

14th FIGHTER SQUADRON



MISSION

LINEAGE

14th Photographic Reconnaissance Squadron constituted, 9 Jun 1942
Activated, 20 Jun 1942
Redesignated 14th Photographic Squadron (Light), 5 Feb 1943
Redesignated 14th Photographic Reconnaissance Squadron, 13 Nov 1943
Inactivated, 27 Dec 1945
Redesignated 14th Reconnaissance Squadron, Photographic, 8 Oct 1947
Activated in the Reserve, 6 Nov 1947
Inactivated, 27 Jun 1949
Redesignated 14th Troop Carrier Squadron, Medium, 26 May 1952
Activated in the Reserve, 14 Jun 1952
Inactivated, 1 Apr 1953
Redesignated 14th Tactical Reconnaissance Squadron and activated, 25 Oct 1966
Organized, 3 Apr 1967
Inactivated, 30 Jun 1975
Redesignated 14th Tactical Fighter Squadron, 5 Jun 1984
Activated, 1 Jan 1987
Redesignated 14th Fighter Squadron, 31 May 1991

STATIONS

Colorado Springs, CO, 20 Jun 1942
Colorado Springs (later, Peterson) AAFld, CO, 1 Aug 1942–24 Apr 1943

Mount Farm, England, 12 May 1943
Chalgrove, England, 2 Apr 1945
Villacoublay, France, c. 13 Oct–12 Dec 1945
Camp Shanks, NY, 24–27 Dec 1945
Binghampton, NY, 6 Nov 1947–27 Jun 1949
Mitchel AFB, NY, 14 Jun 1952–1 Apr 1953
Bergstrom AFB, TX, 3 Apr–25 Oct 1967
Udorn RTAFB, Thailand, 28 Oct 1967–30 Jun 1975
Misawa AB, Japan, 1 Jan 1987

ASSIGNMENTS

3rd Photographic (later, 3rd Photographic Reconnaissance and Mapping) Group, 20 Jun 1942
7th Photographic Reconnaissance and Mapping (later, 7th Photographic; 7th Reconnaissance) Group, 7 Jul 1943
United States Air Forces in Europe, 21 Nov–27 Dec 1945
65th Reconnaissance Group, 6 Nov 1947–27 Jun 1949
65th Troop Carrier Group, 14 Jun 1952–1 Apr 1953
Tactical Air Command, 25 Oct 1966
75th Tactical Reconnaissance Wing, 3 Apr 1967
432nd Tactical Reconnaissance (later, 432nd Tactical Fighter) Wing, 28 Oct 1967–30 Jun 1975
432nd Tactical Fighter Wing, 1 Jan 1987
432nd Operations Group, 31 May 1991
35th Operations Group, 1 Oct 1994

ATTACHMENTS

Second Air Force, 31 Aug–5 Oct 1942
Army Air Forces, 6 Oct 1942–4 May 1943
Eighth Air Force, 5 May–7 Jul 1943

WEAPON SYSTEMS

P-38/F-4, 1942
P-38/F-5, 1942–1944, 1944–1945
F-5A
F-5E
Spitfire, 1943–1945
P-51, 1945
P-51D
C-64, 1945
C-53, 1945
T-6, 1947–1949
T-11, 1947–1949
C-46, 1952–1953
RF-4, 1967–1975
F-16, 1987

F-16C
F-16D
Spitfire V
Spitfire XI
Spitfire XVI
RF-4C

COMMANDERS

Unkn, 20 Jun-Oct 1942
Cpt John L. Folts, 15 Oct 1942
Cpt Marshall Wayne, 25 May 1943
Cpt Walter L. Weitner, 12 Jan 1944
Maj Cecil T. Haugan, 19 May 1944
Maj Kermit E. Bliss, 28 Jun 1944
Cpt Robert J. Dixon, by Dec 1944
Cpt Gerald M. Adams, 16 Feb 1945
Cpt Marcus F. Vaughn, Sep 1945-unkn
Maj Paul E. Dittman, 6 Nov 1947
Cpt Wesley U. Johnson, 1 Mar-27 Jun 1949
LTC Robert C. Lewis, Jun 1952-unkn
None (not manned), 25 Oct 1966-2 Apr 1967
LTC Dale L. Flowers, 3 Apr 1967
LTC Aloysius P. McHugh, 1 Jul 1968
LTC Robert R. Heaton, 2 Dec 1968
LTC LaVerne H. Griffin, 6 Jun 1969
LTC James C. Rankin, 1 Oct 1969
LTC Robert H. Williams, 20 May 1970
LTC Charles W. Bryan, 6 Oct 1970
LTC Robert W. Reeves, 7 Jun 1971
LTC Harry L. Brown, 29 Oct 1971
LTC Howell E. Jones, 9 Apr 1972
Maj Sidney D. Rogers, 20 Jul 1972
LTC Brian H. Currie, 1 Dec 1972
LTC Giles D. Harlaw, 26 Nov 1973
LTC Thomas N. Gibson III, 21 Nov 1974
Maj John W. Heide, 10-30 Jun 1975
Unkn, 1 Jan-31 Mar 1987
LTC David Hamilton, 1 Apr 1987
LTC Randall L. Mehlin, 21 Apr 1989
LTC David Hanson, 31 May 1991
LTC Herman S. Anderson, 26 Apr 1993
LTC David A. Graham, 9 Jul 1993
LTC Glen A. Kelley, 1 Oct 1994
LTC James E. Moschgat, 7 Jul 1995

Lt Col Donald C. Weckhorst, 10 Jun 1997
LTC William R. Becker, 19 Jun 1998
LTC Jeffrey G. Lofgren, 7 Sep 1999
LTC Scott Dennis, 2 Jul 2001
LTC Michael J. Jordan, 29 May 2003
LTC John W. Pearse, 7 Jan 2005

HONORS

Service Streamers

None

Campaign Streamers

World War II

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

Vietnam

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

None

Decorations

Distinguished Unit Citation

France, 31 May–30 Jun 1944

Presidential Unit Citations (Southeast Asia)

[28 Oct] 1967–1 Nov 1968

1 Nov 1968–31 Oct 1969

Air Force Outstanding Unit Awards with Combat "V" Device

21 Nov 1969–20 Nov 1970

21 Nov 1970–6 Apr 1971

18 Dec 1972–27 Jan 1973

5 Jan–12 Apr 1975

Air Force Outstanding Unit Awards

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

French Croix de Guerre with Palm 1944

Republic of Vietnam Gallantry Cross with Palm

[28 Oct] 1967–28 Jan 1973

EMBLEM





On a Black disc, a Samurai Warrior detailed in Black, Red, White, and Yellow rides a Yellow lightning bolt through White clouds on a Blue background. (Approved, 7 Jan 1993; replaced emblem approved, 4 Dec 1943)

MOTTO

NICKNAME

Samurais

CALLSIGN

Glazing

OPERATIONS

Combat in ETO, 12 Aug 1943–25 Apr 1945; damage assessment of Germany until 23 Jul 1945. Combat in Southeast Asia, 2 Nov 1967–Aug 1973; documented by aerial photography the communist takeover of Cambodia and the Republic of Vietnam in 1975.

Combat Ready. On 1 October the 14th Tactical Fighter Squadron achieved full operational

capability with its new F-16C. 1987

On December 2, 2002, the 35 FW's 14th Fighter Squadron "Fightin' Samurai" deployed to Prince Sultan Air Base, Saudi Arabia, for OSW. Originally scheduled to return home in March 2003, the squadron remained in-place due to increased pressure on Iraq to comply with UN sanctions. When Operation IRAQI FREEDOM began on March 20, 2003, the 14th Expeditionary Fighter Squadron (EFS) flew the first non stealth missions over Baghdad. During the remainder of the deployment, the 14 EFS logged 238 sorties and 1,336 flying hours mainly in SEAD (suppression of en-emy air defense) and DEAD (destruction of enemy air defense) missions. The Samurai employed all of the air-to-ground ordnance in their inventory, including the AGM-65 Maverick, AGM-88 HARM, GPS-guided bomb and cluster munitions, and their 20-millimeter cannon.

Engine Anomaly Doomed Misawa F-16: The uncommanded closure of the main fuel shutoff valve on the engine of an F-16C flying from Misawa AB, Japan, on July 22, 2012, led to the airplane's crash in the Pacific Ocean, announced Pacific Air Forces officials on Tuesday. They cited the findings of its accident investigation board. The aircraft, assigned to Misawa's 14th Fighter Squadron, was part of a four-ship formation of F-16s en route from Misawa to Eielson AFB, Alaska, to participate in a Red Flag training exercise, according to the AIB report's executive summary. The F-16 experienced a loss of engine thrust from which the pilot was unable to recover, states PACAF's Feb. 19 release. The pilot safely ejected from the aircraft and was recovered without injury. The F-16, tail number 92-003886, crashed in waters approximately 750 miles northeast of Misawa and was destroyed, an estimated loss of \$32.6 million, according to the documents. The board could not determine why the valve closure occurred due to the loss of certain pieces of aircraft equipment in the ocean, states the executive summary. 2013

On 13 November 2000, F-16CJ, tail number 90-0811, and F-16CJ, tail number 90-0801, assigned to the 14th Fighter Squadron, 35th Fighter Wing, Misawa AB, Japan, collided, then crashed in the Sea of Japan. The collision occurred at 0856L, 32 nautical miles west of Matsumae, Hokkaido, Japan. One pilot ejected and was rescued, and one pilot was declared lost at sea and presumed dead. There was no damage to private property as a result of the mishap.

The mishap aircraft were number 1 and 2 respectively in a four-ship dissimilar air combat tactics sortie participating in Exercise Keen Sword, a joint U.S./Japan air defense exercise. Mishap pilot 1 was an experienced F-16 pilot and a new four-ship flight lead. Mishap pilot 2 is a highly experienced F-16 pilot and the Commander, 35th Operations Group, Misawa AB. The sortie profile included an air defense scramble takeoff from Misawa to fly an air defense combat air patrol (CAP) against simulated adversaries. The sortie proceeded without incident from engine start through departure. En route to their assigned CAP point, the mishap flight initiated a standard air-to-air G-awareness turn of an in-place 90-degree right turn followed by an in-place 180-degree left turn. They began the maneuver from a Spread 4 formation, heading approximately 300 degrees, 420 KCAS, 14,800 feet MSL, line abreast, with roughly 6,000 feet between aircraft. The flight rolled out of the 90 degree turn in trail with each other—number 4 in the lead, then number 3, then mishap pilot 1, and mishap pilot 2 last. They rolled out heading

29degrees, between 13,500 and 14,500 feet MSL, with 4 to 6,000 feet separation, and mishap pilot 1 offset 10 to 15 degrees right of mishap pilot 2's flight path. Mishap pilot 1 and mishap pilot 2 collided during the 180-degree turn, at approximately 12,900 feet MSL, 13 to 14 seconds after mishap pilot 1 directed the turn. Both mishap aircraft sustained major damage in the collision and were uncontrollable. None of the pilots in the mishap flight saw mishap pilot 1 eject from his disabled aircraft. After an extensive 48 hour search and rescue effort, he was declared lost at sea. Mishap pilot 2 successfully ejected from his disabled aircraft 15 to 18 seconds after the collision, parachuted injury free to the Sea of Japan, and was rescued at 1037L. Both aircraft crashed into the Sea of Japan, sank, and were a total loss. The Board President opined that the cause of the mishap was pilot error on the part of mishap pilot 1. Mishap pilot 1 failed to visually acquire mishap pilot 2 during the 180-degree turn and deconflict their flight paths. Had he seen mishap pilot 2 and deconflicted their flight paths, this mishap would not have occurred. The Board President also opined that mishap pilot 2 failed to maintain adequate distance between he and mishap pilot 1 before or at the start of the 180-degree turn, causing a flight path conflict that mishap pilot 1 may not have expected, and thereby significantly contributed to the mishap. He also opined that flying the 180-degree G-awareness turn from a visual, in-trail formation did not provide adequate flight path deconfliction opportunity for either mishap pilot, thereby substantially contributing to the mishap.

On 15 April 2002, F-16CJ, tail # 92-3919, assigned to the 14th Fighter Squadron, 35th Fighter Wing, Misawa Air Base, Japan, crashed into the sea after a catastrophic engine failure. The crash occurred at 1129L approximately 1.6 nautical miles northeast of the town of Tanosawa, Japan. The aircraft was destroyed and there were no deaths or major injuries. The mishap occurred during a Mission Qualification Training upgrade mission for the Mishap Pilot (MP). The mission was scheduled as two sorties with hot-pit refueling between the first and second sortie. Due to an anti-skid malfunction, the MP ground aborted the first aircraft before takeoff. The MP stepped to a spare aircraft and flew the second sortie that progressed without incident until in the training area. About 15 minutes into the flight, after completing a G-awareness exercise, the MP reported an engine problem. He immediately turned towards land and jettisoned the centerline fuel tank. The MP attempted to airstart the engine four times; because of a catastrophic failure, it would not restart. This failure resulted in the MP's decision to eject. Approximately five minutes after reporting the engine problem, the MP successfully ejected. The mishap aircraft was totally destroyed upon impact with the water. Inspection of the damaged engine revealed a fatigue crack in one (1) blade of the high pressure turbine (HPT) rotor assembly. The fatigue crack propagated until the blade experienced a tensile overload failure resulting in release of a portion of the blade approximately 0.6 to 0.7 inches above the blade platform. The liberated blade section struck the adjacent blades causing a domino effect and rapid failure of all 72 HPT blades. Failed HPT blade material continued to flow rearward damaging both stages of the low pressure turbine (LPT) ultimately causing engine shutdown. The location where the fatigue crack originated or when the crack began could not be determined due to the extent of heat damage on the blade. Inspection of engine components upstream of the HPT revealed no signs of foreign object damage or pre-impact failure/damage. Metallurgical analysis did not identify any material inconsistencies in the failed blade. In the

three months prior to the mishap, there were no engine performance indicators, or pilot or maintenance detectable faults, that would have alerted maintainers to borescope the turbine section and possibly detect the cracked blade. In the Board President's opinion three causes led to the mishap: (1) for an undetermined reason, a fatigue crack developed in one high pressure turbine blade subsequent to the last borescope inspection; (2) a portion of the cracked HPT blade liberated; and (3) release of the high pressure turbine blade caused catastrophic downstream (axial) damage/failure of the remaining high pressure and low pressure turbine blades. Once the turbines failed, the engine could no longer produce thrust or continue to operate, nor could it be restarted. Regardless of pilot action, because the catastrophic engine failure occurred 40 miles from the nearest airfield, recovery to a usable runway was not possible and therefore the decision to eject was proper and correct. The Board President noted an additional area of concern with the MP's anti-exposure suit, which leaked cold seawater and led to the MP's mild hypothermia.

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.

USAF Accident Investigation Board Reports.