

19 FIGHTER SQUADRON



MISSION

LINEAGE

14 Aero Squadron organized, 14 Jun 1917
Redesignated 19 Aero Squadron, 26 Jun 1917
Demobilized, 14 Apr 1919

19 Squadron authorized, 30 Aug 1921
Organized, 1 Oct 1921
Inactivated, 29 Jun 1922
Redesignated 19 Pursuit Squadron, 25 Jan 1923
Activated, 1 May 1923

19 Aero Squadron and 19 Pursuit Squadron consolidated, 20 Dec 1923

Redesignated 19 Pursuit Squadron (Interceptor), 6 Dec 1939
Redesignated 19 Fighter Squadron, 15 May 1942
Redesignated 19 Fighter Squadron, Single Engine, 20 Aug 1943
Inactivated, 12 Jan 1946
Redesignated 19 Tactical Fighter Squadron, 11 Dec 1981
Activated, 1 Apr 1982
Redesignated 19 Fighter Squadron, 1 Nov 1991
Inactivated, 31 Dec 1993
Activated, 1 Jan 1994

STATIONS

Camp Kelly, TX, 14 Jun 1917

Wilbur Wright Field, OH, 1 Aug 1917
Garden City, NY, 31 Oct–3 Dec 1917
St Maxient, France, 1 Jan 1918
Clermont–Ferrand, France, 6 Feb 1918
Cenac–Bordeaux, France, 29 Dec 1918–18 Mar 1919
Mitchel Field, NY, 5–14 Apr 1919
March Field, CA, 1 Oct 1921–29 Jun 1922
Wheeler Field, TH, 1 May 1923
Luke Field, TH, 15 Jan 1924
Wheeler Field, TH, 11 Jan 1927
Bellows Field, TH, 20 Feb 1942
Kualoa Field, TH, 22 May 1942
Bellows Field, TH, 20 Oct 1942
Barbers Point, TH, 9 Feb 1943
Kipapa Field, TH, 30 May 1943
Stanley Field, TH, 4 Sep 1943
Kualoa Field, TH, 26 Dec 1943
Bellows Field, TH, 18 Apr 1944
Saipan, 29 Jun 1944
Ie Shima, 30 Apr 1945
Okinawa, Nov–Dec 1945
Ft Lewis, WA, 11–12 Jan 1946
Shaw AFB, SC, 1 Apr 1982–31 Dec 1993
Elmendorf AFB, AK, 1 Jan 1994
Joint Base Pearl Harbor-Hickam, HI, 1 Oct 2010

ASSIGNMENTS

Unkn, 14 Jun 1917–Feb 1918
Seventh Aviation Instruction Center, Feb–Dec 1918
Unkn, Jan–Apr 1919
Ninth Corps Area, 1 Oct 1921–29 Jun 1922
17 Composite Group, 1 May 1923
5 Composite Group, 15 Jan 1924
18 Pursuit (later, 18 Fighter) Group, Jan 1927
318 Fighter Group, 16 Mar 1943–12 Jan 1946
363 Tactical Fighter (later, 363 Fighter) Wing, 1 Apr 1982
363 Operations Group, 1 May 1992–31 Dec 1993
3 Operations Group, 1 Jan 1994
15 Operations Group, 1 Oct 2010

WEAPON SYSTEMS

JN–6
SE–5, 1921–1922
MB–3A

SE-5
DH-4B
DH-4M
JN-6
PW-9A
PW-9C
P-12, 1931
P-26
P-36A
A-12
BT-9
OA-3
P-40, 1941-1943
P-47N, 1943-1945
P-38, 1944-1945
F-16, 1982-1993
F-15, 1994-2010
F-22, 2010

COMMANDERS

Capt Thomas J. Hanley Jr., 1 Jun 1917
Capt Norman J. Boots, 25 Jul 1917
1st Lt Frank P. McCreery, 16 Oct 1917
Lt James E. Woolley, 1 Feb 1918
1st Lt Joseph I. Dise, 16 Dec 1918-16 Apr 1919
Capt Frederick I. Eglin, 30 Aug 1921
Maj George H. Peabody, 1 Nov 1921
Inactive, 29 Jun 1922-1 May 1923
1st LT Edward H. Wood, 1 May 1923
1st LT Chilion F. Wheeler, 2 Jul 1923
Capt Hugh M. Elmendorf, 20 Oct 1923
Lt Claire L. Chennault, 16 Apr 1924
1st Lt Ray A. Dunn, 1 Nov 1924
1st Lt Claire Chennault, 13 Mar 1925
Lt Arthur G. Hamilton, Jun 1925
Capt Lowell H. Smith, 23 Aug 1926
1st Lt Robert S. Worthington, 19 Oct 1927
1st Lt Carlyle H. Ridenour, 8 Dec 1927
Capt Lowell H. Smith, 6 Nov 1928
Capt Auby C. Strickland, 7 Jun 1929
1st Lt Robert C. Oliver, 1 Mar 1932
1st Lt Demas T. Craw, 4 Aug 1932
1st Lt William O. Ereckson, 16 Jul 1934
1st Lt Glenn O. Barcus, 17 Sep 1934

Maj James E. Duke, Jr., 13 Feb 1935
Capt Ray H. Clark, 18 Jun 1935
Capt Russell Keillor, 28 May 1936
1st Lt James E. Briggs, 16 Nov 1936
Capt James A. Ellison, 28 Jul 1937
Capt Roger M. Ramey, 1 Aug 1939
1st Lt Worley, 17 Mar 1941
Maj Clarence H. Hagy, 22 Mar 1941
Maj Joseph A. Morris, May 1941
Maj T. A. Ahola, 14 Sep 1942
Maj Harry E. McAfee, 14 Jun 1943
Maj D. Jack Williams, 28 Aug 1944-12 Jan 1946
Lt Col Joseph C. Rively, 1 Jul 1982
Lt Col Jeffrey S. Pilkington, 5 Jul 1984
Lt Col Wayne A. Ivan, Oct 1986
Lt Col Thomas E. Cedel, Sep 1988
Lt Col Dale E. Irving, Jul 1990
Lt Col Rocky P. Capozzi, Jul 1992
Lt Col Michael T. Cantwell, 25 Oct 1993
Lt Col John E. Vandendries Jr., 1 Jan 1994
Lt Col Rick E. Odegard, 17 Jun 1994
Lt Col Archie D. Rippetto, 21 Mar 1996
Lt Col William G. Reese Iii, 21 Dec 1997
Lt Col Tod D. Wolters, 5 Jan 1999
Lt Col Kenneth S. Wilsbach, 9 Jun 1999
Lt Col George M. Henkel, 31 May 2002
Lt Col Richard A. Hand, 6 Jul 2004
Lt Col Roger J. Witek, 15 Jul 2005
Lt Col Samuel S. Fedak, 15 Jul 2007
Lt Col David E. Graff, 21 Nov 2008
Lt Col Harvey F. Newton, 4 Oct 2010
Lt Col Robert Jackson, 15 Jun 2012

HONORS

Service Streamers

World War I Theater of Operations

Campaign Streamers

World War II

Central Pacific

Air Offensive, Japan

Eastern Mandates

Western Pacific

Ryukyus
China Offensive
Air Combat, Asiatic-Pacific Theater

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award

[1 Apr 1982]–1 Jun 1983

1 Jan 1994–31 Dec 1995

1 Jan 1996–30 Sep 1998

1 Jan 2000–31 Dec 2001

1 Jan 2002–30 Sep 2003

1 Oct 2003–30 Sep 2005

1 Oct 2005–1 Nov 2006

2 Nov 2006–1 Nov 2008

2 Nov 2008–1 Nov 2009

EMBLEM





Or, a gamecock rising Gules, neck and tail Sable, garnished on the wing of the first, spurred Argent; a bordure Azure charged with nineteen mullets Argent, each wreathed of five plates diminished of the like, within a diminished bordure Sable. (Approved, 12 Nov 1993; replaced emblems approved, 10 Dec 1981, and 20 Apr 1928)

MOTTO

Gamecocks

OPERATIONS

Squadron maintained aircraft, 1918.

The 19 was known as the 19 Aero Squadron, and was stationed in Texas, Ohio, New York for short periods before ending up, after a long and arduous trip, at Clermont, France to observe the French company Michelin's airplane manufacture/assembly procedures.



19 Pursuit Squadron P-26.

After the war, the squadron was renamed the 19 Pursuit Squadron. The squadron spent the next few years of its existence at various locations in the Hawaiian Islands, flying and training in MB-3A and SE-5A aircraft at first, then moving on to P-26s, P-40s and P-47s.

6 July 1927 The crash in the Pacific Ocean 1 mile off of Fort DeRussy, Territory of Hawaii, of Boeing PW-9A, 26-353, of the 19 Pursuit Squadron, from Wheeler Field, Oahu, kills Arizona native 1LT Charles Linton Williams (1898–1927). Higley Field, at Mesa, Arizona, is renamed Williams Field on 24 February 1942, and Williams Air Force Base in January 1948.

5-6 Jun 31- The 19 Pursuit Squadron flew P-12C aircraft in an aerial demonstration at the Hawaiian Division Horse Show.

Caught on the ground in Hawaii, 7 Dec 1941. The 19 suffered six casualties as a result of the infamous attack but luckily had no fatalities. Oddly enough, the 19 had been scheduled to relocate to the Philippines on 1 Dec, but their orders were changed by higher headquarters to an 8 Dec departure.

Patrols over the Pacific and training in Hawaii, Feb 1942–Apr 1944. Combat in Western Pacific, 22 Jun 1944–14 Aug 1945.

Renamed the 19 Fighter Squadron and flying P-47Ds, the squadron was given its first wartime tasking and moved to Natoma Bay, Saipan. The fleet which made possible the Saipan invasion numbered 551 ships, from battleships to landing craft. Among the ships were 14 escort carriers, and on two of those, the Manila Bay and the Natoma Bay, were 73 P-47Ds of the 19 and 73rd Fighter Squadrons of the 318th Group. On D+5, 20 June, the assault echelon of the Group went ashore, and two days later the planes began coming in, the first P-47s to be catapulted from the decks of carriers at sea. Upon arriving, the 19 pilots immediately took to the air on night and day missions, strafing and using general purpose bombs and rockets in support of our advancing ground troops. Using home-made napalm bombs made out gasoline and oil placed inside fuel tanks, the 19 helped U.S. forces successfully invade and capture Saipan, Tinian and Guam islands. The mission then changed to long range bomber escort missions with occasional strike missions to nearby Pagan Island and Iwo Jima. The squadron then relocated to Okinawa, where the first 19 pilots were awarded their 'ace' status. As soon as the P-47s arrived at Aslito they began flying missions, initially to support troops trying to take Mt Tapotchau. From then on bombing, strafing and rocket firing support missions were endless, with each plane having to run a gauntlet of sniper fire from Japanese troops in jungles southeast of the field on every takeoff.

Beside constant work putting up missions in those early days, the ground crews and pilots lived through long nights of rifle fire and shell bursts. The worst of their nights came in the early hours of 26 June. In the darkness a Japanese sabotage party sneaked onto the airfield to destroy the P-47s where they were parked, and three hundred Japanese troops broke through the infantry lines and also reached the field. Men of the squadron became infantry soldiers and held their own. By

dawn the enemy was gone. Behind them was the burned out remains of the sole P-47 the sabotage party was able to set afire with their Molotov Cocktails.

As Army troops strove to clear the south coast of Saipan, tenacious Japanese forces there were supported by artillery batteries hidden in caves and pillboxes on Tinian, only three miles across the channel from Saipan. The P-47s devoted countless efforts to attacking these positions which were as hard to hit as they were hard to spot. Missions against these targets were often completed in just eighteen minutes from takeoff to landing, with the result that the pilots were given credit for only half a mission each time although the missions were seldom easy ones.

On 27 June, seven P-47s of the 19 FS took off from Saipan on such a mission to strike at an artillery position on Gurguan Point, Tinian with rockets. One of the P-47s was flown by Lt. Wayne F. Kobler. As he came in low over his target the enemy set off a land mine almost directly under him. The blast caught Kobler's plane square and it went straight in. Later, when the number two strip at Aslito was completed it was named Kobler Field in his honor.

From 1982-1993, trained for close ground support, air-to-air superiority and maintained a state of readiness to deploy worldwide.

Though the 19 was inactive during Operation Desert Storm, we have recently deployed to the same geographical area for Operation Provide Comfort, flying 160 sorties and winning several awards.

In Sep 1992, deployed to Southwest Asia to fly combat air patrol missions to enforce terms of UN cease fire agreement.

On 1 Jan 1994, took over personnel, facilities and equipment of 43 FS at Elmendorf AFB, AK.

Since 1994, mobilized, deployed, and employed fighter aircraft worldwide to accomplish air superiority in support of warfighting commanders.

The 19 Fighter Squadron, an F-15 unit at Elmendorf AFB, Alaska, recently received the Raytheon Trophy for 2009, being recognized as the Air Force's best air-to-air fighter squadron. Ironically, the award comes in the unit's last year of operations as it is one of the squadrons set for decommissioning under USAF's planned fighter drawdown. "Although it doesn't feel good to close down a squadron, it does feel good to finish off our last full year as a Raytheon Trophy Winner," said Lt. Col Suhr, 19 FS director of operations. In late March, members of the unit returned from training exercises in Hawaii and Thailand, having completed the squadron's last deployments.

F-15s and airmen of the 19 Fighter Squadron at Elmendorf AFB, Alaska, on March 29 returned home from temporary duty assignments in Hawaii and Thailand to participate in the Cope Thaw and Cope Tiger exercises, respectively. These were the last deployments for the unit, which is slated for decommissioning later this year as part of the Air Force's drawdown of more than 250

legacy fighters. The first of the squadron's F-15 will depart Elmendorf for good in April and the final ones should leave by September. 2010

The last F-15 assigned to JB Elmendorf, Alaska, has left the base for good, flying to its new assignment with the Massachusetts Air National Guard's 104th Fighter Wing in Westfield. This departure completed Elmendorf's divestiture of its 24 F-15s as part of USAF's combat air forces restructuring plan. F-15s had operated from Elmendorf since 1982, but with the departure of the 19 Fighter Squadron's last F-15 on Sept. 24, Elmendorf's fighter force now comprises exclusively F-22s. Under the CAF restructuring plan, the service is retiring approximately 250 of its oldest legacy fighters in Fiscal 2010. Just last week, the 325th Fighter Wing at Tyndall AFB, Fla., completed its F-15 drawdown. Similarly, the 1st FW at Langley AFB, Va., shed its last F-15s on Sept. 1. Tuesday September 28, 2010

The squadron moved from Alaska to Hawaii in Oct 2010 and began flying F-22s that year.

Officials at JB Pearl Harbor-Hickam, Hawaii, got together with senior Hawaii state lawmakers to celebrate the arrival of the first two F-22 Raptors slated to call Hickam home. Hickam is scheduled to receive a total of 20 F-22s that members of the Hawaii Air National Guard's 199th Fighter Squadron will operate, together with members of Hickam's active duty 19 FS, under an active association. "The arrival of the F-22s begins a new chapter in the already close relationship between the Guard and the active duty in Hawaii," said Army Maj Gen. Robert Lee Hawaii's state adjutant general, at the July 9 event. The stealth fighters are replacing Hickam's F-15s that the 199th FS has flown since 1987. Hickam joins Elmendorf, AFB, Alaska, Holloman AFB, N.M., and Langley AFB, Va., as beddown locations for combat-ready F-22s. 2010

The 19 Fighter Squadron has returned to its World War II home, standing up at JB Pearl Harbor-Hickam, Hawaii, to help fly F-22s there as part of the 15th Wing. The squadron had been operating F-15s at JB Elmendorf, Alaska, since 1994. "The 19 FS was stationed here after World War I all the way up through [the Pearl Harbor attack] up until 1944. In my opinion, the 'Gamecocks' have returned home," said Lt. Col. Harvey Newton, 19 FS commander, at the Oct. 4 realignment ceremony. The unit joins the Hawaii Air National Guard's 199th FS that owns the 20 new F-22s coming to the Hawaiian base. "The 19 Fighter Squadron adds the 'punch-factor' to our capabilities," said Col. Jeffrey Morgan, 15th Operations Group commander. 2010

JB Pearl Harbor-Hickam, Hawaii-The F-22s advanced ability to see and interpret the battle space is "showing itself to be pretty valuable" in Operation Inherent Resolve, said Lt. Col. Justin Spears, an F-22 pilot and commander of the 19 Fighter Squadron here. Although the Hawaii Raptors have not yet conducted anti-ISIS operations over Iraq or Syria, they will head downrange from October to March, and are already taking notes from current F-22 operations in the US Central Command area of operations. "The F-22 is being used in large degree in a mission commander role for the strike packages out there, making some critical decisions, not just for the F-22 forces, but for the joint and coalition forces as well." "So, it's not necessarily affecting how we train, but it's going to affect the flavor of pilot I take with me." For example, the Hawaii Raptors are planning to bring "more experienced guys" downrange. That includes, flight leads, mission commanders, and

instructor pilots "because of the level of decision making that's being given to the F-22s in theater," said Spears. "It's pretty elevated, pretty important." 2015

USAF UNIT HISTORIES

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Sources

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