
34.	22.03.1991	Su-22	Thomas "Vegaz" Dietz Lt.	53. TFS	84-0010	AIM-9M
35.	22.03.1991	PC-9	Robert "Digs" Hehemann	53. TFS	84-0015	maneuver.
Kills during Operation "Allied Force"						
36.	24.03.1999	MIG-29	Lt. Col. Cesar "Rico"	493. FS	86-0169	AIM-120
37.	24.03.1999	MIG-29	Rodriguez Capt. Mike	493.	86-0159	AIM-120
38.	26.03.1999	MIG-29	Shower Capt. Jeff Hwang		86-0156	AIM-120
39.	26.03.1999	MIG-29	Capt. Jeff Hwang	493. FS	86-0156	AIM-120

An unusual F-15C (84-0102), on which on January 29, 1991, Capt. David Rose shot down an Iraqi MiG-23, and on February 7, Capt. Anthony Murphy shot down two Su-22s (three Iraqi flags on the side of the plane). At that time, its pilot was the commander of the 33rd TFW, Col. Rick Parson, who On February 7, 1991, flying another F-15C (85-0124), he shot down another Su-22, which is commemorated by the star visible in the photo. According to the inscription on the side "Gulf Spirit", it was the true spirit of war in the Persian Revolution.

Photo. USAF



Captain Rhory Draeger, a pilot of the 59th TFS, who, during Operation Desert Storm, on an exchange in the 58th TFS/33rd TFW, shot down two Iraqi fighters: a MiG-23 and a MiG-29 - both with AIM-7M missiles.

Photo. USAF

was in the designated duty zone, the group was informed that four MiG-23s had taken off from the H-2 airfield in western Iraq. The planes headed straight east at low altitude. On command from AWACS E-3, the F-15C formation took the offensive group in the form of a front and set off in pursuit of Iraqi fighters. The MiG-23s had no intention of engaging in combat, heading straight east at low altitude. However, before the Americans came out to the firing position, the Iraqis flew into the ring of anti-aircraft missiles defending Baghdad, which were still active. The F-15Cs gave up the chase, turning back to the southwest. At this point, the AWACS E-3 detected another four aircraft taking off from the H-2. This time, the F-15Cs "pulled" by the previous group quite far north found themselves between the next MiG-23s and Iran; Whichever way the Iraqis went, Eagle would always be able to cut them off. For the time being, however, the Iraqi planes were flying almost exactly to the east, with a slight deviation to the north (a course of about 70°). The F-15Cs turned west, flying towards the MiG-23s, which now had the Americans in front, slightly to the side. The F-15C, flying at an altitude of about 8000 m, detected the MiG-23, maintaining an altitude of 100-150 m. Ma=1.2, quickly reducing the distance on a slight descent. At a distance of 110 km, the AWACS E-3 confirmed the group's identification as "alien" and the guidance navigator gave Draeger permission to attack. At that time, the Americans



They continued to maintain a low supersonic speed while flying in a wide front. To the right of Captain Draeger, about 2.5 km to the side, Captain Schiavi was flying, maintaining about 300 m of elevation. To the left of the leader, at intervals of 2 km, Captain Rodriguez and Captain Till were flying, holding altitudes of 300 and 600 respectively

m greater than the leader. When the distance between the enemy sections decreased to 65-75 km, one of the MiG-23s made a turn turn right at 180° and began to return to the take-off airport. Presumably, his plane was out of order, which, as it turned out, saved his life. The Americans fired AIM-7M missiles from a distance of 35 km. Draeger was the first to fire a missile at the leader, but his Sparrow was lost after being dropped from the launcher - the rocket engine did not work. Draeger quickly fired another missile, which normally flew towards the yet unseen enemy. Schiavi and Till almost simultaneously pressed the battle buttons, just after the leader fired the second rocket. They aimed at both leads, Schiavi at the left wing of the Iraqi section, Till at the right wing. Till was unlucky - his AIM-7M did not leave the launcher at all! Rodriguez took advantage of this moment by firing his rocket. Both pilots, Till and Rodriguez, were "given" the same target to fight, as only three Iraqi fighters appeared against the Americans. Right after Rodriguez, Till fired the second Sparrow and both Till and Rodriguez's missiles began the race to the Iraqi MiG-23.

The enormous speed of approach made the Americans, being at a distance of about 12-15 km from the combated planes, they went under a thin layer of clouds at an altitude of about 1200 m and saw three enemy planes - MiG23s. They flew at an altitude of about 100 m along the highway. The leading MiG-23 was the first to be hit, but despite the explosion

In its rear part, it continued its flight. Only a moment later it was torn apart by an explosion - it was probably consumed by an invisible fire that reached the fuel tanks. Schiavi recalls that only this Iraqi pilot had a chance to eject, but he did not take it. At this point, the other two MiG-23s made a sharp retreat towards the F-15Cs, whose radiation warning stations signaled that the target had been intercepted by Iraqi radars. Schiavi feared that if the Sparrows flying towards them



Captain Anthony Schiavi, who on January 26, 1991, took an active part in shooting down three Iraqi MiG-23s trying to escape to Iran (all planes were destroyed by AIM-7M missiles). Photo: Dod



Captain Thomas N. Dietz (right) and Lt. Robert W. Hehemann, who on February 6, 1991, shot down two MiG-21s and two Su-25s (53rd TFS) respectively with AIM-9M missiles. In the photo, Hehemann congratulates Dietz after he shot down another Iraqi aircraft on March 22, 1991 - a Su-22 (AIM-9M). On that day, he himself achieved the so-called manoeuvre kill, against the turboprop PC-9 plane! Photo: USAF

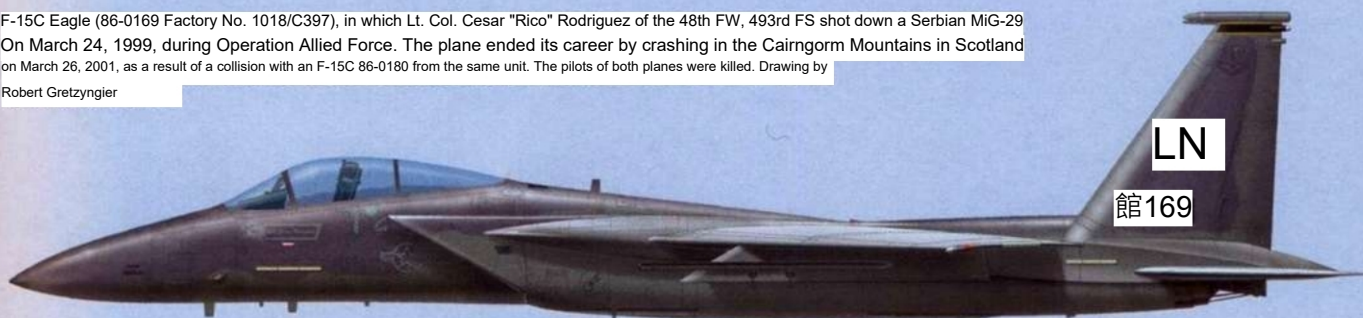
On February 7, 1991, Capt. Anthony R. Murphy shot down two Iraqi Su-22s with AIM-7M missiles in one flight. According to unconfirmed sources, the third plane of this type, officially attributed to Colonel Rick Parsons, was also shot down in this sortie. Photo: USAF



missed, the MiG-23s will have time to fire their missiles and hit the F-15C. Immediately, however, both MiG-23s were fatally hit by the remaining missiles. This was determined only after the analysis of the videotape played from the F-15C - it turned out that the right one (from the side of the

F-15C left) MiG-23 was hit by a Rodriguez missile, although Till's missile went through a burning Iraqi plane. On this basis, aerial victories were awarded to Draeger, Schiavi and Rodriguez. The next day, two pilots from the 53rd TFS/36th TFW achieved a similar success. The pair, Capt. Jay Denney and Capt. Benjamin Powell, had just finished aerial refueling when an AWACS E-3 guided them to two Iraqi planes, apparently bound for Iran. The enemy maintained an altitude of about 1500 m, while the American fighters were at an altitude of over 8000 m. The Eagles detected the enemy from a distance of about 130 km and began to fly on perpendicular courses, to the approximate point of rendezvous, while decreasing altitude. The leader detected and started tracking two opponents, the leader took over one. At a distance of about 64 km, the Iraqi planes turned north, trying to escape the pursuit. From a distance of about 32 km, Denney fired an AIM-7M missile, which exploded close to the MiG-23, but did not destroy it. As he approached the enemy, Denney made visual contact with the damaged Sparrow aircraft and fired an AIM-9 at him, which finished him off. At the same time, the second MiG-23 he tracked made a sharp turn to the west, descending to a low altitude. Immediately after the host fired the first AIM-7M, Powell, flying slightly behind, also fired a Sparrow missile at a target that was not yet visible. His opponent performed a very skilful maneuver, passing at low altitude directly under the still flying high F-15C, the AIM-7M was outmaneuvered. Powell turned the plane on its back and rolled behind the enemy, noting that it was not one, but two fighters flying in a tight formation: a MiG-23 and a Mirage F1EQ. Entering the rear hemisphere, he immediately pointed the nose of his aircraft at one enemy, obtaining an immediate interception and firing a second AIM-7M. The missile hit the target, damaging the neighboring aircraft as well, Powell quickly guided the radar axis to the second plane and fired another Sparrow. In this way,

F-15C Eagle (86-0169 Factory No. 1018/C397), in which Lt. Col. Cesar "Rico" Rodriguez of the 48th FW, 493rd FS shot down a Serbian MiG-29 On March 24, 1999, during Operation Allied Force. The plane ended its career by crashing in the Cairngorm Mountains in Scotland on March 26, 2001, as a result of a collision with an F-15C 86-0180 from the same unit. The pilots of both planes were killed. Drawing by Robert Gretzyngier



destroyed both aircraft, Mirage F1EQ and MiG-23. At that time, Denney was chasing the last MiG-23. After a series of several sharp maneuvers, Denney managed to position himself for the AIM-9M missile. This time, the plane was hit immediately and destroyed from a distance of visual vision.

The next day, Capt. Donald "Muddy" Watrous, flying as the last in a section from the 32nd TFS (the plane on which the pilot was flying, was "borrowed" from the 525th TFS), also had the opportunity to shoot down a MiG-23. The section was stretched out in a broad offensive formation, and when the AWACS E-3 spotted a pair of Iraqi fighters at very low altitude, Watrous was in the best position to start pursuit. The Iraqi fighters were at an altitude of about 60 m, while the Americans were at about 8000 m. Watrous detected MiG-23

from a distance of 65 km, descending at supersonic speed towards them. Leading his couples

chased another detected Iraqi aircraft, while the first pair (including the section commander) moved to cover the two-planes, which now came out in the lead. Watrous descended to an altitude of 3650 m flying at a speed of 1380 km/h. At that moment, it fired two AIM-7M, the first of which hit the right side of the MiG-23, turning it into a fireball. The Iraqi plane crashed 6.5 km before the Iranian border. The American made a sharp turn to avoid entering Iranian airspace, significantly exceeding the operational limitations of the aircraft. As a result of such a brutal maneuver, the plane lost the wing tip, about 0.9 m. Despite this, the pilot managed to get him to the base in Incirlik, refueling himself in the air on the way!

It is also worth noting the unusual victories. On February 2, 1991, Capt. Gregory "Dutch" Masters of the 525th TFS/36th TFW shot down an Il-76 transport plane with a Sparrow missile, and on February 6, Lt. Robert "Digs"

Hehemann destroyed with missiles AIM-9M two Su-25 assault aircraft.

Shortly after the end of Operation Desert Storm, Operations Southern Watch and Operation Northern Watch began to control the "no-fly zones" established by the UN resolution. These zones stretched in the southern part of Iraq (near the border with Kuwait and Saudi Arabia) and in the northern part of the country, inhabited by the Kurdish population. The no-fly zone was controlled by Eagles stationed in Saudi Arabia (southern part, Operation Southern Watch) and Turkey (northern part, Operation Northern Watch). There were more shoot-downs of Iraqi planes by F-15s. On February 14, 1994, an F-15C that took off from Turkey mistakenly shot down two U.S. Army UH-60s flying for the United Nations. One helicopter

was hit by an AIM-120 missile, the other by an AIM-9M. Ironically, this was the first "victory" of the F-15C, obtained with the AIM-120. On board both helicopters died

26 U.S. soldiers and UN employees.

Another glorious card of the F-15C/D was written by the USAF during the "Allied Force" operation, conducted in March-May 1999 against Yugoslavia. The operation involved the 493rd FS/48th FW transferred to Cervia in Italy and part of the 53rd FS/52nd FW which was transferred to Aviano

(6 aircraft). From the end of April, 6 aircraft from the 18th FW PACAF were transferred to the Aviano base, which relieved the aircraft of the 52nd FW. The balance of victories, the F-15C from the "Allied Force" operation closes with the number of four MiG-29s shot down, two 24 each

March 26, 1999 All victories were achieved by the aircraft of the 493rd FS/48th FW with AIM-120 missiles. For more on this topic, see Aviation 1.2007. In

the foreground, the air

superiority fighter F-15C (84-0027) on which Capt. Benjamin D. Powell shot down an Iraqi Mirage F1EQ AND MiG-23 on January 27, 1991. In the background, the F-15C (84-0015) of Lt. Robert W. Hehemabnn, who on March 22, 1991, was credited with the PC-9 as a so-called manoeuvre kill.

Photo. USAF

