

93 FIGHTER SQUADRON



MISSION

LINEAGE

93 Troop Carrier Squadron constituted, 14 May 1943
Activated, 1 Jun 1943
Inactivated, 10 Jun 1946
Redesignated 93 Troop Carrier Squadron, Medium, 19 May 1949
Activated in the Reserve, 27 Jun 1949
Ordered to Active Service, 1 Apr 1951
Inactivated, 3 Apr 1951
Redesignated 93 Fighter-Bomber Squadron, 26 May 1952
Activated in the Reserve, 15 Jun 1952
Inactivated, 16 Nov 1957
Redesignated 93 Tactical Fighter Squadron, 23 Feb 1978
Activated in the Reserve, 1 Oct 1978
Redesignated 93 Fighter Squadron, 1 Feb 1992

STATIONS

Alliance AAFld, NE, 1 Jun 1943
Sedalia AAFld, MO, 15 Jun 1943
Alliance AAFld, NE, 2 Aug 1943
Laurinburg-Maxton AAB, NC, 19 Dec 1943
Baer Field, IN, 1-12 Feb 1944
Balderton, England, 6 Mar 1944
Upottery, England, 26 Apr 1944 (operated from Ramsbury, England, 7-16 Aug 1944 and Membury, England, 16-22 Aug 1944)
Juvincourt, France, 8 Sep 1944
Lonray, France, 30 Sep 1944

Chateaudun, France, 4 Nov 1944-Jul 1945
Baer Field, IN, 17 Sep 1945
Sedalia AAFld, MO, 7 Oct 1945-10 Jun 1946
Selfridge AFB, MI, 27 Jun 1949-3 Apr 1951
Selfridge AFB, MI, 15 Jun 1952-16 Nov 1957
Homestead AFB (later, ARS), FL, 1 Oct 1978
(operated from Wright-Patterson AFB, OH, Sep-Dec 1992 and from MacDill AFB, FL, Feb 1993-Mar 1994)

ASSIGNMENTS

439 Troop Carrier Group, 1 Jun 1943-10 Jun 1946
439 Troop Carrier Group, 27 Jun 1949-3 Apr 1951
439 Fighter-Bomber Group, 15 Jun 1952-16 Nov 1957
915 Tactical Fighter Group, 1 Oct 1978
482 Tactical Fighter (later, 482 Fighter) Wing, 1 Apr 1981
482 Operations Group, 1 Aug 1992

WEAPON SYSTEMS

C-47, 1943-1945
C-46, 1945-1946
C-46, 1949-1951
F-51, 1952-1953
F-80, 1953-1956
F-84, 1956-1957
F-4, 1978-1989
F-16, 1989

COMMANDERS

Lt Col Robert A. Barrere, 1 Jun 1943
Maj John M. Wise, 11 Oct 1945
Lt Col William D. Keller, 23 Oct 1945
Capt William H. Arnold, 24 Jan 1946
Capt George M. Rubald, 29 Jan 1946
Lt Col William M. Massengale Jr., 8 Feb 1946
Maj Harvey E. Rehrer, 10 Mar-10 Jun 1946
Unkn, 27 Jun 1949-Oct 1950
Lt Col John H. Rauchenstein, Oct 1950-unkn
Unkn, 15 Jun 1952-16 Nov 1957
Maj Forrest S. Winebarger, 1 Oct 1978
Lt Col David M. MacDowell, 1 Apr 1981
Maj Thomas J. Billison, Oct 1983
Lt Col Larry L. Twitchell, Dec 1986
Lt Col Allan R. Poulin, 6 Feb 1988
Unkn, Apr 1989-1990

Lt Col Thomas A. Dyches, Sep 1990
Maj Gordon H. Quanbeck, Aug 1993
Lt Col Michael J. Weininger, 3 Dec 1995
Lt Col Jon R. Shasteen, Oct 1997
Lt Col Jose R. Monteagudo
Lt Col Rob Polumbo, 12 Jul 2003
Lt Col David Smith, 6 Sep 2008
Lt Col Robert F. Lytle, 9 Jul 2017
Lt Col Tavis C. Powell, 12 Jul 2019
Lt Col David J. Sproehnle, 12 Sep 2021

HONORS

Service Streamers

World War II
American Theater

Campaign Streamers

World War II
Normandy
Northern France
Rhineland, Ardennes-Alsace
Central Europe

Armed Forces Expeditionary Streamers

Decorations

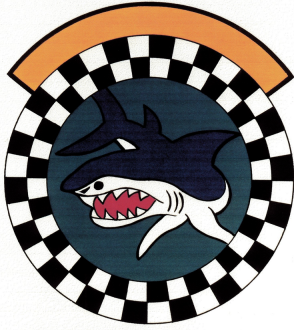
Distinguished Unit Citation
France, [6-7] Jun 1944

Air Force Outstanding Unit Awards

1 Jul 1981-5 Oct 1982
1 Jan 1989-31 Jul 1990
2 Oct 1991-1 Oct 1993
1 Nov 1993-30 Aug 1995
1 Oct 1999-30 Sep 2001; 1 Oct 2004-30 Sep 2006; 1 Oct 2006-30 Sep 2008; 1 Oct 2008-30 Sep 2009; 1 Oct 2009-30 Sep 2010.

French Croix de Guerre with Palm
[6-7] Jun 1944

EMBLEM



On a medium blue disc within a black and white chequy band, a blue and white shark looped horizontally with red mouth and white teeth, detailed black. Attached above the disc a blank yellow scroll edged black. **SIGNIFICANCE:** Emblem is symbolic of the squadron's primary mission. The Mako shark in the clear blue water is poised, powerful, ever vigilant and alert to defend its domain. Armed with a bad temper and slashing teeth, it symbolizes the deadly striking power the 93d Tactical Fighter Squadron is ready to unleash against the enemy. Approved on 11 Jun 1979



On a disc Celeste, doubled banded chequy Sable and Argent, a Mako shark Azure, underbelly and armed of the third, tongue Gules, fimbriated of the second; all within a narrow Yellow

border. Above the disc a Yellow scroll edged with a narrow Black border and inscribed "MAKOS" in Black letters. Below the disc a Yellow scroll edged with a narrow Black border and inscribed "93D FIGHTER SQ" in Black 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 Mako shark, fastest, most aggressive and ever vigilant, defends its domain. The shark's demeanor and teeth symbolize the unit's deadly striking power. The checkered band is a symbol of speed and represents the swiftness and dedication with which the unit accomplishes its mission. (Approved, 11 Jun 1979)

MOTTO

Makos

OPERATIONS

Airborne assaults on Normandy, Holland, and Germany; relief of Bastogne; transportation of personnel and cargo in ETO during World War II.

Trained in troop carrier operations, 1949-1951 and fighter-bomber operations, 1952-1957.

Since 1978, trained to maintain combat readiness in tactical fighter operations.

The first AFRES squadron to fly Phantoms, the 93 TFS came into being in February 1978 when the 915th Airborne Early Warning and Control Squadron, the parent group of the 79th AEWCS flying EC-121S from Homestead AFB, Florida, was reorganized into the 915th TFG. The 93 TFS received its 'FM'-coded (for 'Florida Makos') F-4Cs in October 1978. Less than three years later, on 1 April 1981, the parent group was inactivated and the 93 TFS began reporting directly to the co-located 482nd TFW. The squadron converted to F-4Ds in the fall of 1983, subsequently converting to F-16A/Bs in November 1989.

In August of 1992, Homestead AFB was hammered by one of the worst storms ever to hit the United States in recent times. Homestead was devastated, but most of the aircraft had been evacuated. After the storm President Bush visited the area and promised it would be rebuilt, however the three active duty squadrons never returned just leaving the 93 FS a USAFRes unit. While Homestead AFB was being rebuilt only for the 93 FS, they were temporary based at Wright-Patterson AFB, Ohio from September to December 1992. Still waiting for repair work to be carried out the 93 FS then moved to MacDill AFB, Florida for the time period of February 1993 to March 1994.

In 1995 the 93 Fighter Squadron gave up its block 15's for the block 25/32. Most of the block 15's were retired to AMARC but some ended up with the 162nd FW in Arizona. Most of the units F-16s were block 32's but did fly three block 25's.

Periodically deployed to Turkey to enforce the no-fly zone over northern Iraq, 1997-

On October 23rd, 1999, Major Michael Lee of the 93 FS won the Joe Bill Dryden Semper Viper Award for outstanding airmanship. Major Lee was flight lead in a two-aircraft flight patrolling the no-fly zone over northern Iraq. Near the beginning of the four-hour vulnerability period, two surface-to-air missiles were launched at coalition aircraft. Throughout the flight, aircraft received numerous radar-warning indications of antiaircraft artillery and surface-to-air missile threats. Lee performed inertial navigation system updates and aggressively positioned his flight close to the target area. By taking these actions, he was in position to identify the target when he observed the impact of a standoff weapon on one of the site's three missile launchers. Although the key target-tracking radar had not been attacked, Lee took his flight into a lethal threat ring to destroy the second launcher with two laser-guided bombs

Starting in 1999 and for the next two years, the 93 FS started to receive the Situational Awareness Data Link (SADL), LITENING II Targeting Pod for their F-16C/D's.

On July 1st, 1999 the 93 Fighter Squadron lost a pilot, Maj Samuel D'Angelo, in a low level training mission near Sebring, Florida. Evidence supports that there was a bird strike to the canopy and pilot which resulted in the loss to F-16C #84-1268.

Deployments

Operation Northern Watch

Incirlik AB, Turkey (July 2nd, 1997 to August 2nd, 1997)

Operation Northern Watch

Incirlik AB, Turkey (April of 1999 to June of 1999)

Operation Northern Watch

Incirlik AB, Turkey (June of 2000 to July of 2000)

Operation Southern Watch/Operation Enduring Freedom

Al Jaber AB, Kuwait (October of 2001 to December of 2001)

The 93 FS participated by sending four F-16s as part of a rainbow team on a regularly scheduled Aerospace Expeditionary Force rotation (AEF 7/8 - Cycle 2). Ten aircraft participated in total with the other units being the 457th FS, 466th FS and pilots & crew only from the 302nd FS. They were to return in November 2001 but this was extended because of the war in Afghanistan. In this 90-day deployment, the 93 Fighter Squadron personnel took the first 30 days. This meant that they missed out on OEF but did see some combat action over southern Iraq when they took out some surface-to-air and anti-aircraft sites.

In 2001 the squadron made another conversion, this time giving up the P&W engine for the GE block 30 with a big mouth inlet.

On 9 October 05, at 1342 local time, an F-16C, S/N 86-0264, departed the runway surface at Balad Air Base (AB), Iraq, following the failure of the left main landing gear (MLG) tire. The F-16C, assigned to the 332nd Air Expeditionary Wing, deployed from the 482nd Fighter Wing,

Homestead Air Reserve Base, had just returned from a day Close Air Support mission. The mishap pilot (MP) ejected the mishap aircraft (MA) without injury. The mishap site was within the confines of Balad AB. There were no injuries. The only damage incurred was to the MA which suffered severe damage to its Theater Airborne Reconnaissance System pod, an Advanced Medium Range Air-to-Air Missile and a collapse of the left MLG. The damages to the MA are estimated at \$7.3 million.

The MP flew an uneventful 3.7 hour sortie, up to the point of landing. Five seconds after the MLG touched down but before the touch down of the nose landing gear, the MP experienced a left MLG tire failure at 127 knots (146 mph). After the tire failure, the MP was unable to maintain his aerobrake, even with full aft elevator deflection. With differential braking, the MP was initially able to keep the aircraft aligned in the center of the runway. At approximately 100 knots (115 mph), the rubber outer tire layer separated from the MLG and the aluminum rim locked and started grinding down. The MP selected nosewheel steering (NWS) at 95 knots (109 mph), and was able to keep the aircraft aligned as the wheel continued to grind down. During this sequence, the anti-skid system sensed a differential in braking effectiveness between left and right wheels and reverted to a backup, pulsating mode. This further decreased the effectiveness of the braking on the remaining good right tire. At approximately 80 knots (92 mph), the wheel had ground down to the brake housing. At this point, the brake housing, composed of an iron material, acted like a "boat anchor" and placed a much more significant amount of drag on the left side of the aircraft. Due to the increased drag of the brake housing, the MP's differential braking and NWS was no longer able to keep the MA aligned with the runway and the MA started veering left. After the MP realized that he could not keep the MA on the runway, he shut down the motor to limit or prevent any damage from foreign object debris (FOD). At 38 knots (44 mph) and approximately 9000 feet from the approach end of the runway, the MA departed the landing surface. The force of the departure caused the left MLG to collapse and the MA came to rest approximately 100 feet off the runway.

There is clear and convincing evidence that the cause of the mishap was a left MLG tire failure. There is also substantial evidence to conclude that inadequate maintenance documentation and procedures was a contributing factor to this mishap. Maintenance personnel's failure to accurately track the number of landings resulted in the MLG tires being used for landings that were in excess of the proscribed maximum (22 landings on tires restricted to 20 landings). Several other factors also existed that may have contributed to the tire failure: heavier than normal aircraft configurations, deteriorating runway conditions, on-going FOD problems, and lengthy taxi distances.

On 12 March 2007 at approximately 1109 local time (L), an F-16D (Block 30), S/N 87- 0380, assigned to the 93 Fighter Squadron, 482nd Fighter Wing, Homestead Air Reserve Base (ARB), Florida, departed controlled flight following low-speed air-to-air maneuvering during a continuation training (CT) Basic Fighter Maneuvers (BFM) mission and impacted the water approximately 67 nautical miles (NM) South-Southwest (SSW) of Homestead ARB and was destroyed. The mishap pilot (MP) ejected safely, receiving only minor injuries. There were no fatalities, no other injuries and no damage to personal property.

The MP was the leader of a flight of two F-16s. The MP had already accomplished air- to-air refueling with a KC-135 tanker, LOW AT (low altitude) air-to-air intercept training with another

flight of F-16s and a BFM engagement. The MP flew an uneventful 1.0 hour sortie up to the point of the mishap. The mishap occurred near the end of the second BFM engagement. While maneuvering at low airspeed during the second engagement the MP's aircraft departed controlled flight. The MP initiated an attempt to regain controlled flight, but there was insufficient altitude to complete a recovery. The MP ejected, the mishap aircraft (MA) struck the water and was destroyed. To date, there have been no claims for damage to private property as a result of the mishap. There was some routine media interest in the mishap.

The Accident Investigation Board (AIB) found by clear and convincing evidence that the cause of the mishap was that the MP over controlled the aircraft by applying aft stick inputs at a force and rate which caused the aircraft to depart controlled flight. This immediately placed the mishap aircraft (MA) in an out of control condition and there was insufficient altitude to initiate a full recovery. The MP made a proper decision to eject. The MA struck the water and was destroyed. The Board also found by substantial evidence that there were two factors which contributed to this accident. The pilot ignored certain warning factors which would have alerted him to be smoother in his application of flight controls while maneuvering. Additionally, the aft center of gravity (CG) and centerline tank reduced the departure resistance of the F-16D.

Operation Iraqi Freedom

Balad AB, Iraq (May 16th, 2007 to August 14th, 2007)

The 93 FS was sent to Iraq together with the 457th FS for the AEF 7/8 (Cycle 6) rotation. A total of twelve aircraft went to the middle east of which 6 were from the 93.

AIRCRAFT ACCIDENT INVESTIGATION F-16C, T/N 87-0347 HOMESTEAD AIR RESERVE BASE, FLORIDA 15 JANUARY 2008

On 15 January 2008, at approximately 1839 Eastern Standard Time an F-16C aircraft, tail number (T/N) 87-0347 departed Homestead Air Reserve Base (ARB), Florida (FL) to conduct a night training mission using night vision goggles (NGVs). Approximately 38 minutes after takeoff the mishap aircraft (MA) impacted the Gulf of Mexico 126 nautical miles west, southwest of Homestead ARB. The mishap pilot (MP) ejected successfully from the MA and was recovered by a US Navy helicopter. The MP sustained minor injury to his left knee during ejection. He received medical attention at a local civilian hospital and was released. The MA was destroyed upon impact and the mishap caused no injuries or known damage to private property. However, north of Miami, FL two individuals sustained minor abrasions from MA debris that washed-up on the shore.

The MA was based at Homestead ARB, assigned to the 93d Fighter Squadron (93 FS), 482d Fighter Wing (482 FW). The mishap occurred within the lateral boundaries of Warning Area 174B (W-174B) west of Key West, FL.

The flight lead and MP coordinated three defensive engagements against a four-aircraft flight of F-16s from the 93 FS. The MP executed a 90 degree left turn, beam maneuver, the MA descended rapidly in a steep left bank, nose down attitude; he lost a discernible horizon and became disoriented. The MP did not recognize the position of the aircraft in relation to the horizon (attitude) and despite multiple attempts could not recover the MA.

The MP was current, experienced and qualified for the mission. All MA maintenance personnel were trained, experienced and qualified. A thorough review of maintenance

procedures revealed no problems or adverse trends which could have contributed to the accident.

The Accident Investigation Board president found by clear and convincing evidence, the cause of the mishap was the MP's failure to recognize and recover from spatial disorientation in a timely manner due to inadequate instrument cross check. Additionally, sufficient evidence indicates that the nighttime over-water environment, use of NVGs, and weather conditions limited the visible horizon, substantially contributing to the mishap event.

USAF Unit Histories
Created: 10 Nov 2010
Updated: 3 Apr 2022

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.