

# 13 FIGHTER SQUADRON



## MISSION

### LINEAGE

313 Bombardment Squadron (Medium) constituted, 13 Jan 1942

Activated, 1 Feb 1942

Disbanded, 10 Oct 1943

13 Tactical Fighter Squadron constituted and activated, 2 May 1966

Organized, 15 May 1966

Inactivated, 30 Jun 1975

Redesignated 13 Tactical Fighter Training Squadron, 18 Dec 1975

Activated, 15 Jan 1976

Inactivated, 1 Jul 1982

Redesignated 13 Tactical Fighter Squadron, 5 Jun 1984

Activated, 1 Jun 1985

313 Bombardment Squadron (Medium) Reconstituted and consolidated with 13 Tactical Fighter Squadron, 19 Sep 1985. Consolidated organization designated 13 Tactical Fighter Squadron.

Redesignated 13 Fighter Squadron, 31 May 1991

### STATIONS

Bowman Field, KY, 1 Feb 1942

Jackson AAB, MS, 8 Feb 1942

Columbia AAB, SC, 21 Apr 1942

Key Field, MS, 24 May 1942

Hattiesburg AAFld, MS, 7 Jun 1942  
Key Field, MS, 12 Jun 1942  
MacDill Field, FL, 26 Jun 1942–10 Oct 1943  
Korat RTAFB, Thailand, 15 May 1966  
Udorn RTAFB, Thailand, 20 Oct 1967–30 Jun 1975  
MacDill AFB, FL, 15 Jan 1976–1 Jul 1982 (operated from Tyndall AFB, FL, 26 Nov–22 Dec 1979)  
Misawa AB, Japan, 1 Jun 1985

### **ASSIGNMENTS**

21 Bombardment Group, 1 Feb 1942–10 Oct 1943  
Pacific Air Forces, 2 May 1966  
18 Tactical Fighter Wing, 15 May 1966  
432 Tactical Reconnaissance (later, 432 Tactical Fighter) Wing, 15 Nov 1967–30 Jun 1975  
56 Tactical Fighter (later, 56 Tactical Training) Wing, 15 Jan 1976–1 Jul 1982  
432 Tactical Fighter Wing, 1 Jun 1985  
432 Operations Group, 31 May 1991  
35 Operations Group, 1 Oct 1994

### **ATTACHMENTS**

388 Tactical Fighter Wing, 15 May 1966–17 Oct 1967

### **WEAPON SYSTEMS**

B-18, 1942  
A-20, 1942  
B-25, 1942  
B-26, 1942–1943  
F-105, 1966  
F-4, 1966–1975  
F-16, 1985

### **COMMANDERS**

None (not manned), 1-8 Feb 1942  
Cpt Frank C. Parker, 9 Feb 1942  
1Lt Richard V. Travis, 12 Jun 1942  
Cpt William T. Boren, 17 Sep 1942  
Maj John P. Tomhave, 1 Nov 1942  
Cpt L. W. Kundrath, 9 Apr 1943  
Maj Winfred O. Craft, 25 Jun-c. Oct 1943  
LTC Richard M. Baughn, 2 May 1966  
LTC Gerald F. Fitzgerald, Oct 1966  
LTC James E. McInerney Jr., 15 Jun 1967  
LTC Alva E. Henehan, 8 Jul 1967  
LTC Vern W. Covault, 26 Aug 1968

LTC Armand J. Parker, 1 Mar 1969  
LTC Paul G. Mulhern, 26 Aug 1969  
LTC Curtis C. Truver, 22 Jan 1970  
LTC Jack I. Gregory, 1 Apr 1970  
LTC Samuel H. Fields, 29 Aug 1970  
LTC James E. Light Jr., 1 Nov 1970  
LTC Charles W. Collins, 7 Jul 1971  
LTC Charles W. Turke, 4 Nov 1971  
LTC John O. Rollins II, 13 Mar 1972  
LTC Carl G. Bailey, 13 Jul 1972  
LTC Curtis D. Westphal, 6 Sep 1972  
LTC James M. Glenn, 18 Feb 1973  
LTC Leland K. Lukens, 15 May 1973  
LTC Roy L. Ripley, 19 Sep 1973  
LTC Benoni Nowland IV, 22 Jun 1974-unkn  
Unkn, 31 Mar-30 Jun 1975  
LTC Krendall E. Morris, 15 Jan 1976  
LTC John R. Vineyard, 12 Jul 1976  
LTC Michael P. Rhodes, 24 Apr 1978  
LTC Everett H. Pratt Jr., 28 Mar 1980-1 Jul 1982  
Col Gary R. Bendlin, 1 Jun 1985  
Unkn, Jan 1986-Dec 1987  
LTC William R. Moore, by Jan 1988  
LTC Michael J. Rosso Jr., 18 Nov 1988  
LTC William O. Faucher, 19 Nov 1990  
LTC Kenneth H. Schindele, 6 Oct 1992  
LTC Glen A. Kelley, 18 Nov 1993  
LTC Michael J. Newell, 1 Oct 1994  
LTC Paul K. White, 3 Jun 1996  
LTC Salvatore A. Angelella, 13 Apr 1998  
LTC David J. Wilmot, 4 Jun 1999  
LTC Joel E. Malone, 16 Jun 2000  
LTC Curtis Sheldon, 31 May 2002  
LTC Hugh J. Hanlon, 28 May 2004  
LTC Stephen Williams, 31 May 2006

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

World War II

Antisubmarine, American Theater

Vietnam

Vietnam Air  
Vietnam Air Offensive  
Vietnam Air Offensive, Phase II  
Vietnam Air Offensive, Phase III  
Vietnam Air/Ground  
Vietnam Air Offensive, Phase IV  
TET 69/Counteroffensive  
Vietnam Summer-Fall, 1969  
Vietnam Winter-Spring, 1970  
Sanctuary Counteroffensive  
Southwest Monsoon  
Commando Hunt V  
Commando Hunt VI  
Commando Hunt VII  
Vietnam Ceasefire

### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Presidential Unit Citations (Southeast Asia)

10 Mar–1 May 1967

19 Sep 1967–1 Nov 1968

1 Nov 1968–31 Oct 1969

Air Force Outstanding Unit Awards with Combat "V" Device

29–30 Jun 1966

1 Jul 1966–30 Jun 1967

1 Jul 1967–30 Jun 1968

21 Nov 1969–20 Nov 1970

21 Nov 1970–6 Apr 1971

18 Dec 1972–27 Jan 1973

Air Force Outstanding Unit Awards

1 Jan 1977–1 Jan 1979

1 Jul 1980–30 Jun 1982

1 Jan 1977-1 Jan 1979

1 Jul 1980-30 Jun 1982

1 Jan-31 Dec 1991

1 Oct 1992-30 Sep 1994

1 Oct 1995-30 Sep 1996

1 Oct 1997-30 Sep 1999

1 Oct 1999-30 Sep 2001

1 Oct 2001-30 Sep 2003

1 Jul 2004-31 May 2006

Republic of Vietnam Gallantry Cross with Palm  
15 May 1966–28 Jan 1973

## EMBLEM



313 Bombardment Squadron



On a Yellow disc, a Black panther's head facing to the right detailed White with Red eye and tongue interlaced by the stylized Red Arabic numerals 1 and 3, all within a narrow Blue border.  
(Approved, 15 Aug 1985)

## MOTTO

### NICKNAME

Panther Pack  
Panthers

## OPERATIONS

Antisubmarine patrols in Gulf of Mexico, Jun–Aug 1942.

Operational and replacement training unit, Apr 1942–Oct 1943.

Combat in Southeast Asia, 15 May 1966–30 Jun 1975.

Tactical fighter training for pilots and weapons systems officers, Jan 1976–Jun 1982.

The 13 Tactical Fighter Squadron received its first F-16 on 4 July. All assigned aircraft were in place by the end of August. 1986

The Fighting Falcon was introduced to the skies over Malaysia in August when six F-16s of the 432<sup>nd</sup> deployed to Butterworth Air Base, Malaysia, to participate in Commando West I O, a joint USAF /RMAF air-to-air exercise. The USAF F-16s ( five As and a B) flew non-stop from Misawa, using a KC-10 tanker for air refueling. The flight took more than nine hours. Extra pilots and ground crew members were transported in a C-141 aircraft to the exercise site, located in northwestern Malaysia, approximately 60 miles south of the Thai border. RMAF 12 Squadron hosted the USAF visitors. Both 11 Squadron and 12 Squadron flew F-5s out of Butterworth Air Base in dissimilar air combat training exercises against the F-16s. Also participating were 6 Squadron (flying A-4s) and Number 3 Fighter Training Center (flying AerMacchi MB-339s). These units are assigned to Kuantan Air Base, near Kuala Lumpur, Malaysia's capital city. USAF pilots of the 13 TFS were led by their Squadron Commander, Lt. Col. Gary Bendlin. Also participating was 432<sup>nd</sup> TFW Vice Commander, Col. Ev Pratt. In 82 sorties, the F-16s suffered no aborts and no sorties lost to maintenance or weather. Several RMAF pilots received F-16B rides, including the Chief, RMAF, Lt. Gen. Ngah; and the Commander, Air Defense Command, Brig. Gen. Ghani

F-16s and more than 70 airmen from the 35th Fighter Wing at Misawa AB, Japan, returned from Exercise Commando Sling where they practiced air-to-air combat tactics with the Republic of Singapore Air Force at Paya Lebar Air Base in northeast Singapore. Despite inclement weather, US and Singaporean aircraft were able to stage several full-up combat exercises and the partners "made the best with what we had," said Capt. Jarod DiGeorge, Misawa's 13 Fighter Squadron commander and US exercise project officer. "I definitely think the training was beneficial to us. We don't get a lot of opportunities to fly with airmen from other nations," he added. The Misawa airmen deployed for the exercise on March 23; the last of them returned on April 19. Earlier this month, during an official visit of Singaporean Defense Minister Ng Eng Hen to Washington, D.C., the United States and Singapore agreed to expand bilateral military-to-military cooperation, including increasing the complexity of existing exercises like Commando Sling.

On 3 April 2001, F-16DJ, tail # 90-0837, assigned to the 13 Fighter Squadron, 35th Fighter Wing (FW), Misawa AB, Japan, crashed after suffering catastrophic engine failure. Crash occurred at 1621L, approximately 10 miles northeast of Misawa on Ripsaw Range, Japan. The aircraft was a complete loss; there were no deaths, or injuries, and no collateral property damage. Mishap aircraft was #2 of a two-ship formation on a Mission Qualification Training sortie. The mishap

pilot had recently arrived on station after completing F-16 transition training at Luke AFB, Arizona. Sortie profile included medium-altitude Suppression of Enemy Air Defense (SEAD) training followed by a back-up range profile. Sortie proceeded without incident until operations on Ripsaw Range. As the MP completed his first visual level delivery, he reported an engine problem. While turning toward Misawa AB the MP remained below the weather and attempted to air start the engine without success. The engine would not start due to catastrophic failure of the engine case. Mishap aircraft engine's failure to air start resulted in the MP's decision to eject. Approximately 70 seconds after reporting an engine problem, MP successfully initiated ejection and parachuted with minor injuries into the Pacific Ocean. Mishap aircraft was totally destroyed upon impact with the water. Inspection of the damaged engine revealed foreign object damage (FOD) to blade #30 of the 3rd stage compressor. The impact resulted in a tear and radial bend at the leading edge of blade #30. The time of damage is unknown, but the FOD started the accident chain of events and remained undetected for a sufficient amount of time to allow a fracture to develop. It remained undetected because of its location, which would have necessitated a complete engine teardown to discover. This type of FOD gave no indication to maintainers that a teardown was warranted or should be conducted. On 3 Apr 01, the fracture had propagated to such a point that the remainder of the blade failed through tensile overload. The blade was liberated and lodged in the compressor section in the 1:00 to 2:30 clock position of the compressor case. A titanium fire resulted from blade friction and created a bum-through of the compressor casing. The resulting breach in the compressor case prevented normal engine operations. Damage to the #30 blade, subsequent liberation, and compressor case bum-through caused the engine to fail. Board President opined that there were three causes of the mishap (1) FOD to 3rd stage compressor blade #30, (2) subsequent failure of blade #30, and (3) a titanium fire and bum-through of the compressor case. Once the engine case was breached, air pressure to the engine was lost and the engine could not produce thrust, nor could it be restarted by following critical action procedures. Regardless of pilot action, because the catastrophic engine failure occurred at low altitude, recovery to a useable runway was not possible and therefore the decision to eject was prudent, proper, and correct.

On 15 July 2007, at 1650 local time (L), an F-16CJ, S/N 92-3901, crashed on takeoff at Balad Air Base, Iraq. The Mishap Aircraft (MA), assigned to the 13 Fighter Squadron, 35th Fighter Wing, Misawa Air Base, Japan, was the lead aircraft of a flight of two, attempting to take off for a Close Air Support mission in support of Operation IRAQI FREEDOM. The newly installed nose gear tire catastrophically failed at 144 knots at or near the approach end cable, due to under inflation. The Mishap Pilot (MP) misanalyzed the auditory and physical sensations of the nose gear tire failure as an engine malfunction and took action with a heavyweight, high-speed abort. Once the nose gear tire failed, the wheel's rim disintegrated followed by a collapse of the nose gear assembly, after which the MP was unable to maintain aircraft control. The aircraft continued to skid down the runway toward two cargo aircraft holding short of the runway. Once clear of the cargo aircraft and prior to runway departure, the MP safely ejected and suffered no injuries. The MA then departed the runway, tumbled, and was completely destroyed. No other property damage or injuries to military personnel or civilians resulted from the mishap. Maintenance personnel installed a new nose gear tire on the MA during the morning and took an improper pressure reading, documented at 1000L, resulting in an under-

inflated nose tire. During the post tire change inspection, the tire change 7-level technician failed to identify the under-inflated nose tire. Following a shift change at approximately 1300L, it appears the MA's crew chief changed the time of the original tire pressure check to 1300L in the aircraft's forms, instead of performing another pressure check as directed. In a photo taken during a reenlistment ceremony at 1415L, the MA's nose tire appears to be under-inflated. The Production Superintendent signed the MA Exceptional Release at 1530L without noticing the under-inflated nose tire. The MP also failed to discover the under-inflated nose tire during his 1550L MA preflight. Shortly before the MP's takeoff, the end of runway maintenance crew failed to detect the under-inflated nose tire at 1629L. These inadequate inspections are attributed to complacency and overconfidence regarding a new nose tire, which caused several personnel to give the new nose tire less scrutiny as compared to a nose tire with several takeoffs and landings. The AIB President determined clear and convincing evidence exists that this mishap was directly caused by the failure of an under-inflated nose tire on take off and the MP's misanalysis of the situation, which led to his abort decision. An inaccurate pressure check and a failure to take another pressure check as ordered caused the under inflation. Inadequate nose tire inspections by several personnel contributed to the under inflation cause. Similar indicators between tire failures and engine malfunctions, F-16 simulator training, and a threat to personnel outside the base contributed to the MP's misanalysis cause and made his abort decision reasonable.

---

USAF Unit Histories  
Created: 13 Aug 2011  
Updated: 18 Oct 2015

#### 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.