

425th FIGHTER SQUADRON



MISSION

The squadron's mission is to provide advanced weapons and tactics continuation training for Republic of Singapore Air Force F-16 pilots and maintenance personnel. RSAF pilots and maintenance personnel are assigned to the 425th for two years, during which they receive advanced tactics training, participate in RED FLAG, shoot live missiles at COMBAT ARCHER, and deploy to locations throughout the United States to participate in composite operations and dissimilar air combat exercises

LINEAGE

425th Night Fighter Squadron constituted, 23 Nov 1943
Activated, 1 Dec 1943
Inactivated, 25 Aug 1947
Redesignated 425th Tactical Fighter Training Squadron, 22 Aug 1969
Activated, 15 Oct 1969
Inactivated, 1 Sep 1989
Redesignated 425th Fighter Squadron, 1 Dec 1992
Activated, 30 Dec 1992

STATIONS

Orlando AB, FL, 1 Dec 1943
Hammer Field, CA, 30 Jan 1944
Visalia Muni Aprt, CA, 25 Feb–1 May 1944
Chormy Down, England, 26 May 1944
Scorton, England, 12 Jun 1944
Stoneman Park, England, 12 Aug 1944

Vannes, France, 18 Aug 1944
Le Moustoiris, France, 1 Sep 1944
Coulommiers, France, 11 Sep 1944
Prosnes, France, 13 Oct 1944
Etain, France, 9 Nov 1944
Frankfurt, Germany, 12 Apr 1945
Furth, Germany, 2 May 1945
Crepy-en-Laommiis, France, 5 Jul 1945
St Victoret, France, 18–24 Aug 1945
Lemoore AAFld, CA, 9 Sep 1945
Camp Pinedale, CA, 23 Oct 1945
March Field, CA, 8 Mar 1946
McChord Field, WA, 1 Sep 1946–25 Aug 1947
Williams AFB, AZ, 15 Oct 1969–1 Sep 1989
Luke AFB, AZ, 30 Dec 1992

ASSIGNMENTS

481st Night Fighter Operational Training Group, 1 Dec 1943
Ninth Air Force, 23 May 1944
IX Air Defense Command, 10 Jun 1944
471st Fighter Wing, 20 Jun 1944
IX Air Defense Command, 6 Aug 1944
XIX Tactical Air Command, 7 Oct 1944
Ninth Air Force, 7 Jul 1945
Fourth Air Force, 9 Sep 1945
Air Defense Command, 21 Mar 1946
Fourth Air Force, 31 Jul 1946–25 Aug 1947
58th Tactical Fighter Training (later, 58th Tactical Training) Wing, 15 Oct 1969
405th Tactical Training Wing, 29 Aug 1979–1 Sep 1989
58th Operations Group, 30 Dec 1992
56th Operations Group, 1 Apr 1994

WEAPON SYSTEMS

YP-61, 1944
A-20, 1944
P-70, 1944
P-61, 1944–1946, 1946–1947
P-61A
F-5, 1969–1989
F-5A
F-5B
F-5E
F-5F
F-16, 1993

F-16A
F-16B
F-16C
F-16D

COMMANDERS

Unkn, 1-9 Dec 1943
LTC Leon G. Lewis, 10 Dec 1943
Maj Russell Glasser, 10 Feb 1945 (temporary)
Cpt McDonald, 7 May 1945 (temporary)
LTC Leon G. Lewis, c. Jun 1945-unkn
Unkn, unkn-31 Aug 1946
LTC George Laven Jr., 1 Sep 1946
LTC Charles W. Howe, Nov 1946
Cpt A. K. McDonald, Jan 1947 (temporary)
LTC Charles W. Howe, Mar 1947-unkn
LTC Herman O. Thomson, 15 Oct 1969
LTC Roy L. Holbrook, c. Jul 1970
LTC John H. Gale Jr., by Jul 1971
LTC George C. Forstnee, by Jul 1974
LTC Conrad L. Bavousett, by Jul 1975
LTC Tom E. Stewart, 17 Dec 1975
LTC Charles D. Bozzuto, 13 Jan 1978
LTC Kenneth J. Monroe, 1 Feb 1980
LTC Philip W. Nuber, 30 Dec 1980
LTC Francis N. Markette, 19 Jun 1982
Col John M. Vickery, 4 Oct 1982
Col Edward T. Boswell, 16 Jan 1984
LTC Richard K. Willis, 6 Dec 1985
LTC James E. Anderson, 22 Jun 1987
LTC Steven R. Chealander, 11 Jul 1988-1 Sep 1989
LTC Wayne E. Hughes, 30 Dec 1992
LTC Michael L. Hauser, 20 Jun 1994
LTC Jack I. Gregory Jr., 3 Jul 1996
LTC Jeffrey E. Stambaugh, 10 Jul 1998
LTC Daniel G. Saville, 2 Mar 2000
LTC Paul H. McGillicuddy, 1 Nov 2001
LTC John D. Roosa, 25 Jun 2002
LTC Barre R. Sequin, 17 May 2004
LTC Lynn I. Sheel, 22 May 2006
LTC Stephen Granger, 25 Apr 2008
LTC Michael J. Dean 7 May 2010
LTC Kevin S. Cruikshank 4 May 2012

HONORS

Service Streamers

None

Campaign Streamers

World War II

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

None

Decorations

Air Force Outstanding Unit Awards

15 Oct–31 Dec 1969

1 Jan 1971–31 Dec 1972

1 Jan 1975–31 Dec 1976

1 Jan 1978–31 Dec 1979

1 Aug 1982–31 May 1984

30 Dec 1992–31 Mar 1994

1 Jul 1994–30 Jun 1996

1 Jul 1996–30 Jun 1998

1 Jul 1998–30 Jun 2000

1 Jul 2001–30 Jun 2003

1 Jun [Jul] 2003–30 Jun 2005

1 Jul 2005–30 Jun 2006

1 Jul 2006–30 Jun 2007

1 Jul 2007–30 Jun 2008

1 Jul 2008–30 Jun 2009

1 Jul 2009–30 Jun 2010

1 Jul 2010–30 Jun 2011

Citation in the Order of the Day, Belgian Army

6 Jun–30 Sep 1944

EMBLEM



425th Night Fighter Squadron emblem: On a yellow disc, edged light turquoise blue, a caricatured, "Black Widow" aircraft in flight toward dexter base, holding with the legs, two, light turquoise blue aerial machine guns with cartridge belts affixed thereto, proper, ridden by a caricatured, brown rabbit seated astride fuselage, steering with yellow reins held in the left fore-paw, and holding a red flashlight in the right forepaw. (Approved 4 May 1945)



425th Tactical Fighter Training Squadron emblem approved, 11 Jun 1970

425th Fighter Squadron emblem: Gules, a target viewfinder throughout Sable, surmounted by a "black widow" spider in base of the last garnished of the first between two lightning flashes chevronwise Argent, all within a diminished border Black. Attached below the disc, a White scroll edged with a narrow Black border and inscribed "425th FTR SQ". On a red globe is a fighter pilot's gunsight. A Black Widow spider is superimposed over the gunsight. On either side of the spider is a white lightning bolt. The red globe is consistent with Singaporean national colors, acknowledging their role in the reactivation of this squadron. The unit mission is to support Peace Carvin II (Foreign Military Sales), selling F-16s and training to the Republic of Singapore. The gunsight reflects the tools of the fighter pilot's trade. It also symbolizes the web of the Black Widow spider. The Black Widow spider maintains historical continuity with the squadron's original mission as a P-61 Black Widow Night Fighter Squadron in World War II. The lightning bolts on either side of the spider symbolize the striking power of modern tactical fighters. (Approved, 7 Jan 1993)

MOTTO

NICKNAME

OPERATIONS

Constituted as the 425th Night Fighter Squadron Nov. 23, 1943, and activated Dec. 1, 1943, the 425th was originally assigned to the 481st Night Fighter Operational Training Group, Orlando Air Base, Fla. The unit was reassigned, beginning Jan. 30, 1944, to bases in California before arriving at its first European station at Chormy Down, England, May 26, 1944 as a unit of 9th Air Force. After being reassigned to various bases in England, the 425th settled at its first home base on the European Continent at Vannes, France, Aug. 18, 1944. During the air war in Europe, the 425th flew the YP-61, A-20, P-61 and P-70 aircraft. The unit was at several locations in California between Sept. 9, 1945 and Sept. 1, 1946, before arriving at McChord Field, Wash. The 425th was inactivated Aug. 25, 1947. The unit was reactivated at Williams AFB, Ariz., on Oct. 15, 1969 as the 425th Tactical Fighter Training Squadron and was assigned to the 58th Tactical Fighter Training Wing at Luke AFB, Ariz. The squadron's new mission was to train aircrews from friendly nations to fly and fight in the F-5. The first F-5E Tiger II was delivered to the 425th April 6, 1973. The 425 TFTS was reassigned to the 405th Tactical Training Wing as of Aug. 29, 1979 and the unit was activated at Luke. In June 1989, the squadron's F-5 training program terminated after having produced 1,499 graduates. The 425th was inactivated Sept. 1, 1989. The squadron was reactivated under the designation 425th Fighter Squadron Dec. 30, 1992.

Reconstituted on December 30th, 1992 under the 58th Fighter Wing at Luke AFB, Arizona. Aircraft had already arrived in October of 1992 and shortly after in the new year pilot training began in January of 1993. Right from the beginning the mission was international personnel training, but more specifically, the Republic of Singapore Air Force. Although the squadron had American heritage, it was mix of both personnel and equipment. At first the squadron borrowed F-16A/B block 15s from the USAF in late 1992. This consisted of seven F-16As and two F-16Bs which were all borrowed. Most likely by coincidence, the Royal Singapore Air Force ended up buying one of these F-16As years later that had been borrowed by them from the USAF. On June 3rd, 1998 the RSAF obtained F-16A #81-0677 as a GF-16A for ground maintenance/handling and weapons loading training. To complete the squadron, seven F-16A/Bs were sent from Singapore to join the squadron.

In 1995 the squadron leased twelve USAF F-16C/D block 42s as their nine USAF block 15s were withdrawn from service. The seven F-16A/Bs owned by the RSAF flew back to Singapore during this time period as well. In the end, the USAF could not honor the lease as they needed the block 42s back. A deal was struck with Lockheed Martin to lease a dozen new-built F-16C/D block 52's (4 F-16Cs and 8 F-16Ds) with options to buy them later. The aircraft were leased for a 2.5 year period, for an estimated cost of USD \$12.3 million. This program had no name assigned like the Peace Carvin FMS deal. In 1997, under Peace Carvin III, the RSAF's training capabilities in the US expanded, including adding the 428th FS at Canon AFB, New Mexico and an extension of the training contract for Luke till 2018.

First P-61 received: June 15, 1944

First enemy aircraft destroyed by P-61 crew: Aug. 5, 1944 (V-1);

Dec. 24, 1944 (manned enemy aircraft)

Squadron total enemy aircraft destroyed by P-61 crews: 10 manned; 4 V-1s.

Neighborly Northern Engagements: F-16s from the 425th Fighter Squadron at Luke AFB, Ariz., last week flew to Cold Lake AB, Canada, for a simulated allied air campaign with aircraft from nine other countries at Maple Flag 2012. "We regularly participate in Maple Flag and other similar exercises in keeping with our squadron's mission of providing high-end training for our aircrews," said 425th FS director of operations Lt. Col. Joshua Hetsko. He added, "These exercises provide an excellent venue for combat forces from NATO and other countries to participate in a large-scale, simulated combat environment against a complex adversary." Replicating a United Nations-mandated allied air campaign, Maple Flag integrates airborne warning and control, air refueling, reconnaissance, airlift, and helicopter assets, in addition to strike aircraft. Luke's package of nine F-16s and 100 airmen departed for Cold Lake on June 9 to join nearly 4,500 personnel from Austria, Brazil, Britain, Canada, France, Germany, Mexico, the Netherlands, New Zealand, and Singapore. The exercise runs through the end of June. 2012

On 29 May 2002 at approximately 1707 MST the mishap aircraft (MA), an F-16CJ, SN96-5027, owned by the Republic of Singapore Air Force and assigned to the 425th Fighter Squadron, Luke Air Force Base, Arizona, crashed approximately 40 nautical miles south of Casa Grande, Arizona. The MA was part of a two-ship flying a basic fighter maneuver, continuation training mission. The mishap instructor pilot (MBP) was a USAF pilot assigned as Chief of Standardization/Evaluation Section, 56th Operations Group. Shortly before the mishap, the MIP was performing a defensive turn and had reduced the throttle to below military power to counter an offensive move by his wingman. Upon successfully abating the simulated missile threat, he selected full afterburner and continued the hard turn. Almost immediately the aircraft jolted violently as if he had "r[u]n into something underneath the airplane". The MIP heard a high-pitched sound and a couple bangs. He then received a radio transmission from his wingman concerning "flames". The MIP saw his engine revolutions per minute (RPM) rolling back and his engine fire light was illuminated. He then looked over his right shoulder and saw the aft end of his aircraft was engulfed in fire. The MIP cut the throttle in an effort to cut the fuel supply to the fire. However, the fire persisted. The MIP initiated ejection at that time in accordance with flight manual guidance for an in-flight fire. The MIP ejected safely sustaining no apparent injuries at the time. However, the MIP had back problems prior to the ejection and has experienced severe back pain since that time. As a result, he has been DNIF (Duties Not Involving Flying) since shortly after the mishap. The MA was destroyed upon impact with a loss valued at approximately \$19 million. The impact area was uninhabited desert on the Papago Indian Reservation. No cultural artifacts were damaged and damage to natural resources was minimal. I find clear and convincing evidence that the root cause of the mishap was a combination of manufacture processing imperfections in the #50 blade of the 4th stage turbine of the PW-229 engine. Clear and convincing evidence establishes that due to the reduced strength of the #50 blade, normal operation of the engine resulted in the formation of a fatigue

crack. That fatigue crack progressed to the point the blade could no longer withstand the stress of operation. At that time, the #50 blade airfoil snapped. I find clear and convincing evidence that the liberated airfoil impacted the remaining 4th stage blades causing them to fracture. The engine containment system could not handle the numerous liberated blades. As a result, many exited the engine casing, at least one penetrating the A-I fuel tank located above the engine and another severing the 16P280 cross feed tube (fuel line) at the bottom of the engine. This resulted in a massive fuel leak. The very hot turbine blades and escaping turbine gases ignited the fuel leak resulting in a raging fire in the aft section of the aircraft. The MIP's attempt to extinguish the fuel source and, in turn, the fire by moving the throttle to off was ineffective due to the massive fuel leak. The fire persisted. At the time of the catastrophic blade failure, the sudden slowing of the turbine created increased "drag" on the engine and caused a torque fracture of the low pressure shaft, rendering the engine useless. The MIP correctly determined the aircraft could not be recovered and ejected. I find substantial evidence that the current visual inspection process for the 4th stage turbine blades was a factor which indirectly contributed to this mishap in that it is inadequate to detect fatigue cracks which tend to be very tight and, as a result, not visible to the unaided eye.

19 May 2004 at 2136 Pacific Daylight Time the pilot of an F-16 aircraft was killed when the aircraft he was flying impacted the ground near Luke Air Force Base, Arizona. The Republic of Singapore Air Force pilot and mishap aircraft, a 56th Fighter Wing, 425th Fighter Squadron F-16C (serial number 96-5028), were stationed at Luke Air Force Base, Arizona. The aircraft was destroyed and recovered. The aircraft crashed onto the Tohono O'Odham Nation away from any man-made structures with incidental damage to the immediate surrounding terrain and vegetation. No other injuries or death resulted. The mishap aircraft was on a night opposed surface attack tactics mission with a flight of three F-16 aircraft. The mishap occurred on the second engagement between the three aircraft when the mishap aircraft executed a maneuver from approximately 14,000 feet mean sea level that resulted in the mishap aircraft impacting the ground in a nearly vertical dive. There was no attempt by the mishap pilot to eject. The AIB President found in his opinion that the cause of the mishap was either G-induced loss of consciousness or spatial disorientation. No contributing factors were found with the condition of the aircraft, supervision, flight leadership, training, or health of the mishap pilot.

In 1964, a new unit, the 4441st Combat Crew Training Squadron, was constituted at Williams Air Force Base, Arizona, with the mission of training foreign pilots in the new low cost lightweight Northrop F-5A single seat multirole fighter and the F-5B two seat fighter trainer variant. Initially designed for foreign military sales to third world countries, the F-5s' performance was sufficient to attract major NATO user Air Forces. On 15 October 1969, the 4441st was re-designated the 425th Tactical Fighter Training Squadron. This change to the 425th numeral designation was a change in designation only, with the unit's mission remaining unchanged. Ken Johnson and Don Crane, two of the original instructors in the 4441st, thought the new squadron designation warranted a new emblem and they designed a new patch with a "Black Widow" as its predominate feature to commemorate the lineage to the original 425th squadron's P-61 Black Widow. The new design was approved by the USAF and became the 425th's official patch.

In 1973, the squadron started re-equipping with the new more advanced F-5E which presented even greater capability and increased training requirements for the 425th.

In addition to local training at Williams AFB, the squadron deployed Mobile Training Teams to F-5 user nations for follow-on training. In its 25 years of operating the F-5, the squadron trained 1,499 pilots from over twenty different Air Forces until its deactivation on 1 September 1989, ended the 425th F-5 era.

Although the deactivation of the 425th ended F-5 service in the U.S. Air Force, the aircraft continues to soldier on in the U.S. Navy and U.S. Marine Corp in the adversary role emulating third generation adversary aircraft, and as a front line fighter in many foreign Air Forces.

PACAF, Singapore Celebrate 20 Years of Partnership Pacific Air Forces boss Gen. Hawk Carlisle recently met with Singapore air force chief Maj. Gen. Hoo Cher Mou at Luke AFB, Ariz., to commemorate 20 years of partnership between the two services. The event coincided with Singapore's Exercise Forging Sabre, which also was held at Luke. "We look forward to many more years, many more decades of this kind of friendship and relationship," Carlisle said. The celebration included a parade at the 425th Fighter Squadron-which operates Luke's F-16s-and an anniversary dinner hosted by the Singapore air force, states the Dec. 18 release. Following the parade, Carlisle and Hoo unveiled the newly-painted tail flashes of F-16s from both air forces, which pay tribute to the Peace Carvin II, the RSAF F-16 detachment that provides pilots with continuation training. "Twenty years of forging operational excellence for F-16 pilots and engineers, the detachment is a true testament to the close and long standing relationship between the United States Air Force and the Republic of Singapore air force," said Hoo. 2014

Air Force Order of Battle

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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.