

335 FIGHTER SQUADRON



MISSION

LINEAGE

335 Fighter Squadron constituted, 22 Aug 1942
Activated, 12 Sep 1942
Redesignated 335 Fighter Squadron, Single-Engine, 20 Aug 1943
Inactivated, 10 Nov 1945
Activated, 9 Sep 1946
Redesignated 335 Fighter Squadron, Jet Propelled, 23 Apr 1947
Redesignated 335 Fighter Squadron, Jet, 14 Jun 1948
Redesignated 335 Fighter Interceptor Squadron, 20 Jan 1950
Redesignated 335 Fighter-Bomber Squadron, 8 Mar 1955
Redesignated 335 Fighter-Day Squadron, 25 Apr 1956
Redesignated 335 Tactical Fighter Squadron, 1 Jul 1958
Redesignated 335 Fighter Squadron, 1 Nov 1991

STATIONS

Bushey Hall, England, 12 Sep 1942
Debden, England, 29 Sep 1942
Steeple Morden, England, c. 23 Jul–4 Nov 1945
Camp Kilmer, NJ, 9–10 Nov 1945
Selfridge Field, MI, 9 Sep 1946
Andrews Field (later, AFB), MD, 26 Mar 1947
Langley AFB, VA, 1 May 1949
Langley AFB, VA, 26 Apr 1949–12 Aug 1950
Andrews AFB, MD, 13 Aug–11 Nov 1950
Johnson AB, Japan, 13 Dec 1950

Suwon AB, South Korea, 1 May 1951
Kimpo AB, South Korea, 24 Aug 1951
Johnson AB, Japan, 20 Sep 1951
Kimpo AB, South Korea, 4 Nov 1951
Chitose AB, Japan, c. 26 Nov 1954–8 Dec 1957
Seymour Johnson AFB, NC, 8 Dec 1957

DEPLOYED STATIONS

Eglin AFB, FL, 1 May 1960–22 Nov 1961
McCoy AFB, FL, 21 Oct–29 Nov 1962
Incirlik AB, Turkey, 16 Nov 1964–21 Feb 1965
Yokota AB, Japan, 3 Jul–6 Nov 1965
Takhli RTAFB, Thailand, 6 Nov–8 Dec 1965
Kunsan AB, South Korea, 4 Dec 1969–25 May 1970
Ubon RTAFB, Thailand, 6 Jul–22 Dec 1972
Ramstein AB, Germany, 2 Sep–2 Oct 1978 and 28 Aug–29 Sep 1979
Al Karj AB, Saudi Arabia, 27 Dec 1990–24 Jun 1991

ASSIGNMENTS

4 Fighter Group, 12 Sep 1942–10 Nov 1945
4 Fighter (later, 4 Fighter-Interceptor; 4 Fighter-Bomber, 4 Fighter-Day) Group, 9 Sep 1946
4 Fighter-Day (later, 4 Tactical Fighter) Wing, 8 Dec 1957
4 Operations Group, 22 Apr 1991

ATTACHMENTS

HQ Tactical Air Command, 1 May 1960–22 Nov 1961
Seventeenth Air Force, 16 Nov 1964–21 Feb 1965
6441 Tactical Fighter Wing, 3 Jul–c. 6 Nov 1965
355 Tactical Fighter Wing, 6 Nov–6 Dec 1965
354 Tactical Fighter Wing, 4 Dec 1969–25 May 1970
8 Tactical Fighter Wing, 6 Jul–22 Dec 1972
86 Tactical Fighter Wing, 2 Sep–2 Oct 1978 and 28 Aug–29 Sep 1979
Tactical Fighter Wing Provisional, 4, 27 Dec 1990–12 Mar 1991
Tactical Fighter Wing Provisional, 4404, 13 Mar 1991–27 Jun 1991

WEAPON SYSTEMS

Spitfire, 1942–1943
P-47, 1943–1944
P-51, 1944–1945
P-47, 1947
P-80, 1947–1949
F-51, 1948–1949
F-86, 1949–1958
F-100, 1958–1960

F-105, 1959-1966

F-4, 1969-1989

F-15, 1990

COMMANDERS

2nd Lt Verd V. Mitchell Jr., 12 Sep 1942

Maj William J. Daley, 29 Sep 1942

Maj Donald J. M. Blakeslee, 22 Nov 1942

Maj Gilbert O. Halsey, 19 May 1943

Maj Roy W. Evans, 13 Aug 1943

Maj George Carpenter, 5 Feb 1944

Maj James R. Happel, 18 Apr 1944

Maj Leon M. Blanding, 21 Jun 1944

Capt Robert C. Church, 29 Jul 1944

Maj Pierce W. McKennon, 18 Aug 1944

Maj Louis H. Norley, 30 Aug 1944

Maj Pierce W. McKennon, 22 Sep 1944

Capt Calvin W. Willruth, 21 Sep 1945-Unkn

Unkn, 1-10 Nov 1945

Unkn, 9 Sep 1946-Mar 1947

Lt Col Nathan M. Abbot, 1 Mar 1947

Maj Clay Albright, 27 Jul 1948

Maj Bruce H. Hinton, 5 Aug 1948

Lt Col Harvey L. Case Jr., 23 Jun 1949

Lt Col Donald W. Nance, Jun 1950

Lt Col Benjamin H. Emmert, 31 May 1951

Maj Winston W. Marshall, 19 Aug 1951

Maj Zane S. Amel, 10 Jan 1952

Maj Philip H. Van Sickle, 25 Apr 1952

Lt Col Carroll B. Mcelroy, 6 Sep 1952

Lt Col Vermont Garrison, 1953-Unkn

Lt Col Robert J. Dixon, Unkn-11 Mar 1954

Maj Robert H. Knapp, 12 Mar 1954

Lt Col Chester B. Wine, 12 Jun 1954

Lt Col John S. Stewart, 4 Mar 1955

Maj Howard F. Hendricks, Jan 1956

Cpt Kenneth A. Runeberge, Unkn-7 Dec 1957

Maj James E. Mason, 8 Dec 1957

Lt Col Robert R. Scott, 2 Apr 1958

Lt Col Paul P. Hoza, 4 Aug 1960

Lt Col Elmer E. Springer Jr., 30 Mar 1964

Lt Col Fred H. Henderson, 1 Apr 1965

Lt Col Lawrence F. Damewood; C. 1 Jun 1966

Lt Col William W. Pinner, 25 Feb 1968

Lt Col Eleas Casillas, 1 Mar 1970
Lt Col Richmond N. Long, 1 Jun 1971
Lt Col Lorenz F. Wustner, 6 Nov 1972
Lt Col William T. Tolbert, 2 Mar 1973
Lt Col Robert A. Norman, 26 Apr 1974
Lt Col Michael C. Kerby, 5 Dec 1975
Lt Col Charles F. Luigs, 22 Apr 1977
Lt Col Dennis M. Biggs, 2 Mar 1978
Lt Col Charles C. Large, 23 Jan 1979
Lt Col John C. Griffin, 2 Jul 1981
Lt Col Richard B. Myers, 25 Jun 1982
Lt Col Michael Navarro, 23 Nov 1983
Lt Col Paul F. Henry, 1 Nov 1985
Lt Col Robert L. Ruth, 12 Nov 1987
Lt Col Steven R. Pingel, 1 Mar 1990
Lt Col Kenneth M. Decuir, 15 Nov 1991
Lt Col Charles R. Heald, 25 Nov 1992
Lt Col Ralph J. Jodice Ii, 13 May 1994
Lt Col Charles G. Duke Iii, 28 Mar 1996
Lt Col Mike Spencer, 13 Feb 1998
Lt Col William Del Grego, 14 Jan 2000
Lt Col James E. Dennis, 1 Jan 2001
Lt Col Mark Mouw, 18 Jul 2003
Lt Col Todd Boyd, 20 May 2005

HONORS

Service Streamers

Campaign Streamers

World War II

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

Korea

CCF Intervention

First UN Counteroffensive

CCF Spring Offensive

UN Summer-Fall Offensive

Second Korean Winter

Korea Summer-Fall, 1952
Third Korean Winter
Korea, Summer 1953

Vietnam
Vietnam Defensive
Vietnam Ceasefire

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
France, 5 Mar–24 Apr 1944
Korea, 22 Apr–8 Jul 1951

Air Force Outstanding Unit Award with Combat "V" Device
8 Jul–20 Oct 1972

Air Force Outstanding Unit Awards

1 Jul 1967–30 Jun 1968
16 Sep 1973–15 Apr 1974
22 Nov 1974–31 Dec 1975
2 Feb 1976–18 Apr 1977
1 Jun 1982–31 May 1984
1 Jul 1989–22 Apr 1991
23 Apr 1991–31 Mar 1993
1 Apr 1993–15 Jul 1994
16 Jul 1994–31 May 1996
1 Jun 1998–31 May 2000
24 Mar–10 Jun 1999
1 Jun 2000–31 May 2002
1 Jun 2002–31 May 2003

Republic of Korea Presidential Unit Citations

1 Nov 1951–30 Sep 1952
1 Oct 1952–31 Mar 1953

Republic of Vietnam Gallantry Cross with Palm

3 Aug–31 Dec 1972

EMBLEM



On a Blue disc, the head of an American Indian chief in profile, wearing a feathered headdress White, the headband and tips of the long feathers Red, the short feathers just above the headband and circular ornament over the ear Air Force Blue, details White; the Indian's eye, hair, outlines, and details throughout, Black. **SIGNIFICANCE:** The emblem is symbolic of the squadron. The Air Force blue background represents the theater of operations and the void of light and the unknown, into which squadron pilots venture to seek out and destroy enemies of the nation. The Indian chief symbolized a position of leadership and the pioneer spirit of the personnel in the squadron. (Approved, 7 Nov 1958. Approved, 1994)

The original emblem had a black disc.

MOTTO

CHIEFS

OPERATIONS

Combat in ETO, Oct 1942–Apr 1945. Combat in Korea, Dec 1950–Jul 1953. Combat in Southeast Asia, Nov–Dec 1965 and Jul–Dec 1972. Combat in Southwest Asia, Jan–Feb 1991.

Despite such difficulties, the spring of 1953 proved highly successful for H-19 operations. On April 30, an H-19 picked up a future double ace, Cpt. Lonnie R. Moore, 335 Fighter Interceptor Squadron, from the Yellow Sea, twenty miles north of Cho-do. Cpt Moore's F-86 had engine failure. In May the big helicopters experienced their best month of the war; they picked up ten airmen, six between May 16 and 18. On the 16th, an H-19 stationed at Cho-do rescued an F-84 pilot who had ejected after being hit by flak. The pilot was in the water only thirty seconds. Late that afternoon, fifty miles north of Cho-do (ninety miles behind enemy lines), an H-19 picked up an F-86 pilot whose engine had failed. This pilot was in the water only two minutes. The next day, two more Sabre pilots were rescued within three miles of Cho-do by H-19s operating from the island, one of five days in the war on which air rescue helicopters and/or SA-16s saved two F-86 pilots.

Although the communists never mounted what could be construed as a major effort with their "Bed Check" aircraft. They did have far more than a nuisance effect. On June 17, 1951 a single Polikarpov PO-2 dropped a pair of twenty-five pound bombs on the ramp at K-13. One 335 FIS F-86 was destroyed and four more were damaged.

Under Constant Guard I, F-4Es from the 4 TFW's 334 and 335 TFSs, Seymour Johnson AFB, North Carolina, arrived during April, 1972, and were assigned to the 8th TFW at Ubon RTAB. During late April, F-4Es from the 308th TFS at Homestead AFB and the 58th TFS at Eglin AFB were deployed to Udorn RTAB under Constant Guard II and there, assigned to the 432nd TRW. Seventy-two F-4Es were now available in Southeast Asia assigned to the 4 TFS, 421st TFS, 69th TFS and 34 TFS, and additional aircraft under Constant Guard continued to arrive at regular intervals.



LT COL Michael C. Kerby



On 6 May 2004, 1708L (2108Z) the mishap aircraft (MA) an F-15E, S/N 88-1701, call sign Kong 42, crashed in a field near Callaway, Virginia. The MA, assigned to the 4 Fighter Wing, Seymour Johnson Air Force Base, North Carolina, was participating in a two-ship Surface Attack Tactics

(SAT) mission along Military Training Route VR-1752. The mishap crew (MC) had completed the simulated delivery of Precision Guided Munitions (PGM) when a large Black Vulture struck the number two (right) engine at approximately 700 feet above ground level (AGL). The MA caught fire and the mishap pilot (MP) was unable to maintain controlled flight. The MP and mishap weapon systems officer (MW), both assigned to the 335 Fighter Squadron, ejected without injury and were recovered by local law enforcement officials and civilians. The aircraft was destroyed on ground impact in a field near two residences. There were no casualties on the ground; however, some property damage occurred due to mishap debris and resulting fires. Damage to the aircraft is estimated at \$42,391,559.86. During a low-level rejoin with the lead aircraft, Kong 41, the MP saw a black object flash by in his peripheral vision. Both the MP and MW heard two impacts and an explosion on the right side of the MA. The MP initiated a climb and notified Kong 41 that he had struck a bird. The MA began to roll to the right, which the MP was able to minimize by using up to full left rudder and aileron inputs and reducing power on the left engine. There were no fire lights or audible fire warnings in the cockpit. Both Kong 41 crewmembers could see the right engine of the MA was on fire and radioed this to the MC. The MP discharged the fire suppression system and shut down the right engine. The aircraft continued in a climbing right turn, and when the MP relaxed aileron and rudder pressure, the MA entered an uncommanded right roll to an inverted attitude. The MP allowed the roll to continue upright and then applied full stick and rudder inputs to maintain a slight right bank. By this time, the flames had diminished; however, the MC determined they could not control the MA any longer and initiated ejection while the MA was in an upright attitude. The cause of this mishap, supported by clear and convincing evidence, was a bird strike, which led to a catastrophic failure of the number two engine due to the ingestion of a large Black Vulture. The impact resulted in an uncontained disintegration of fan, compressor and turbine blades and caused a major aircraft fire. Two additional factors, supported by substantial evidence, contributed to the mishap. First, there was a loss of sufficient capability to maintain controlled flight due to severed flight control cables and wiring harnesses, and hydraulic system failures. Second, the flight was not in compliance with restrictions in the Seymour Johnson AFB Bird Aircraft Strike Hazard Plan.

USAF Unit Histories

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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.

USAF Accident Investigation Board Reports.

Unit yearbook. *Air Proving Ground Center, Eglin AFB, FL, 1958.*

Unit yearbook. *4 Fighter Interceptor Wing. Fourth But First. @1952.*

Unit yearbook. Seymour Johnson, Bicentennial. 1976.