

## 336 FIGHTER SQUADRON



### MISSION

### LINEAGE

336 Fighter Squadron constituted, 22 Aug 1942  
Activated, 12 Sep 1942  
Redesignated 336 Fighter Squadron, Single-Engine, 20 Aug 1943  
Inactivated, 10 Nov 1945  
Activated, 9 Sep 1946  
Redesignated 336 Fighter Squadron, Jet Propelled, 23 Apr 1947  
Redesignated 336 Fighter Squadron, Jet, 14 Jun 1948  
Redesignated 336 Fighter Interceptor Squadron, 20 Jan 1950  
Redesignated 336 Fighter-Bomber Squadron, 8 Mar 1955  
Redesignated 336 Fighter-Day Squadron, 25 Apr 1956  
Redesignated 336 Tactical Fighter Squadron, 1 Jul 1958  
Redesignated 336 Fighter Squadron, 1 Nov 1991

### STATIONS

Bushey Hall, England, 12 Sep 1942  
Debden, England, 29 Sep 1942  
Steeple Morden, England, 23 Jul–4 Nov 1945  
Camp Kilmer, NJ, 9–10 Nov 1945  
Selfridge Field, MI, 9 Sep 1946  
Andrews Field (later, AFB), MD, 26 Mar 1947  
Langley AFB, VA, 2 May 1949  
Langley AFB, VA, 4 May 1949  
Dover AFB, DE, 13 Aug–11 Nov 1950  
Johnson AB, Japan, 13 Dec 1950

Taegu AB, South Korea, 15 Mar 1951  
Suwon AB, South Korea, 23 Apr 1951  
Johnson AB, Japan, 27 Jun 1951  
Kimpo AB, South Korea, 20 Sep 1951  
Misawa AB, Japan, 19 Nov 1954  
Kadena AB, Okinawa, 7 Aug 1956  
Seymour Johnson AFB, NC, 8 Dec 1957

#### **DEPLOYED STATIONS**

McCoy AFB, FL, 21 Oct–29 Nov 1962  
Moron AB, Spain, 12 Aug 1963–7 Jan 1964  
Incirlik AB, Turkey, 25 May–30 Aug 1965  
Ubon RTAFB, Thailand, 12 Apr–30 Sep 1972 and 9 Mar–7 Sep 1973  
Suwon AB, South Korea, 25 Mar–17 Apr 1977  
Ramstein AB, Germany, 11 Sep–13 Oct 1978, 31 Aug–1 Oct 1979, 26 Aug–26 Sep 1980, 5 Sep–  
3 Oct 1983, and 26 Aug–26 Sep 1985  
Seeb Intl Apt, Oman, 9 Aug–18 Dec 1990  
Al Karj AB, Saudi Arabia, 18 Dec 1990–c. 13 Mar 1991

#### **ASSIGNMENTS**

4 Fighter Group, 12 Sep 1942–10 Nov 1945  
4 Fighter (later, 4 Fighter-Interceptor; 4 Fighter-Bomber; 4 Fighter-Day) Group, 9 Sep 1946  
4 Fighter-Day (later, 4 Tactical Fighter; 4 Wing), 8 Dec 1957  
4 Operations Group, 22 Apr 1991

#### **ATTACHMENTS**

49 Fighter-Bomber Wing, 19 Nov 1954  
18 Fighter-Bomber Wing, 7 Aug 1956  
313 Air Division, 1 Feb–8 Dec 1957  
65 Air Division, 12 Aug 1963–7 Jan 1964  
Seventeenth Air Force, 25 May–30 Aug 1965  
8 Tactical Fighter Wing, 12 Apr–30 Sep 1972 and 9 Mar–7 Sep 1973  
314 Air Division, 22 Mar–17 Apr 1977  
86 Tactical Fighter Wing, 11 Sep–13 Oct 1978, 31 Aug–1 Oct 1979, 26 Aug–26 Sep 1980, 5  
Sep–3 Oct 1983, and 26 Aug–26 Sep 1985  
4 Tactical Fighter Wing [Deployed], 9 Aug–20 Dec 1990  
Tactical Fighter Wing Provisional, 4, 20 Dec 1990–c. 13 Mar 1991

#### **WEAPON SYSTEMS**

Spitfire, 1942–1943  
P-47, 1943–1944  
P-51, 1944–1945  
P-47, 1947  
P-80, 1947–1949

F-51, 1948-1949  
F-86, 1949-1958  
F-100, 1958-1959  
F-105, 1959-1966  
F-4, 1967-1988  
F-15, 1988

## **COMMANDERS**

Maj Carroll W. Mccolpin, 29 Sep 1942  
Maj Oscar H. Coen, 28 Nov 1942  
Maj John Dufour, 4 Mar 1943  
Capt Carl H. Miley, 1 Sep 1943  
Maj Leroy Gover, 10 Oct 1943  
Maj Selden R. Edner, 29 Nov 1943  
Maj Gilbert O. Halsey, 1 Jan 1944  
Maj James A. Goodson, 8 Mar 1944  
Maj Willard W. Millikan, 13 Apr 1944 (Acting)  
Maj James A. Goodson, 10 May 1944  
Maj Wilson V. Edwards, 21 Jun 1944  
Maj John D. Mcfarlane, 5 Jul 1944  
Maj Frederick W. Glover, 24 Aug 1944  
Maj William J. O'donnell, 2 Jun 1945  
Capt Francis M. Grove, 22 Sep 1945-Unkn  
Unmanned, 9 Sep 1946-22 Apr 1947  
Maj Emery H. Montgomery, 23 Apr 1947  
Lt Col Benjamin S. Preston Jr., 22 Jun 1947  
Capt Harry R. Casselman, 10 Aug 1948  
Maj Benjamin H. King, 15 Sep 1948  
Lt Col Benjamin S. Preston Jr., 1 Jun 1949  
Lt Col Bruce H. Hinton, C. 1 Jan 1950  
Maj Alex J. Melancon, 31 May 1951  
Maj Richard D. Creighton, 31 Jul 1951  
Maj Felix Asla Jr., 10 Mar 1952  
Lt Col Donald H. Ross, 1 Jul 1954  
Maj Leo G. Sill, 23 Oct 1954  
Capt Harry E. Krig, 23 Dec 1954  
Maj Bruce W. Carr, C. 1 Jan 1955  
Maj Richard J. Condrick, 6 Aug 1956  
Maj Robert E. Erickson, 23 Aug 1957  
Lt Col William H. Nelson, 8 Dec 1957  
Maj Lawrence N. Guarino, Unkn-6 Apr 1958  
Lt Col William H. Nelson, 7 Apr 1958  
Lt Col James M. Jones Jr., 1 Jul 1960  
Lt Col William R. Eichelberger, 15 Oct 1962

Maj James R. Hopkins, 26 May 1964  
Lt Col Lawrence D. Damewood, 1 Jul 1965  
Lt Col Howard P. Maree Iii, 13 Feb 1967  
Lt Col James R. Davis, 10 Jul 1967  
Lt Col Donald C. Hanto, 1 Nov 1969  
Lt Col Norman H. Mullins, 11 Jan 1971  
Lt Col Daurice C. Vest, 7 Apr 1972  
Lt Col Daniel Blake Jr., 26 Feb 1973  
Lt Col John W. Blackwell, 2 Jun 1973  
Lt Col Jimmie V. Adams, 6 Jun 1975  
Lt Col Joseph A. Bavaria, 1 Mar 1977  
Lt Col Dewan D. Madden, 3 Mar 1978  
Lt Col John C. Griffin, 10 Apr 1980  
Lt Col William R. Burnette, 2 Jul 1981  
Lt Col Stephen A. Mosier, 24 Jun 1983  
Lt Col George W. Hout, 21 Jun 1985  
Lt Col George T. Hart Jr., 26 Jun 1987  
Lt Col Russell T. Bolt, 31 Mar 1989  
Lt Col Steven L. Turner, 22 Apr 1991  
Lt Col James L. Ruttler Jr., 9 Dec 1991  
Lt Col Dennis C. Carel, 22 Jan 1993  
Lt Col Blair Hansen, 6 Jun 1995  
Lt Col Larry C. Coleman, 4 Apr 1997  
Lt Col William C. Redmond, 12 Jun 1998  
Lt Col Everette Newton, 7 Apr 2000  
Lt Col Randy Roberts, 5 Apr 2002  
Lt Col Scott A. Kindsvater, 10 Mar 2004

## **HONORS**

### **Service Streamers**

#### **Campaign Streamers**

World War II  
Air Offensive, Europe  
Normandy  
Northern France  
Rhineland  
Ardennes-Alsace  
Central Europe  
Air Combat, EAME Theater

Korea  
CCF Intervention  
First UN Counteroffensive

CCF Spring Offensive  
UN Summer-Fall Offensive  
Second Korean Winter  
Korea Summer-Fall, 1952  
Third Korean Winter  
Korea, Summer 1953

Vietnam  
Vietnam Ceasefire  
Southwest Asia  
Defense of Saudi Arabia  
Liberation and Defense of Kuwait

### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Distinguished Unit Citations  
France, 5 Mar–24 Apr 1944  
Korea, 22 Apr–8 Jul 1951  
Korea, 9 Jul–27 Nov 1951

Air Force Outstanding Unit Award With Combat "V" Device  
12 Apr–25 Sep 1972

Air Force Outstanding Unit Awards  
16 Sep 1973–15 Apr 1974  
7–14 Jun 1974  
22 Nov 1974–31 Dec 1975  
1 Jun 1982–31 May 1984  
1 Jul 1989–22 Apr 1991  
23 Apr 1991–31 Mar 1993  
16 Jul 1994–31 May 1996  
1 Jun 1998–31 May 2000  
24 Mar–10 Jun 1999  
1 Jun 2000–31 May 2002  
1 Jun 2002–31 May 2003

Republic of Korea Presidential Unit Citations  
1 Nov 1951–30 Sep 1952  
1 Oct 1952–31 Mar 1953

Republic of Vietnam Gallantry Cross With Palm  
8 Apr–5 Oct 1972

## EMBLEM



On a Turquoise Blue disc, marked with a large, White, cumulus cloud, within a thin, Black border, a Red, White, and Blue skyrocket with Silver Gray head, marked on Blue segment with four, White stars, and having a bubble canopy inclosing pilot, in flight toward sinister chief and emitting rocket discharge toward rear. The skyrocket symbolizes the squadron's aircraft while the four stars refer to the group to the squadron is assigned. (Approved, 15 Oct 1947. Approved, 1994)

## MOTTO

ROCKETEERS

## OPERATIONS

The history of the 336 Fighter Squadron dates back to World War II, when the squadron was activated as part of the 4 Fighter Group in the 8th Air Force at Debden, England, on 29 September 1942. The new squadron was made up of American volunteer pilots who had been serving in the Royal Air Force Fighter Command's third 'Eagle' squadron (No. 133 Squadron) which had formed on 1 August 1941 and operated the Hawker Hurricane fighter aircraft. 133 was mostly tasked with convoy escort patrols over the North Atlantic.

In October 1941 No.133 Squadron received the new Supermarine Spitfire fighter and gained their first aerial victory against the German Luftwaffe on 5 February 1942 when they engaged several Dornier Do 217s during a convoy patrol mission and shot down one. By May 1942 the squadron participated in the full range of offensive operations against Germany, mostly flying bomber escort missions and fighter sweeps.

When No.133 Squadron and its two sister 'Eagle' squadrons (No.71 Squadron and No.122 Squadron) were transferred to the US Army Air Force to form the new 4 Fighter Group on 29 September 1942, No.133 Squadron became the 336 Fighter Squadron. Now operating out of Debden Airdrome, Essex, the 336 continued to fly their Spitfire Mk. Vb's until the arrival of Republic P-47 Thunderbolt fighter-bombers in early 1943.

Nearly one year later, the 336 started converting to the North American P-51 Mustang fighter, which served as their primary aircraft for the remainder of the war. The 336 Fighter Squadron participated in numerous campaigns during the war incl. Air Offensive Europe, Normandy, Northern France, Rhineland, Ardennes-Alsace, and Central Europe. Crews of the 336 were the first fighters to penetrate German airspace and by the end of the war the 336 had destroyed a total of 358 aircraft, 175 in the air and 183 on the ground. Twenty pilots of the 336 Fighter Squadron achieved ace status, with then Cpt. Domenic 'Don' Gentile probably being the most famous of them.

After the end of World War II hostilities in Europe the 336 Fighter Squadron moved to Steeple Morden airdrome, England on 23 Juli 1945 in preparation for their return to the United States, which took place on 4 November 1945. The 336 arrived at Camp Kilmer, New Jersey on 9 November 1945, where it was deactivated the following day.

On 9 September 1946 the Air Force reactivated the 336 Fighter Squadron at Selfridge Field, Michigan, where they operated once again the Republic P-47 Thunderbolt. On 26 March 1947, the 336 moved to Andrews Fields (later Andrews AFB), Maryland, where it was redesignated the 336 Fighter Squadron (Jet Propelled) on 23 April 1947 and started converting to the Republic F-80 Shooting Star.

When the North Korean People's Army crossed the 38th parallel and invaded South Korea on 25 June 1950, President Truman followed the United Nations Security Council's call to support South Korea against North Korea only two days later. He ordered the US Air Force and US Navy to help South Korea.

On 28 June 1950 the US Air Force flew first combat missions over Korea and on 13 December 1950, the 336 Fighter Squadron moved to Johnson AFB, Japan, to join hostilities with their F-86 Sabres, which were shipped in from San Francisco on aircraft carriers.

The primary mission of the 336 was air superiority, and their F-86 Sabres were capable of battling the Soviet-built MiG-15 on equal terms. Only four days after their arrival in the theater,

336 FIS commander Lt.Col. Bruce Hinton damaged a MIG-15 and shot down another in the first ever all supersonic aerial combat on 17 December 1950.

After the allied forces had gained a stronger foothold on the Korean peninsula, the 336 Fighter Interceptor Squadron deployed to Taegu AB (K-2), South Korea, on 15 March 1951, and to Suwon AB (K-13), South Korea, on 6 April 1951.

On 27 June 1951, the 'Rocketeers' returned to Johnson AFB, Japan, but only three months later, on 20 September 1951, they moved to Kimpo AB (K-14), South Korea, where they would stay for the remainder of the Korean War. Tasked mostly with air superiority missions over "MIG Alley", a narrow triangle of land south of the Yalu River in the northwestern corner of the Korean Peninsula, the 'Rocketeers' usually operated in flights of four, hoping to find MiGs that would engage in battle.

By the end of the Korean War in July 1953, the 336 Fighter Interceptor Squadron was credited with 116.5 kills, adding four more aces to its rolls.

After the cease-fire between North and South Korea, which became effective on 27 July 1953, the 336 FIS remained at Kimpo AB, Korea, until late 1954. With the deactivation of the 4 Fighter Interceptor Group, the 'Rocketeers' were assigned to the 49th Fighter Bomber Wing and moved to Misawa AB, Japan, on 19 November 1954. On 8 March 1955, the 336 FIS was redesignated the 336 Fighter Bomber Squadron and on 25 April 1956 the 336 Fighter Day Squadron.

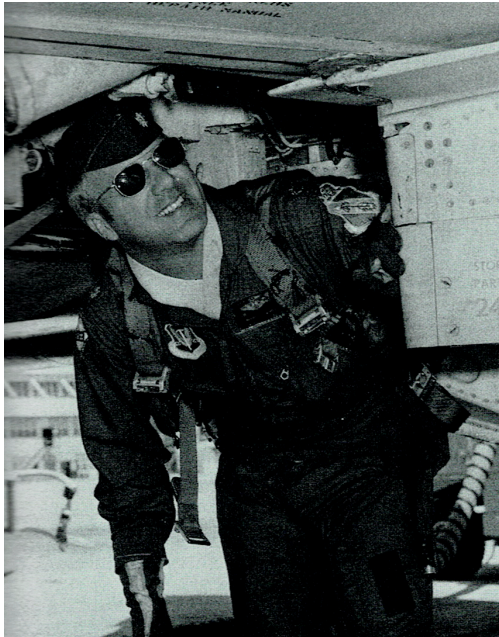
The following eight years were a rather eventless period for the 'Rocketeers'. They deployed to McCoy AFB, Florida from 21 October through 29 November 1962. The 336 TFS deployed again from 12 August 1963 through 7 January 1964, this time to Moron AB, Spain. And from 25 May through 30 August 1965, Incirlik AB, Turkey, was the 336 TFS's host.

On 23 January 1968 North Korean patrol boats attacked and seized the US Navy reconnaissance vessel USS Pueblo in the international waters of the East Sea off Wonsan. One USS Pueblo crewmember was killed in the boarding and 82 were taken POW and held captive. The United States' response to the seizure of the USS Pueblo was a military build-up in the area. In support of Operation 'Red Fox', the 336 Tactical Fighter Squadron received orders to deploy with their new F-4D Phantom II's to South Korea on 26 January 1968, where they were tasked with operations associated with the incident. The 336 returned to Seymour Johnson AFB in June 1968, as the situation in the area relaxed.

The 336 Tactical Fighter Squadron saw only little action in Vietnam. It was late in the war when the squadron deployed to southeast Asia for the first time. The 'Rocketeers' arrived at Ubon RTAFB, Thailand, on 12 April 1972, where they were tasked with missions in support of Operation 'Linebacker', including chaff dispensing missions preceding air strikes by other Air Force units.



On 15 August 1972, a F-4E from the 336 TFS flown by Captain Fred Sheffler and his WSO Mark Massen accomplished the 4 TFW's only air-to-air kill during the Vietnam War by destroying an enemy MIG-21 with an AIM-7 Sparrow missile. The 'Rocketeers' returned to Seymour-Johnson after their first Southeast Asia rotation ended on 30 September 1972.



LT COL Jimmie V. Adams

The 'Rocketeers' returned to Ubon RTAFB, Thailand, for their second Vietnam deployment from 9 March through 7 September 1973. Once again, they were primarily tasked missions in support of the 'Linebacker' operations in Southeast Asia.

One month after their returning from Thailand, in October 1973, the 336 participated in Operation 'Peace Echo IV', the delivery of ex- USAF and new-build McDonnell Douglas F-4E Phantom II aircraft and material to the Israeli Air Force.

From 1978 through 1985, the 336 TFS deployed five times to Ramstein AB, Germany, for four-week periods. These deployments were associated with the 4 TFW's assumption of NATO's dual-based tasking in October 1977. During their stays at Ramstein AB, the 336 TFS participated in NATO exercises and familiarized with the European theatre of operations and weather.

With the arrival of F-15E 87-0187 'Spirit of Goldsboro' at Seymour Johnson on 29 December 1988, the 336 Tactical Fighter Squadron became the first operational squadron in the US Air Force to start converting to the new McDonnell Douglas F-15E Strike Eagle.

When the United States and its allies started their build-up of forces in the Persian Gulf, the 336 Tactical Fighter Squadron was the first F-15E squadron that received orders to deploy for Operation 'Desert Shield'.

On 9 August 1990 the 'Rocketeers' left Seymour Johnson for Seeb Intern. Airport, Oman, where they started preparing for Operation 'Desert Storm'. On 30 September 1990, the 'Rocketeers' lost two of their own, when Maj. Peter S. Hook and his WSO Cpt. James B. 'Boo Boo' Poulet were killed on a low-level training mission in the Omani desert. The 336 moved to Al-Kharj AB, Saudi Arabia, on 18 December 1990.

On the night of 17 January 1991, the 336 TFS participated in the initial assault on Iraq. The first night was an unqualified success as all 24 aircraft put their bombs on target and returned home safe and sound. On 18 January 1991, Iraqi air defenses downed one of the 336 Tactical Fighter Squadron's aircraft in the Iraqi desert. Both crewmen survived but were captured and taken prisoner until the end of the war.

By the end of Operation 'Desert Storm', the 336 TFS had flown a total of 1,088 combat sorties, logging more than 3,200 hours. The squadron dropped more than 6.5 million pounds of general-purpose, cluster and laser-guided bombs on bridges, airfields and SCUD launchers, as well as Republican Guard and regular Iraqi Army units. The 336 TFS returned to Seymour Johnson AFB on 13 March 1991.

Since the end of hostilities in the Persian Gulf, the 336 Fighter Squadron has returned to the region numerous times. Operating out of Dhahran AB and Prince Sultan AB, Saudi Arabia, the 'Rocketeers' played their role in the enforcement of the southern no-fly zone over Iraq under Operation 'Southern Watch'.

The 336 TFS also participated in various exercises such as 'Maple Flag', 'Gun Smoke', 'Combat Hammer', 'Ocean Venture', and 'Quick Force'. The squadron was redesignated the 336 Fighter Squadron on 1 December 1995.

On 2 April 1999, the 336 FS deployed four F-15Es and 110 support personnel to Operation 'Northern Watch'. The 'Rocketeers' were based at Incirlik AB, Turkey, where they participated in the enforcement of the northern no-fly zone over Iraq. Throughout their seven-month deployment to Incirlik, the 336 FS flew nearly 200 sorties, 150 of which were combat missions, dropping more than 290,000 pounds of bombs. The 'Rocketeers' successfully employed the AGM-130 missile to suppress Iraqi surface to air missile sites. The 336 was the first 4 FW squadron to use the weapon during combat. The 336 returned to Seymour Johnson on 30 September 1999.

In August 1999, the 336 Fighter Squadron sent eight F-15Es and 107 support personnel to Tyndall AFB, Florida, where they participated in exercise 'Combat Archer'. The 'Rocketeers' flew 99 sorties and expended seven air-to-air missiles during the exercise.

From 3 through 19 February 2000, the 336 FS and the 335th FS sent 22 F-15Es and more than 350 support personnel on a deployment to Nellis AFB, Nevada, where they participated in exercise 'Red Flag'. During the exercise, they performed Offensive Counter Air (OCA) and Interdiction roles in a day/night high-threat scenario.

In May 2000, parts of the 'Rocketeers' returned to Incirlik AB, Turkey, once again patrolling the Iraqi northern no-fly zone under Operation 'Northern Watch'. They flew more than 60 combat sorties and dropped more than 69,000 pounds of ordnance.

On 31 May 00, at 1130 local time (1530 Zulu), an F-15E, S/N 88-1682, was damaged following an aborted takeoff at Seymour Johnson AFB, NC. The F-15E, assigned to the 336 Fighter Squadron, 4 Fighter Wing, Seymour Johnson AFB, NC was part of a surface attack training mission. The crew ground egressed the aircraft and were not injured. The aircraft suffered fire/heat damage to the main landing gear and damage to the engines due to fire retardant ingestion. No other damage or injuries occurred. There is clear and convincing evidence that the cause of the hot brakes was the mishap pilot's decision to abort the takeoff near rotation speed, due to his lack of experience. During a formation takeoff, the mishap pilot determined that the mishap aircraft was not going to rotate and take off when he could not match the lead aircraft pitch attitude. The mishap pilot initiated an abort of the takeoff and taxied clear of the runway and into the designated hot brake area. Shortly after arriving at the aircraft, fire-fighting personnel noted smoke and flames from the main landing gear area, extinguished the fire and directed the mishap crew to shutdown and egress the aircraft. Analysis of the aircraft discovered no anomalies that would have prevented this aircraft from flying. Due to variations in aircraft performance and pilot technique, it is possible the lead aircraft could have begun to rotate before the wingman's jet was able to rotate. There is no clear evidence to show the wingman's aircraft had reached nose wheel lift off speed prior to aborting. The most significant portion of the cost associated with this mishap was the exposure of the engines to foam (AFFF) fire retardant.

One month later, the 336 FS deployed eight F-15Es, 25 aircrew, and 147 support personnel to Nellis AFB, Nevada. From 19 through 23 June 2000, the squadron participated in exercise 'Roving Sands 2000', a Joint Theater Air and Missile Defense exercise which consisted of both live and simulated operations conducted at multiple locations.

On 10 January 2003, the 336 Fighter Squadron began deployment of 24 F-15E's to Al Udeid, AB, Qatar, with the last aircraft arriving at Al Udeid on 17 January.

On 18 July 2009, at 0233 local time (L), an F-15E aircraft, tail number 90-0231, impacted the terrain 30 miles west of Ghazni, Afghanistan, while participating in a combat mission. The mishap aircraft (MA) was based at Bagram Airfield, and assigned to the 336 Expeditionary Fighter Squadron. The mishap pilot (MP) and mishap weapon systems officer (MW) died upon impact. The MA was destroyed. Financial loss of the MA and other government property totaled \$55,373,351.90. No other injuries or damage resulted from the mishap. The mishap crew (MC) was part of a two-ship F-15E flight. The mishap flight (MF) departed Bagram Airfield

at 2237L to begin a close air support (CAS) mission. At 0209L, they completed the CAS mission. The MF delayed their return to base to practice high angle strafe (HAS), an air-to-surface attack firing 20 millimeter rounds (firing is simulated on practice attacks). The MF selected a strafe target area where they routinely practiced HAS. While enroute to the target area, the flight lead (FL) referenced control panels in their cockpits to determine the mean sea level (MSL) elevation of the intended target. The FL assessed the intended target elevation as 4,800 feet (ft). The MF calculated a 6,000 ft minimum safe altitude and open and cease fire altitudes of 8,500 and 7,500 ft for their HAS attack. All flight members were flying with night vision goggles. The FL called for low illumination attack parameters. The MF arrived at the target area at 0220L. Multiple displays in both front and rear cockpits showed the elevation of the intended target as approximately 10,200 ft MSL. Neither crew noticed the 5,000 ft discrepancy in the previously assessed target elevation. The MF prepared to practice HAS based on the 4,800 ft MSL elevation. The FL initiated their attack first. During the attack, the FL realized that they were at too low of an attack angle and aborted. Next, the MC initiated their attack. The MP lowered the nose of the MA at 18,000 ft and achieved the correct HAS attack angle. The airspeed of the MA was approximately 470 knots calibrated airspeed. The MC continued on their attack for approximately 10 seconds until impact. There was no attempt to recover the aircraft, and neither the MP nor the MW attempted to eject. The Accident Investigation Board (AIB) President found by clear and convincing evidence that the cause of the mishap was the flight lead weapon systems officer's incorrect assessment of the target elevation and the mishap crew's reliance on this inaccurate number. These actions resulted in calculating open and cease fire altitudes below the actual ground level of the target. Additionally, the AIB President found five factors that substantially contributed to the mishap: misperception of the operational conditions in the target area; an erroneous expectation for a typical night strafing attack; inexperience by the flight lead and the mishap crew at executing night strafing; channelized attention; and an improper cross check during the attack.

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USAF Unit Histories  
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#### Sources

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Unit history *4 Fighter Interceptor Wing. Fourth But First.* @1952.  
Unit yearbook. Seymour Johnson, Bicentennial. 1976.