

524 SPECIAL OPERATIONS SQUADRON



MISSION

LINEAGE

11 Reconnaissance Squadron (Light) constituted, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 91 Bombardment Squadron (Light), 14 Aug 1941
Redesignated 524 Fighter-Bomber Squadron, 23 Aug 1943
Redesignated 524 Fighter Squadron, Single-Engine, 30 May 1944
Inactivated, 7 Nov 1945
Activated, 20 Aug 1946
Redesignated 524 Fighter Squadron, Two-Engine, 22 Jul 1947
Redesignated 524 Fighter Squadron, Jet, 1 Dec 1949
Redesignated 524 Fighter-Escort Squadron, 1 Feb 1950
Redesignated 524 Strategic Fighter Squadron, 20 Jan 1953
Redesignated 524 Fighter-Bomber Squadron, 1 Jul 1957
Redesignated 524 Tactical Fighter Squadron, 1 Jul 1958
Redesignated 524 Tactical Fighter Training Squadron, 8 Jul 1980
Redesignated 524 Fighter Squadron, 1 Nov 1991
Inactivated, 24 Sep 2007
Redesignated 524 Special Operations Squadron, 23 Sep 2009
Activated, 1 Oct 2009

STATIONS

Hunter Field, GA, 15 Jan–19 Oct 1941
Ft William McKinley, Luzon, 20 Nov 1941

San Marceleno, Luzon, 22 Dec 1941 (air echelon operated from Brisbane, Australia, 24 Dec 1941–5 Feb 1942)
Limap, Luzon, 25 Dec 1941
Bataan, Luzon, 5 Jan 1942 (air echelon operated from Malang, Java, 18 Feb–1 Mar 1942, and from Brisbane, Australia, 10–24 Mar 1942)
Charters Towers, Australia, Apr–4 May 1942
Hunter Field, GA, 4 May 1942
Key Field, MS, 15 Jul 1942
Hattiesburg, MS, 15 Aug 1942
Harding Field, LA, 26 Oct–21 Nov 1942
Ste-Barbe-du-Tlelat, Algeria, 26 Dec 1942
Nouvion, Algeria, 7 Jan 1943
Ras el Ma, French Morocco, 6 Apr 1943
Korba, Tunisia, 4 Jun 1943
Gela, Sicily, 18 Jul 1943
San Antonio, Sicily, 3 Sep 1943
Capaccio, Italy, 18 Sep 1943
Guado Airfield, Italy, 4 Nov 1943
Pomigliano, Italy, 19 Jan 1944
Castel Volturno, Italy, 10 Apr 1944
Santa Maria, Italy, 8 May 1944
Le Banca, Italy, 7 Jun 1944
Ciampino, Italy, 11 Jun 1944
Vultone, Italy, 4 Jul 1944
Sarragia, Corsica, 13 Jul 1944
Le Luc, France, 25 Aug 1944
Salon, France, 30 Aug 1944
Loyettes, France, 12 Sep 1944
Tarquinia, Italy, 2 Oct 1944
Pontedera, Italy, 1 Dec 1944
St Dizier, France, 21 Feb 1944
Toul/Ochey, France, 19 Mar 1945
Biblis, Germany, 5 Apr 1945
Sandhofen, Germany, 24 Jun 1945
Echterdingen, Germany, 15 Sep–20 Oct 1945
Camp Shanks, NY, 6–7 Nov 1945
Fritzlar, Germany, 20 Aug 1946
Bad Kissingen, Germany, 25 Jun 1947
Andrews Field, MD, 25 Jun 1947
Kearney AAFld (later, AFB), NE, 16 Jul 1947
Bergstrom AFB, TX, 16 Mar 1949
Cannon AFB, NM, 18 Feb 1959
Cannon AFB, NM, 1 Oct 2009

DEPLOYED STATIONS

Taegu AB, South Korea, 5 Dec 1950–30 Jan 1951
Itazuke AB, Japan, 31 Jan–12 Aug 1951
Misawa AB, Japan, 13 Oct 1952–13 Feb 1953 (20 Jan 1953)
Sturgate RAF Station, England, 7 May–19 Aug 1955
Hahn AB, Germany, 17 Jun–8 Jul 1959
Incirlik AB, Turkey, 10 Feb–16 Jun 1961
Elmendorf AFB, AK, 30 Oct–14 Nov 1961
MacDill AFB, FL, 21 Oct–1 Dec 1962
Takhli RTAFB, Thailand, 9–27 Jun 1963 and 21 Jan–19 Mar 1964
Misawa AB, Japan, [with detachment at Kunsan AB, South Korea], 1 Dec 1964–28 Mar 1965
Holloman AFB, NM, 13 Apr–12 May 1966

ASSIGNMENTS

27 Bombardment (later, 27 Fighter-Bomber; 27 Fighter) Group, attached on 15 Jan 1941,
assigned 14 Aug 1941–7 Nov 1945
27 Fighter (later, 27 Fighter-Escort) Group, 20 Aug 1946 27 Fighter-Escort (later, 27
Strategic Fighter; 27 Fighter-Bomber; 27 Tactical Fighter; 27 Fighter) Wing, 16 Jun 1952
27 Operations Group, 1 Nov 1991

ATTACHMENTS

27 Bombardment (later, 27 Fighter-Bomber; 27 Fighter) Group, attached, 15 Jan 1941
136 Fighter-Bomber Wing, 30 Jun–12 Aug 1951
27 Fighter-Escort Wing, 25 Aug 1951–15 Jun 1952
Unkn, 17 Jun– 8 Jul 1959
TUSLOG, 10 Feb–16 Jun 1961
4158 Strategic Wing, 30 Oct–14 Nov 1961
2 Air Division, 9–c. 27 Jun 1963 and 21 Jan–19 Mar 1964
39 Air Division, 1 Dec 1964–28 Mar 1965

WEAPON SYSTEMS

B-18, 1941
A-24, 1941–1942
A-20, 1941, 1942–1943
A-36, 1943–1944
P-40, 1944
P-47, 1944–1945
P-47, 1946–1947
P-51, 1947–1948
F-82, 1948–1950
F-84, 1950–1958
F-101, 1957–1958
F-100, 1959–1969, 1969–1972
F-111, 1972

COMMANDERS

Unkn, 15 Jan-Jul 1941
1st Lt William Eubanks, Jul 1941-Unkn
Capt Eugene C. Vance, 14 Jul 1942
Maj John P. Crowder Jr., May 1943
Maj Arthur B. Hilmo, Sep 1943
Maj James M. Dyer, Nov 1943
Capt Benjamin L. Rorie, 9 Apr 1944
Capt Arthur E. Sortore Jr., 30 May 1944
Capt Harry R. Casselman, 1 Jun 1944
1lt Glen T. Maltby, 10 Jul 1944
Maj Joseph E. Andres, 21 Jul 1944
Maj William R. Young, 12 Apr 1945
Capt Robert A. Gray, 26 Sep 1945-Unkn
Maj Robert W. Holmes, 20 Aug 1946
Maj William M. Shelton, 19 Nov 1946-24 Jun 1947
None (Not Manned), 25 Jun-15 Jul 1947
Unkn, 16 Jul-14 Aug 1947
Maj Ray C. Williams, 15 Aug 1947-Jun 1948
Lt Col George V. Williams, Unkn 1948-11 Sep 1948
Unkn, 12 Sep-23 Sep 1948
Lt Col George V. Williams, 23 Sep 1948-Unkn
Lt Col Robert W. Shick, By Dec 1950
Lt Col Niven K. Cranfill, 16 Jul 1952
Lt Col Clark P. Manning, Feb 1953
Maj James H. Doolittle Jr., 1 Dec 1955
Maj Brian J. Lincoln, 9 Apr 1958-Jan 1959
None (Not Manned), 8 Jan-17 Feb 1959
Maj Ray L. Obenshain, 18 Feb 1959
Maj Charles E. Pope, By Dec 1959
Lt Col Walter M. Fowler, Oct 1960
Lt Col Charles E. Horton, 25 Jan 1962
Maj Raymond B. Kleber, 30 Jun 1963
Lt Col Wendall H. Whitehouse, 24 Feb 1963
Maj Joseph H. Turner, By Dec 1965-Unkn
None (Not Manned), 7 Mar-Jul 1969
Unkn, Jul 1969
Lt Col James L. Glessner Jr., Sep 1969
Lt Col Robert D. Mccann, 15 Jan 1970
Maj James M. Frogge, 12 Apr 1971
Lt Col Robert D. Mccann, 27 Apr 1971
Lt Col Ronald M. Clements, 1 Jul 1971

Maj James M. Frogge, 19 Jun 1972
Capt Charles J. Jackson, 5 Jul 1972
Maj Charles J. Wood, 10 Aug 1972
Lt Col Ronald M. Clements, 21 Aug 1972
Maj James M. Frogge, 10 Nov 1972
Lt Col Ronald M. Clements, 21 Nov 1972
Maj James M. Frogge, 26 Dec 1972
Maj Charles J. Wood, 27 Dec 1972
Lt Col Ronald M. Clements, 28 Dec 1972-12 Mar 1973
Unkn, 13 Mar-1 Apr 1973
Lt Col Harold H. Gabby, 2 Apr 1973
Lt Col Thomas C. Germscheid, 31 Mar 1975
Lt Col Benjamin M. Budzowski, 12 Jan 1976
Lt Col Daniel A. Taylor Jr., 14 Nov 1977
Lt Col Norman L. Rice, 9 Aug 1978
Lt Col Kenneth F. Keller, 1 Jan 1980
Maj Richard B. Hellier, 23 Jun 1980
Lt Col Jay D. Milstead, 30 Jun 1982
Lt Col John W. Zwerg, 1 Jun 1984
Lt Col David A. Mitchell, 6 Jun 1986
Lt Col John A. Osborn, 19 Aug 1988
Lt Col Jerome P. Brumby, 31 Aug 1990
Lt Col Stuart M. Ehrlich, 1 Dec 1993
Lt Col Dale R. Hanner, 12 Jul 1994
Lt Col Steven P. Schavrien, 12 Jul 1996
Lt Col Walter Wright Iii, 5 Jun 1998
Lt Col Bob J. Thomas, 4 Jan 2000
Lt Col Chris Chambliss, 2 Jan 2001
Lt Col Thomas A. Berghoff, 3 Jul 2002
Lt Col Gary Bell, 14 May 2004
Lt Col David Walker, Unkn-Unkn
Lt Col Robert Powell, 2 Oct 2009

HONORS

Service Streamers

Campaign Streamers

World War II

Philippine Islands

East Indies

Sicily

Naples-Foggi

Anzio

Rome-Arno
Northern France
Southern France
North Apennines
Rhineland
Central Europe
Air Combat, EAME Theater

Korea
CCF Intervention
First UN Counteroffensive
CCF Spring Offensive
UN Summer-Fall Offensive

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
Philippine Islands, 7 Dec 1941–[Apr] 1942
Philippine Islands, 8–22 Dec 1941
Philippine Islands, 6 Jan–8 Mar 1942
Italy, 10 Sep 1943
France, 4 Sep 1944
Korea, 26 Jan–21 Apr 1951

Air Force Outstanding Unit Awards

15 Aug 1968–15 Aug 1969
1 Jan 1981–30 Jun 1982
1 Jan 1988–31 Dec 1989
1 Apr–30 Sep 1992
1 Jan 1981-30 Jun 1982
1 Jan 1988-31 Dec 1989
1 Apr-30 Sep 1992
1 Jun 1996-31 May 1998
1 Jun 2002-31 May 2004

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation
9 Nov 1950–31 May 1951

EMBLEM



524 Strategic Fighter Squadron emblem: On a Light Blue disc fimbriated White a stylized White cloud formation surmounted by a Yellow lightning flash issuing bendwise sinister from sinister chief, overall a Black silhouette of a hound rampant, all within a Blue border semi of mullets of the first. (Approved, 21 Jan 1955)



524 Tactical Fighter Squadron emblem



524 Special Operations Squadron emblem: On a disc Azure, scattered to the field thirty-two mullets in representation of a celestial heaven Celeste, encompassing a disc the last, fimbriated Argent, charged with a stylized cloud formation the like, surmounted by a lightning flash from sinister chief to dexter base Or, overall a silhouette of a hound rampant Sable, all within a narrow border Blue. Attached below the disc, a White scroll edged with a narrow Blue border and inscribed "524 SPECIAL OPERATIONS SQ" in Blue letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The hound as man's best friend represents loyalty and commitment to the mission. The lightning bolt symbolizes the speed with which the unit can go into action. The cloud formation signifies the variety of climates and meteorological conditions in which the unit must operate. The stars symbolize the myriad locations the unit travels and operates worldwide.

MOTTO

Hounds of Heaven
Hounds

OPERATIONS

Combat in Southwest Pacific, 8 Dec 1941–4 May 1942; ground echelon fought with infantry units in Philippine Islands, Jan–Apr 1942. Combat in MTO and ETO, 6 Jun 1943–4 May 1945. Combat in Korea, c. 8 Dec 1950–3 Aug 1951. F-100 replacement training, 1 Jan 1966–6 Mar 1969. Fighter training, 1 Jan 1980.

F-111 68-0109 While assigned to the 27th TFW, the aircraft crashed and was destroyed on February 16, 1979. The aircraft lost control during a toss weapons delivery maneuver over Melrose Range, near Cannon AFB, New Mexico. The crew ejected safely. When the aircraft was lost it had accumulated 394 flights and 1,085.5 flight hours.

F-111 68-0119 The aircraft was delivered to the USAF on August 31, 1972. While assigned to the 524 TFTS, 27th TFW at Cannon AFB, the aircraft crashed and was destroyed on February 6, 1980,

due to a mid-air collision with Cessna-206A N7393N from Tucumcari, New Mexico. The mid-air occurred at 5800 feet when the Cessna hit the F-111. Ejection occurred at 1300 feet above the ground, but the chute did not deploy in time to prevent the capsule from striking the ground in a nose down attitude. Captain Roy Westerfield and 2 Lt Steven Anderson were killed on impact with the ground. Two civilians in the Cessna were killed. When 68-0119 crashed, it had accumulated 598 flights and 1.513 flight hours.

F-111 68-0139 was delivered to the USAF on August 11, 1972. While assigned to 524 TFS, 27th TFW at Cannon AFB, the aircraft, flying as VARK 22, crashed and was destroyed on July 14, 1980. The aircraft was returning with one engine shut down. The crew could not get the aircraft to maintain level flight. The afterburner of the good engine failed and the crew was forced to eject. The module separated successfully from the aircraft, but the main chute failed to open. The module impacted the ground killing the crew, pilot Major Ulysses S. "Sam" Taylor and WSO 1 Lt Paul Yeager. The aircraft had logged 495 flights and 1.304.8 flight hours when it crashed.

F-111 68-0168 The aircraft was delivered to the USAF on February 6, 1973. During flight on September 15, 1990, the aircraft suffered a birdstrike. Birds damaged both engines, the radome, the nose and the cockpit. The #1 engine disintegrated due to damage from the bird strike and the #2 engine was stuck in minimum afterburner. Damage to the cockpit was so severe that a successful ejection may not have been possible, and as a result, the crew elected to attempt to land the aircraft. The aircraft landed successfully with one engine. It was determined not to be cost effective to repair 68-0168, and as a result was written-off at Cannon AFB, New Mexico on March 26, 1990, and was designated a GF-111D battle damage repair trainer. It was later scrapped. 68-0168 had logged 1,850 flights and 4,526.4 flight hours when it was written-off.

On 27 November 2006, at 1332 hours local time, an F-16 fighter aircraft, serial number (S/N) 90-0776, crashed 20 miles northwest of Baghdad while supporting friendly forces under enemy attack. The mishap aircraft (MA) was part of the 524 Expeditionary Fighter Squadron (EFS) deployed from Cannon AFB, NM to the 332nd Air Expeditionary Wing (AEW) Balad AB, Iraq. The mishap pilot (MP), deployed from Luke AFB, AZ was serving as the 332nd Expeditionary Operations Group (EOG) chief of standardization and evaluation (OGV). On the day of the mishap, he was flying with the 524 EFS. The MA impacted the target area and was destroyed. The MP made no attempt to eject and died immediately on impact. No personnel or objects on the ground were injured or destroyed during the crash. The mishap sortie began as a non-traditional intelligence, surveillance, and reconnaissance (NTISR) mission. Approximately three hours into the sortie, a coalition helicopter made a hard landing and the MP's two-ship formation was tasked to provide NTISR support. A coalition ground force moving to secure the downed helicopter came under heavy attack from enemy forces employing small/medium caliber weapons and rocket propelled grenades (RPGs). The MP was tasked by the Joint Terminal Attack Controller (JTAC) to engage enemy vehicles with his 20 millimeter cannon. While the MP's wingman returned to the tanker to refuel, the MP worked with the JTAC to positively identify (PID) the enemy vehicles by making several low passes. With clearance to engage, the MP made a high angle strafe (HAS) pass and employed the gun at minimum range resulting in damage to an enemy vehicle. After recovering the aircraft at 200' above ground level (AGL), the MP

immediately set up for a second attack that placed the MA too low and too close to his intended target. During the second dive, the MP pressed his attack below a recoverable altitude and impacted the ground. The resulting impact destroyed the aircraft and the MP sustained fatal injuries. By clear and convincing evidence, the cause of the mishap was the MP's channelized attention manifested by his desire to maintain a constant visual positive identification of targeted enemy vehicles and subsequent target fixation on these vehicles while they were traveling at a high rate of speed. These two factors, when combined, caused the MP to begin, and then press his attack below a recoverable altitude. By substantial evidence, a contributing factor was the pilot's excessive motivation to succeed while operating in a dynamic and stressful combat environment.

Human Error Caused Crash: The failure of an Air Force Special Operations Command aircrew to refuel their DHC-8/Q200 transport when they had the chance during a mission from Nouakchott, Mauritania, to Bamako Mali, on Nov. 19, 2009, caused the aircraft to run out of fuel short of Bamako and crash land on an isolated airstrip in Mali, AFSOC investigators have determined. One of the six passengers suffered severe injuries and the crew, along with the other passengers, suffered at least minor injuries. The aircraft, valued at \$7 million, was a total loss. The DHC-8 was assigned to the 524 Special Operations Squadron at Cannon AFB, N.M. The accident investigation board found that the aircrew, once airborne, did not divert to a suitable alternate airport early enough despite indications of a fuel shortage. Factors like insufficient planning contributed to this mishap, stated the AIB. 2010

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

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Unit yearbook. *Cannon AFB, NM, Home of the 832 Air Division*. Army and Navy Publishing Co Inc. 1959.

Unit yearbook. 27th Strategic Fighter Wing, Bergstrom AFB, TX. 1955.