

## 103<sup>rd</sup> FIGHTER SQUADRON



### LINEAGE

Activated in NG as 103<sup>rd</sup> Observation Squadron, 27 Jun 1924  
Ordered to active service, 17 Feb 1941  
Redesignated 103<sup>rd</sup> Observation Squadron (Medium), 13 Jan 1942  
Redesignated 103<sup>rd</sup> Observation Squadron, 4 Jul 1942  
Redesignated 103<sup>rd</sup> Reconnaissance Squadron (Fighter), 2 Apr 1943  
Redesignated 103<sup>rd</sup> Tactical Reconnaissance Squadron, 11 Aug 1943  
Redesignated 40<sup>th</sup> Photographic Reconnaissance Squadron, 21 Oct 1943  
Inactivated on 2 Nov 1945  
Redesignated 103<sup>rd</sup> Bombardment Squadron (Light), and allotted to ANG, 24 May 1946  
Activated 20 Dec 1948  
Redesignated 103<sup>rd</sup> Strategic Reconnaissance Squadron, Medium, Photographic 1 Aug 1951  
Redesignated 103<sup>rd</sup> Strategic Reconnaissance Squadron, Medium 16 Jun 1952  
Redesignated 103<sup>rd</sup> Strategic Reconnaissance Squadron, Heavy 16 Oct 1952  
Inactivated 1 Jan 1953  
Reallocated to the ANG and redesignated 103d Fighter-Bomber Squadron, activated 1 Jan 1953  
Redesignated 103<sup>rd</sup> Fighter-Interceptor Squadron 1 May 1955 **1 Jul 1955**  
Redesignated 103<sup>rd</sup> Air Transport Squadron, Heavy 1 Apr 1962  
Redesignated 103<sup>rd</sup> Military Airlift Squadron 1 Jan 1966  
Redesignated 103<sup>rd</sup> Tactical Air Support Squadron 27 May 1969  
Redesignated 103<sup>rd</sup> Fighter Squadron 31 Mar 1992 **15 Mar 1992**

### STATIONS

Philadelphia Airport, Philadelphia, PA, 1923-36  
Pitcairn Field, Philadelphia, PA, 1936-41  
Harrisburg Mun Aprt, PA, 27 Feb 1941  
Hillsgrove, RI, 23 Dec 1941  
Hyannis, MA, 9 Jun 1942  
Ft Devens AAFld, MA, 20 Aug 1942  
Reading AAFld, PA, 8 Jun 1943  
Birmingham AAFld, AL, 20 Nov 1943  
Will Rogers Field, OK, 11 Feb-11 May 1944  
Guskhara, India, 10Jul 1944

Alipore, India, 9 Aug 1944 (detachment at Cox's Bazar, India, after c. 10Dec 1944)  
Cox's Bazar, India, 18 Jan 1945  
Akyab, Burma, 14 Feb 1945  
Alipore, India, c. 15 May 1945  
Kanchrapara, India, Sep-c. 4Oct 1945  
Camp Kilmer, NJ, 1-2 Nov 1945  
Philadelphia Airport, PA  
Willow Grove, PA, 15 Mar 1963

## **ASSIGNMENTS**

Pennsylvania NG (divisional aviation, 28th Division), 27 Jun 1924  
11 Amy Corps, 17 Feb 1941  
59th Observation Group, 1 Sep 1941 (attached to 26th Observation Group after Dec 1941)  
26th Observation (later Reconnaissance; Tactical Reconnaissance) Group, 29 Mar 1942  
111Reconnaissance Command, 21 Oct 1943; I (later 111)  
Tactical Air Division, 18 Apr 1944  
AAF, India-Burma Sector, 3 Jun  
Tenth Air Force, 5 Jul 1944  
8th Photographic (later Reconnaissance) Group, 18 Jul 1944-2 Nov 1945  
111th Bombardment Group (later 111th Composite Group, 111th Bombardment Group, 111th Strategic Reconnaissance Group) 1948-16 Jun 52  
111th Strategic Reconnaissance  
111th Fighter-Bomber Group (later 111th Fighter-Interceptor Group, 1953  
111th Fighter Group (Air Def)  
111th Air Transport Group  
111th Military Airlift Group  
111th Tactical Air Support Group  
111th Tactical Fighter Group  
111th Fighter Group  
111th Operations Group

## **WEAPON SYSTEMS**

### **Mission Aircraft**

Not equipped, 1924-1926  
JNS-1,  
PT-1,  
BT-1,  
O-1,  
O-2,  
O-11,  
O-17  
O-38B  
O-46, 1937  
O-47A, 1943  
O-47B  
O-52,

O-38, 1937  
O-49  
O-57,  
P-39,  
P-40,  
B-25  
F-5,  
B-26B  
B-26C  
RB-29A  
F-51D  
F-80  
F-84F, 1954  
F-94A, 1956  
F-94B  
F-94C  
F-89A, 1959  
F-89B  
F-89C  
F-89H  
F-89J  
C-97  
U-3A, 1969  
U-3B  
O-2A  
OA-37B, 1981  
OA-10A, 1988

### **Support Aircraft**

#### **ASSIGNED AIRCRAFT SERIAL NUMBERS**

F-94  
515437  
515430  
5113575  
492583  
5113555  
113562  
15576

F-89  
54385  
40386

A-10  
760516

780641  
780658  
780692  
790170  
790193  
790219  
790242  
800152  
800156  
800184  
800196  
800214  
800218  
800219  
800227  
800230  
800250  
800273  
800275  
810949  
810955  
810981  
820647  
820659

**ASSIGNED AIRCRAFT TAIL/BASE CODES**

OA-37: PA  
A-10: PA

**UNIT COLORS**

A-10:  
Pennsylvania Black Hogs on nacelle  
Dark blue tail cap with two white stars and a red keystone  
Dark blue tail cap with three yellow stars  
A FLIGHT YELLOW  
B FLIGHT BLUE  
C FLIGHT RED

**COMMANDERS**

Maj John S. Owens 27 Jun 24-1 Jul 32  
Maj John V. Dallin 2 Jul 32-7 Aug 38  
Maj Edgar M. Scattergood, Jr. 8 Aug 38-1 Sep 41

**HONORS**

**Service Streamers**  
None

### **Campaign Streamers**

Antisubmarine, American Theater  
India-Burma, Central Burma

### **Armed Forces Expeditionary Streamers**

### **Decorations**

None

### **EMBLEM**

On a hurt a Pegasus salient or. (Approved, 10 Apr 1931)

### **EMBLEM SIGNIFICANCE**

### **MOTTO**

### **NICKNAME**

BLACK HOGS

### **OPERATIONS**

Constituted in the National Guard in 1921 as the 103rd Squadron (Observation), assigned to the 28th Division, and allotted to the state of Pennsylvania. Redesignated as the 103rd Observation Squadron on 25 January 1923.

The 103rd was founded and eventually commanded by Maj Charles Biddle. This new National Guard squadron was based on the sod fields of Philadelphia Airport as a unit in the Army 28th Division. The 103rd has operated continually since its federal recognition in 1924.

Organized and Federally recognized on 27 June 1924 at the Philadelphia Airport, Philadelphia, PA. Relieved on 15 February 1929 from assignment to the 28th Division. Concurrently assigned to the 315th Observation Group (III Corps) and further attached to the 28th Division for command and control purposes.

Assigned on 1 October 1933 to the 43rd Observation Group (III Corps). Relocated in 1936 to Pitcairn Field near Philadelphia.

The entire squadron called up to support flood relief efforts in central and eastern Pennsylvania in March-April 1936. Conducted summer training at Langley Field, VA, 1924-27 and Middletown Air Depot, PA, 1928-40.

Also flew reconnaissance operations in support of the 28th Division and 52nd Cavalry Brigade during summer training; flew tracking missions for the 213th Coast Artillery Regiment (AA); and flew spotter missions for the 107th, 108th, 109th, and 176th Field Artillery Regiments at Tobyhanna Firing Range.

Relieved from the 43rd Observation Group on 30 December 1940 and assigned to the II Corps. Inducted into active Federal service 17 February 1941 at Philadelphia, and transferred to the Harrisburg Municipal Airport, arriving there 27 February 1941. Further assigned on 1 September 1941 to the 59th Observation Group (II Corps).

In Feb 1941, as the war in Europe raged, the unit was ordered to active service, performing antisubmarine patrols off the coast of New England. In 1943, the 103rd finally moved into the latest combat aircraft. First, the pilots and maintenance personnel were given steady upgrades in equipment beginning with the P-39, P-40, and the B-25. Eventually this culminated in training on the P-38 Lightning, or to be more specific, the photo-reconnaissance version called the F-5C. The twin-engine F-5C had all the [P-38] guns replaced by cameras.

After a year's worth of training, the 103rd ended up in the China-Burma-India (CBI) Theater of war in 1944 where it operated out of various fields in India and Burma. It was heavily involved in photo reconnaissance activities over Burma, supporting the US Army forces fighting the Japanese in the jungles there. The 103rd personnel stayed in that theater until the end of the war.

The 1953-54 years saw the wing make the significant leap from propeller to jet aircraft. First the pilots and maintenance personnel were given F-80 to fly and train on. That set up the arrival of the unit's newest aircraft, the F-84 which arrived in 1954. As part of that effort, in 1956 the 103rd began training with a different aircraft: the F-94A, B, and rocket-firing C models. The last jet fighter aircraft of this time was introduced to the unit in May 1959: the F-89H. Pilots operated air defense alert duty starting in 1960.

The 103rd FIS's F-94Cs were sent to Davis-Monthan AFB during the early summer months, and as the F-89Hs were slow in arriving, their first summer encampment was accomplished with limited aircraft resources. On January 1, 1960, the 103rd FIS was able to commence daylight ADC runway alert status with their Scorpions.

On January 25, 1961, one of the aircraft that had been used to develop the wingtip armament configuration for the F-89H, but had been retrofitted to F-89J standards, 53-2449, caught fire on takeoff from Greater Pittsburgh. The pilot attempted to turn the aircraft away from a populated area, but lost control and crashed resulting in two people being killed. The other accident involved an aborted takeoff that sheared the nose landing gear.

On April 1, 1962, the 111th FIG was retasked as an Air Transport Group and they replaced their Scorpions with C-97s. At this time they were relieved from the 112th FIW and assigned to the 118th Air Transport Wing, Tennessee ANG.

The new decade brought some big changes to the 111th. In 1962, the unit made the 'large' transition from the F-89J to the C-97. One year later, the 111th ended its' 39-year history at Philadelphia airport and moved to brand new facilities on the north end of the Willow Grove Naval Air Station. The new mission moved the wing into the Military Air Transport Service.

In 1969, the unit changed mission yet again returning to its original roots as an observation unit. The new 111th Tactical Air Support Group initially flew the U-3A, a Cessna-310, as an

intermediate aircraft until it received the aircraft it needed for Airborne Forward Air Control: the O-2

The Forward Air Control mission was sustained with the unit's switch to the OA-37 1981.

The 111th finally received a current line aircraft with the transition to the OA-10A in 1988.

The wing took advantage of this aircraft upgrade by volunteering for a 90-day deployment to Kuwait in 1995, to support joint combat flight operations for Operation Southern Watch over Iraq. Twelve aircraft were deployed to Al Jaber AB - a joint-use base by U.S. and Kuwait Air Forces. The base was fairly austere as it had suffered considerable war-damage from Desert Storm I. Missions included Combat Search and Rescue alert, Kill Box flights over Iraq, Airborne Forward Air Control and joint training missions over Kuwait. This is considered the best of the wing's deployments to Kuwait, because our personnel were free to see the country and meet its people.

About 40% of the wing participated in the deployment; another interesting element was a small side deployment to Qatar. The 111th was the first Air Guard fighter unit deployed to Al Jaber and also the first ANG Wing to volunteer for a solo 3-month Operation Southern Watch deployment. The combat flight missions over Iraq were to enforce United Nations resolutions and occurred in the decade between Desert Storm I and Operation Iraqi Freedom.

In 1996, the 111th FW pilots transitioned from the OA-10 AFAC mission to the universal A-10 attack mission. Now our pilots primarily task was to provide Close Air Support (CAS) of our joint service ground forces, as well as performing AFAC and CSAR duties as before. This change to the normal A-10 role aligned us with all the other A-10 units in the active duty and Air Reserve Component (ARC).

The second 111th FW deployment to Al Jaber occurred in 1999, again to support joint combat flight operations for Operation Southern Watch over Iraq. Missions included Combat Search and Rescue alert, Kill Box flights over Iraq, Airborne Forward Air Control and joint training missions over Kuwait. Use of the A-10 was more limited than before, due to the aircraft's relative lack of a precision weapon capability [except the AGM-65 Maverick missile]. Interestingly, this deployment spurred the ANG A-10 Wing Commanders at a conference in 2000, to search for ways to improve the precision performance of this venerable aircraft (which resulted in Targeting Pod integration in 2003).

Immediately following the 9/11 attacks on NYC and Washington, DC, the 111th FW voluntarily deployed on very short notice back to Al Jaber to support joint combat flight operations for Operation Southern Watch over Iraq and Operation Enduring Freedom over Afghanistan. Missions included Combat Search and Rescue alert and joint training missions over Kuwait. 111th Weapons personnel assisted in the loading of combat ordnance for the first sorties into Afghanistan in November, 2001. From October 2002 - January 2003, the wing was the lead unit for a short notice, voluntary, out-of-cycle AEF deployment to Bagram AB, Afghanistan. Bagram had been a massive Soviet base during the decade when they occupied Afghanistan (1979-89), but was almost completely destroyed in that period and civil war afterwards. The 111th aircraft

supported joint combat flight operations with US Army, Special Forces, and coalition ground forces in Afghanistan. The A-10s were flown and maintained in the most primitive conditions, yet the 111th personnel flew 100% of the assigned tasking for their entire deployment – at four times the normal sortie rate of home. Other unique aspects of the operation were total ‘blacked out’ night-time operations (no lights on the field or camp – everything was done by night vision goggles); an extensive number of mines/UXOs around and on the air field; extreme weather conditions and enemy shelling using 107mm rockets.

Upon returning to the U.S. in January 2003, the 111th FW again volunteered to participate in another SWA deployment to Al Jaber AB, Kuwait [fourth visit] from February 2003 - May 2003. The wing deployed for joint combat flight operations, in support of US Army, Marine and British ground forces as part of the initial phase of Operation Iraqi Freedom. Wing personnel were initially stationed at Al Jaber before transferring to Tallil AB, Iraq, midway through the initial campaign. Tallil was a former Iraqi air force base, which had not been used in a decade. During this campaign, which included direct support for coalition armor forces during the entire invasion from the Kuwait border, through Basra and Baghdad, the wing pilots and maintainers successfully operated at a very high sortie rate. Tallil operations set another milestone due to its austere nature and forward location (which was essential to support the armor’s thrust toward the capital).

The 111th Fighter Wing’s achievement of voluntarily deploying to austere bases in two separate combat operations within a five month period [2003] was part of the reason the unit was awarded the Air Force Outstanding Unit Award, with Valor, in 2005.

The 111th Fighter Wing converted to the Litening II Targeting pod in 2004; and participated in new DAWG EYE / ROVER training in that same year. The 111th voluntarily donated one of it’s airframes in 2004 to be converted to the A-10C, for the year-long testing of that new system. The first A-10C [111th FW tail # 641] was rolled out in January, 2005. Future plans call for a conversion to the A-10C aircraft, which is a major upgrade from the analog to the digital realm, in the 2006-08 timeframe.

501130	TB-26C	43-22606	103BS	111CG	Philadelphia IAP, PA	GAC	Manuppelli, Joseph R.	USA	PA	Philadelphia IAP
501219	TB-26B	44-34593	103BS	111CG	Philadelphia IAP, PA	SF	Ferguson, George W.	USA	PA	Philadelphia IAP
510106	TB-26C	43-22606	103BS	111CG	Philadelphia IAP, PA	LACMF	McManus, Joseph B.	USA	PA	Philadelphia IAP
420119	O-46A	35-214	103OS	26OG	State Airport, Hillsgrove, RI	FLWoG	Horton, Charles W., Jr			Millbury, MA
420419	O-47A	38-271	103OS	26OG	Hillsgrove, RI	TOA	Mulloy, Bernard J			State Airport, Hillsgrove, RI
420613	L-1	40-282	103OS	26OG	Hyannis Airport, MA	TOASSP	Shiffrin, Benjamin H			Hyannis Airport, MA
421009	L-4A	42-36660	103OS	26OG	Fort Devens, MA	LACNO	Gentile, Joseph P			West Croton Airport, MA



411104	O-47	38-305	103OS	59OG	Harrisburg Airport, PA	KTOA	Womble, Robert B			Aux Field 5 mi SW Bennettsville, SC
411104	RO-46A	36-148	103OS	59OG	Harrisburg Airport, PA	LAC	Oliver, Clifford R			Aux Field 5 mi SW Bennettsville, SC
260730	JNS	24-256	103OS	PANG	Langley Field, Hampton, VA	CRGC	Bortle, George J			In water offshore of Langley Field, VA
260803	DH-4M1	unknown	103OS	PANG	Langley Field, Hampton, VA	KCRGC	Batty, John H			Langley Field, VA
310111	unknown	unknown	103OS	PANG	unknown, PA	KCR	Santa Maria, Alberto H.			Near, Philadelphia Navy Yard, PA
310323	PT-1A	27-130	103OS	PANG	Philadelphia Airport, PA	SSPCR	Brenner, Samuel S			Philadelphia Airport, PA
390224	O-47A	38-271	103OS	PANG	Philadelphia Airport, PA	FLEF	Huston, Vincent G.			Merchantville Country Club, Merchantville, NJ
390224	O-47A	38-271	103OS	PANG	Philadelphia Airport, Philadelphia, PA	FLEF	McCulloch, John M.			Merchantville, NJ
290316	PT-1	17-170	103OS		Philadelphina Airport, PA	KSSPCR	Albright, John W			Jarrettsville, MD
290622	O-11	27-10	103OS		Airport, Philadelphia, PA	LACGL	Jablowski, Raymond L.			Airport, Philadelphia, PA
310814	O-2H	29-381	103OS		Philadelphia Airport, PA	LACNO	Scattergood, Edgar M.			Stinson Field, Wayne, MI
320112	O-2H	29-380	103OS		Philadelphia Airport, PA	FLWNO	Semans, Lawrence S.			New Brunswick, NJ
320127	O-2H	28-356	103OS		Philadelphia Airport, PA	WAC	Kissinger, Benjamin H.			Philadelphia Airport, PA
320127	O-2H	28-358	103OS		Philadelphia Airport, PA	TACW	Pennock, Edward G			Philadelphia Airport, PA
381231	O-46A	35-208	103OS		Philadelphia Airport, PA	TOA	Womble, Robert B.			Philadelphia Airport, PA
391012	O-47A	38-305	103OS		Philadelphia, PA	LAC	Dallin, John V.			Alleghaney County Airport, Pittsburgh, PA
400824	O-46A	36-133	103OS		Philadelphia Airport, PA	LACNO	Logan, George			Cape May NAS, NJ
400920	O-47A	37-351	103OS		Philadelphia Airport, PA	LAC	Towle, Stewart W., Jr			Port Columbus Airport, OH
410905	RO-46A	36-133	103OS		Harrisburg Airport, PA	LAC	Garrett, Clinton C			Nottingham Apt, Fredericksburg, VA
411013	O-49	40-282	103OS		Harrisburg, PA	LAC	Towne, Fred H			8 mi SE of Wadesboro, NC
411020	O-47A	38-305	103OS		Harrisburg Airport, PA	TAC	Towne, Fred H			Pope Field, Fort Bragg, NC
411120	L-4	42-7819	103OS		Fort Dix, NJ	MACO	Mellor, Harrison C			2 mi S of Wadesboro, NC

420929	O-52	40-2871	103OS		Ayer, MA	LACGL	Chamberlain, Ralph			Hyannis Airport, MA
511127	RB-29A	44-61933	103SRS		Fairchild AFB, WA	BOEFF	Saneholtz, Wilbor J.	USA	CA	3 Mi WNW Winchester
430930	P-40N	42-105970	103TRS	26TRG	Reading AAF, Reading, PA	TACMF	Peet, Donald S	USA	PA	Reading AAF, Reading, PA

430525	P-40F	41-14137	103 Recon	26 Recon	Ft Devens, MA	BLMF	Alden, Cyril L	USA	NH	Grenier Field, NH
430728	P-39N	42-9722	103 Recon	26 Recon	Reading, PA	LAC	Ponder, Paul H Jr	USA	PA	Reading AAF, Reading, PA
430826	P-40F	41-13659	103 Tac Recon	26 Tac Recon	Reading, PA	LAC	Ward, Raymond P Jr	USA	PA	AAF, Reading, PA
430914	P-40N	42-105606	103 Tac Recon	26 Tac Recon	Reading AAF, PA	TAC	Starin, Myndret S	USA	PA	Reading AAF

440401	F-5C	42-67574	40PRS	2PRG	Will Rogers Field, Oklahoma City, OK	LAC	Staton, Robert E			Shawnee NAS, OK
440406	UC-78	43-32019	40PRS	2PRG	Will Rogers Field, Oklahoma City, OK	GACW	Bailey, William A			Will Rogers Field, Oklahoma City, OK
440723	F-5A	42-13267	40PRS	8PRG		TAC	Senger, Russell W			Barrackpore
440807	F-5A	42-13267	40PRS	8PRG		LAC	Betts, Curtis F			Gushkara AAB
440912	F-5E	43-28909	40PRS	8PRG		LAC	McLeod, Walter G Jr			RAF Alipore
440912	F-5E	43-28596	40PRS	8PRG		LAC	Senger, Russell W			RAF Alipore
441126	F-5E	43-28592	40PRS	8PRG		CBL	Steele, Leonard H			Cox's Bazaar/ 3mi E
441205	F-5E	44-23243	40PRS	8PRG		TAC	Lezon, Joseph P Jr			RAF Cox's Bazar
441228	F-5E	43-28290	40PRS	8PRG		LAC	Perry, Robert M			RAF Alipore

450330	F-5E	43-28614	40PRS	8PRG		CBL	Gutensohn, Walter W	Mawnubyin
450417	F-5E	43-28603	40PRS	8PRG			Swanson, Lawrence D	Akyab Is
450609	F-5E	44-24926	40PRS	8PRG		KCRL	Byrd, Eligah L Jr	RAF Alipore
450614	F-5E	43-28603	40PRS	8PRG	Ali	KCR	Bokelund, John E	RAF Baigachi/ 1/2mi S
450711	B-25D	41-30384	40PRS	8PRG	Ali	TOA	Danna, Salvatore (NMI)	Gushkara



Created: 25 Sep 2010  
Updated: 5 Mar 2014

#### Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.  
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.  
Air Force News. Air Force Public Affairs Agency.  
*Philly Hogs A-10s of the 103<sup>rd</sup> Fighter Squadron, 111<sup>th</sup> Fighter Wing*. Brian Walter. 2010.