

525th FIGHTER SQUADRON



MISSION

LINEAGE

309th Bombardment Squadron (Light) constituted, 13 Jan 1942
Activated on 10 Feb 1942
Redesignated 309th Bombardment Squadron (Dive), 3 Sep 1942
Redesignated 525th Fighter-Bomber Squadron, 23 Aug 1943
Redesignated 525th Fighter Squadron, 30 May 1944
Inactivated, 31 Mar 1946
Activated, 20 Aug 1946
Redesignated 525th Fighter-Bomber Squadron, 20 Jan 1950
Redesignated 525th Fighter Interceptor Squadron, 9 Aug 1954
Redesignated 525th Tactical Fighter Squadron, 1 Oct 1969
Inactivated, 31 Mar 1992
Activated 525th Fighter Squadron, 30 Sep 2007

STATIONS

Will Rogers Field, OK, 10 Feb 1942
Hunter Field, GA, 15 Jun 1942
Key Field, MS, 7 Aug 1942-19 Mar 1943
La Senia, Algeria, 12 May 1943
Mediouna, French Morocco, 15 May 1943
Marnia, French Morocco, 3 Jun 1943
Tafaraoui, Algeria, 11 Jun 1943
Gela, Sicily, 20 Jul 1943
Barcelona, Sicily, 27 Jul 1943

Sele Airfield, Italy, 23 Sep 1943
Serretella Airfield, Italy, 14 Oct 1943
Pomigliano, Italy, 19 Nov 1943
Marcianise, Italy, 30 Apr 1944
Ciampino, Italy, 11 Jun 1944
Orbetello, Italy, 18 Jun 1944
Poretta, Corsica, 12 Jul 1944
Grosseto, Italy, 18 Sep 1944
Pisa, Italy, 1 Nov 1944
Tantonville, France, 23 Feb 1945
Braunschardt, Germany, 18 Apr 1945
Schweinfurt, Germany, 23 Oct 1945-15 Feb 1946
Bolling Field, DC, 15 Feb-31 Mar 1946
Nordholz, Germany, 20 Aug 1946
Lechfeld, Germany, 13 Nov 1946
Bad Kissingen, Germany, 5 Mar 1946
Neubiberg AB, Germany, 12 Jun 1946
Landstuhl AB, Germany, 20 Nov 1952
Bitburg AB, Germany, 12 Feb 1957
Bitburg AB, Germany, 12 Feb 1957-31 Mar 1992
Elmendorf AFB, AK, 30 Sep 2007

ASSIGNMENTS

86th Bombardment (later Fighter Bomber; Fighter) Group, 10 Feb 1942-31 Mar 1946
86th Fighter (later Composite; Fighter; Fighter Bomber; Fighter Interceptor) Group, 20 Aug 1946
86th Fighter Interceptor Wing, 8 Mar 1958
86th Air Division, 18 Nov 1960
86th Fighter-Interceptor Wing (later 86th Air Division [Defense], 8 Mar 1958
36th Tactical Fighter Wing, 1 Nov 1968-31 Mar 1992
3rd Operations Group, 30 Sep 2007

WEAPON SYSTEMS

A-20, 1942
A-31, 1942
A-36, 1942-1944
P-40, 1944
P-47, 1944-1946
F-47, 1946-1950
F-84, 1950-1953
A-31 (V-72)
F-47D
F-47D
P-40L
A-36A

F-86, 1953-1959
F-102A, 1959
F-4E, 1969
F-15, 1977-1992
F-22, 2007

COMMANDERS

LTC Albert L. Lane, Jr., #1952

HONORS

Service Streamers

American Theater

Campaign Streamers

Sicily

Naples-Foggia

Anzio

Rome-Arno

Southern France

North Apennines

Rhineland

Central Europe

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

Italy, 25 May 1944

Germany, 20 Apr 1945

Air Force Outstanding Unit Awards

31 Oct 1955-31 Oct 1958

1 Jan 1962-31 Dec 1963

1 Jul 1964-30 Jun 1965

1 Nov-31 Dec 1968

1 Dec 1973-30 Apr 1975

1 Jul 1975-30 Jun 1977

1 Jul 1977-30 Jun 1979

1 Jul 1986-30 Jun 1988

1 Jul 1988-30 Jun 1990

1 Sep 1990-31 Jul 1991

[30 Sep 2007]-1 Nov 2008

2 Nov 2008-1 Nov 2009

EMBLEM



525th Fighter Interceptor Squadron emblem: On a white disc, edged light blue, the full face of a caricatured bulldog, in shades of light brown and tan, detail and outlines black, eyeballs, teeth, and patch on his head white, iris black, pupils green, wearing a collar of the second, spiked white. (Approved, 29 Sep 1955)

525th Fighter Squadron emblem: On a disc Argent, a stylized bulldog head affronté Proper, armed Or (broken) and of the first, bandaged on forehead in saltire of the field, eyed Vert, collared Azure, spiked White, all within a narrow border Blue. Attached below the disc, a White scroll inscribed "525TH FIGHTER SQ" in Blue letters and edged with a narrow Blue border. **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 bulldog represents the true fighter. The dog's expression, with broken tooth, patch on head and spiked collar, represents an experienced hardened fighter without specifically showing aircraft, wings, flames, jets or armament, giving the emblem long-range suitability to a tactical fighter outfit. The bulldog's overall appearance has maintained a link to the Squadron's original bulldog patch approved by the CSAF for the 525th Tactical Fighter Squadron in 1955.

MOTTO

NICKNAME

OPERATIONS

Combat in MTO and ETO, 2 Jul 1943-2 May 1945.

The 525th FIS began transition training from the F-86D to the F-102A at its home base of Bitburg, Germany. A number of experienced F-102 pilots were sent to Bitburg during late 1958 to start both the ground school and to conduct flight training. They were assisted by a number of factory representatives who helped train maintenance personnel.

The 525th FIS was the first European squadron to transition to the Delta Dagger and on 28 January 1959 they took position of their first aircraft when a TF-102A (56-2331), flown by MAJ Barnard H. Barton, touched down at Bitburg. He was in the lead of a flight of two TF-102As and three F-102As, the first of some twenty-five aircraft that would be delivered to the squadron (the last arrived on 7 March 1959).

In March of 1960, the Link Division of General Precision, Inc. delivered and installed an F-102 flight simulator to assist with F-102 conversion training for new pilots and for navigation/instrument training for all the squadron's pilots.

Despite having just reached operational status, the 525th participated in the 1959 William Tell Weapons Competition at Tyndall AFB, Florida. To everyone's surprise, the squadron took the lead and kept it until the last mission. Upon landing after the last sortie, they found that they had been nosed out by the 460th FIS by a very narrow margin. The team captain was the commander of the 86th TFW, COL Robert J. Rogers.

The 525th made several deployments to Wheelus AB for weapons training and live missile firing exercises. Four F-102As deployed to Wheelus from 13 to 29 July 1959, with a second deployment being made by some twenty-three F-102As from 19 November to 20 December. During the Wheelus deployments, the unit's TF-102As remained at Bitburg.

The weapons training included intensive training on the over water firing range, where a number of live missile launches were made by each pilot, greatly increasing their combat proficiency. In these missile exercises, the GAR-ID radar controlled version of the Falcon air-to-air missile was used. These were the first such firing exercises with the Falcon at Wheelus, and

the first in USAFE. The missiles were fired at DELMAR radar targets, towed by B-57 aircraft at the end of a four mile long cable.

Before each pilot actually fired a live missile, he flew three pre-firing practice runs. These sorties were recorded on tape so that the training officers could study the pilot's performance. The tape would show if he had thrown all the proper switches to activate the weapons system and if he had flown the correct approach to the target. After completing his first F-102 live firing mission over the Mediterranean range, LTCOL Charles W. Carson Jr., commander of the 525th FIS, stated that he was impressed by the "vastly improved intercept capability" represented by the combination of the F-102 and Falcon.

Between 16 March and 14 July 1960, the FIAT Aircraft Corporation of Torino, Italy, sent a team of technicians and installers to bring the radar equipment on all the 525th's aircraft up to the FIG-6 configuration. This was followed some five months later by a program to further update the aircraft to the FIG-7 configuration. This modification program was conducted at Chateauroux Air Base, France, with the first aircraft departing Bitburg on 1 December 1960.

During a one-week training deployment to Wheelus Air Base (7-14 September 1962) B flight set a new range record of an eighty percent success rate in radar intercepts against high altitude targets. The radar reflective DELMAR targets were towed by F-100 Super Sabres at altitudes over 40,000 feet. For low altitude intercepts, T-33 As were fitted with radar reflectors and flown at very low level (500 feet). B flight successfully completed fifty-two out of sixty-five "hot" runs (missiles fired) and "dry" WSEM qualification runs over a grueling six day period. This beat the next nearest one-week deployment effort for F-102s by some eight percent.

The last day of the exercise, B flight set a sixteen for sixteen successful intercepts, beating the former record (525th FIS) of eleven out of eleven by a wide margin. The deployment was led by LTCOL James M. Thomas, the squadron commander, and CAPT Thomas J. Wicker served as B Flight leader.

One of the unit's TF-102As (56-2331) set a European record for flying hours within a month, when it flew seventy-one hours thirty-five minutes during March 1962. Of the thirty-five sorties flown by 56-2331, twenty-five required no maintenance follow-ups and no discrepancies were logged. The unit's two seat Dagger was flown more than the average F-102A because it was used to train new pilots and to conduct instrument check rides for all squadron pilots.

A 525th FIS pilot made the first successful field arrested landing with an F-102 on 23 July 1963. CAPT Leslie J. Prichard had the port main tire on his F-102 blow on takeoff nearly causing a collision with his wingman. The two Delta Daggers were now safely airborne, but to save the damaged F-102A, the squadron operation officer, LTC Robert L. Embary, decided to order the pilot to make an arrested landing. A five mile straight-in approach was set up, with the gear down, speed brakes out and arrestor hook extended. CAPT Prichard established a fairly flat, power on approach and made his touchdown 1,100 feet from the arresting gear. The braking parachute was deployed immediately to help slow the aircraft and the nose wheel steering

system was engaged. The blown tire caused the F-102 to vibrate so violently that a hydraulic line ruptured causing the port brake to fail. By using the starboard brake, CAPT Prichard was able to maintain some directional control. The drag chute was lost just prior to engaging the arresting gear, which brought the aircraft to a smooth and safe stop without further damage.

The 525th represented USAFE in the "F-102 World Wide Loading Conference," held at Seymour Johnson AFB during September of 1962. This ten-day event was attended by representatives from PACAF, Alaskan Air Command, Air Defense Command and USAFE. The teams competed for points given for speed and efficiency in missile rail inspections, aircraft weapons system condition and serviceability, electrical checks performed on all missile rails, missile inspections, missile loading, missile arming and finally retraction of the loaded launchers and closing of the missile bay doors. The five-man team from the 525th had been accepted by the USAFE during drills held at Ramstein AB during which all 86th AD F-102 teams completed. An average F-102 loading speed was fifteen minutes, but the is team completed its tasks in an 8 1/2 minute average.

The 525th won the USAFE "Little Willy Tell" competition, held between the 525th and 497th Fighter Interceptor Squadrons on 5 July 1963, and was picked to represent USAFE at the 1963 "William Tell Fighter Weapons Meet" held from 7 to 14 October 1963. The squadron borrowed aircraft from units in the U.S. which led to numerous difficulties, especially in the radars and missile bays.

These malfunctions had to be corrected before the flying pro-gram could begin and further problems occurred during the competition. On the first mission, the lead aircraft had an ignitor cable disconnect in flight, resulting in a misfire of the missile. On another mission the number three aircraft blew a fuse in the fire control system just before the missiles fired, resulting in a failure of the missiles to guide. In two other cases missiles failed to guide for unknown reasons. As a result of these problems, the 525th placing fourth in the F-102 category.

On 23 May 1964 the unit received the Air Force Outstanding Unit Award for the period 1 January 1962 to 31 December 1963. The squadron was presented this award because of its high aircraft in-commission rate, accuracy in missile firings, selection for participation in "William Tell" and for the outstanding tactical evaluations the unit had received from USAFE and the 86th AD. During the period covered by the award, the squadron has also logged 14,508 accident-free flying hours.

The 525th FIS participated in all the USAFE/LOADEO Competitions held between 1965 and 1969. They won the competition in August of 1965, August of 1966 and August of 1969.

During 1968 the unit received the 86th Air Division Outstanding Unit Award. Finally, one 525th pilot achieved note when he became the first USAFE F-102 pilot to reach 1,000 hours in the Delta Dagger. CAPT Garry L. Tresemer, the squadron Tactical Evaluation Officer, reached this milestone during January of 1962.

The squadron originally gained a number of aircraft from the Alaskan Air Command and these were received still carrying the Artic Red fin and wingtips. These were repainted in Air Defense Command Gray as time allowed. Squadron insignias were added to both sides of the fin during May of 1959. A year later the sunburst tail markings of the 86th AD were introduced, with most aircraft carrying the squadron insignia on both sides of the fin as well. The Delta Dagger silhouettes were introduced during May of 1959 and continued in use until early 1964.

During 1960 aircraft 56-1264 was painted as the unit commander's aircraft with a Red-Yellow-Blue-Green-Yellow-Red band being applied to the fuselage just behind the cockpit. The sunburst tail markings were removed from the fin beginning in October of 1963, although some aircraft retained the markings until the Spring of 1964.

During 1964 the 86th Air Division insignia was applied to the starboard side of the fin along with the AF Outstanding ribbon. Additionally, the braking parachute housing was painted in flight colors (Red, White or Blue).

During October of 1964 the aircraft received a horizontal Blue band on the fin. The first aircraft to be painted in the new markings was the unit's TF- 102A (56-2333). F-102A 56-1044 was painted as the commander's aircraft with a band going around the fuselage consisting of three Blue and Four white stripes.

The first European F-102 to be painted in SEA camouflage was assigned to the 525th. The F-102A (56-1214) returned to Bitburg AB from the CASA factories on 19 October 1965 carrying the new colors. By the end of 1967, eighteen aircraft had been camouflaged, the last being 56-1512 on 16 April 1968.

During July of 1960, the 525th FIS set a safety record for accident free flying with the F-102. During the fifteen months since the unit re-equipped with the F-102, none of its pilots had been involved in an aircraft accident.

This record could not continue forever and, on 26 November 1960, an F-102A (56-1243) was lost at Bitburg. On that morning the F-102 departed from the alert hangar on a scramble. The pilot hit his afterburner and raised the landing gear lever (normally, this allowed the gear to retract as soon as the aircraft's weight was off of them). This time, however, it retracted immediately. The F-102 travelled about halfway down the runway on its belly with afterburner engaged. The result was that the belly was totally torn off the aircraft (although the pilot was uninjured).

On 18 June 1961, aircraft 56-1060 crashed between Badern and Erdorf, some five miles from Hahn AB. The pilot, LTC John B. Anderson, commander of the 525th, successfully ejected. He had been attempting to land the aircraft at night, in bad weather, after suffering a primary hydraulic system failure. He made several approaches without ever sighting the airfield and finally decided to eject. The pilotless aircraft circled three times and crashed into an open field. After the impact, a flash fire occurred destroying the aircraft.

Another loss near the home base occurred on 18 Oct 1964 when 56-1178 had an inflight fire which destroyed the flight control system. The pilot successfully bailed out and the aircraft crashed near Bitburg.

The squadron suffered three other losses: aircraft 56-1120 burned out at Bitburg on 8 November 1965; 56-1071 crashed twelve miles from Bernkastel, Germany, on 14 December 1965; and 56-1214 was lost in a landing accident at Spangdahlem Air Base on 13 May 1966. The wreck could still be seen beside the runway at least until the Summer of 1970.

A number of incidents also occurred to squadron aircraft. On 20 April 1959, 1st LT Raymond D. Roberts had a mishap flying an F-102. He later recalled that; "I had a 90 degree hard turn on the nose wheel steering system when I let the nose down. When the nose wheel touched, the bird skidded some 90 degrees, left the runway, hit a marker sign, and broke off the left main landing gear which caused other minor damage to the wing."

This same pilot later received a USAFE Flying Safety Award during February 1960 for remaining with his aircraft after it experienced a serious control malfunction over Wiesbaden. Roberts remembered the flight: "It was a five AM flight. I started having severe flight control problems at 38,000 feet which I found were caused by the unequal cooling of hydraulic fluids and unequal expansion of parts in the hydraulic HEP valve. This caused the valve to work against itself and the flight controls started to move rapidly in all directions. As a result, I found myself going almost straight down with a severe porpoise, severe enough that I could not eject. It had me pinned to the top of the canopy with the seat belt down around my knees." The aircraft recovered somewhat at 14,000 feet and after struggling with the controls for over an hour, Roberts managed to land at Bitburg AB.

56-1253 was damaged in an unusual accident at Bitburg AB on 3 January 1961. Snow had been pushed over to the side of the touchdown point and had become a frozen mountain. While landing, the F-102 drifted and struck the snow bank with its left main gear. The gear was ripped off and when the aircraft touched down, it immediately made a 60 degree turn off the runway, crossed a muddy field, tore out the boundary fence around the air base and lost the nose wheel. It took six months to repair the damage.

One highly unusual problem was encountered during December of 1961 by CAPT Thomas E. Wolters. After completing a normal flight, he landed at Ramstein and after taxiing off the runway toward the control tower, his brakes failed. He could not shut off the engine because he would lose his steering power.

He was rolling down the taxiway at a good clip with no way of stopping. He alerted the tower and the tower, in turn, informed all aircraft in the area that they had a runaway F-102. His first encounter was with an F-104 parked sideways across the taxiway — he avoided it by turning onto a parking ramp. After the F-104 was moved, Wolters turned back out into the taxiway. His next obstacle was another F-102. Wolters frantically waved and signaled to the other pilot to

get out of the way. As he turned from the taxiway to the runway, he noticed he was being chased by a truck whose occupants were trying to figure out a way to stop the runaway craft.

Finally as he rolled down the runway, he realized he could stop the aircraft with his arrestor hook. He engaged the barrier and the aircraft finally came to a stop. A crazy ending to a routine flight.

On 1 October 1969 the 525th was renamed a Tactical Fighter Squadron and on 17 October the first group of twelve F-102s began their journey back to the U.S. under project CORNET EAST 35. The next day another eight Daggers left Bitburg, followed by the last two on 21 October 1969. Interviewed on the eve of their departure the squadron commander, LTCOL Thomas E. Wolters said: "We all hate to see the old birds go.

F-22 Pilot Did Not Survive Crash: Capt. Jeffrey Haney, a pilot with the 525th Fighter Squadron at JB Elmendorf, Alaska, is presumed to have died in the crash of his F-22 on Nov. 16 about 100 miles north of Anchorage during a nighttime training mission, according to Elmendorf officials. "Based on evidence recovered from the crash site, and after two days of extensive aerial and ground search efforts, we know that Captain Haney did not eject from the aircraft prior to impact," said Col. Jack McMullen, commander of Elmendorf's 3rd Wing, in a base release. A recovery team at the crash site found a part of the ejection seat, along with several life-support items that Haney wore during the flight. "Sadly, we can no longer consider this a search and rescue operation, but must now focus on recovery operations," said McMullen. The recovery operations are expected to last several weeks. Air Force officials are standing up a safety investigation board to determine the mishap's cause. Elmendorf officials plan to hold a memorial service for Haney on Monday. "Right now, our focus is on Jeff's family," said McMullen. 2010

The 525th Fighter-Bomber Squadron replaced the 527th on 22 February 1951. This squadron used a non-operational runway and the adjacent area for an aircraft park and billeting area. Maintenance facilities were nearby. A month later, the 525th was replaced by 526th Fighter-Bomber Squadron, which utilized the same facilities. Upon the departure of the 526th on 1 April 1951, the cycle of training was interrupted due to the shortage of jet fuel at Wheelus. A small detachment of fighter-bomber personnel was left at Wheelus to maintain the operation and tent facilities for future use.

11/1/2007 - ELMENDORF AIR FORCE BASE, Alaska (AFPN) - The 3rd Wing at Elmendorf Air Force Base activated the 525th Fighter Squadron during a ceremony at the base Oct. 29. The second active-duty F-22 Raptor squadron took its place in wing history nearly three months after the aircraft officially landed on base. Lt. Col. Chuck Corcoran assumed command of the squadron with its initial cadre of five pilots and four support staff. Colonel Corcoran said he is honored to lead the squadron.

"I've been reading up on the history of the squadron. It's awesome and deep with tradition," the Chillicothe, Ohio, native said. "There are a lot of firsts. It was primarily in Europe until this

point. It has performed brilliantly in numerous airplanes over the years and through numerous conflicts. There's no match for the air dominance mission anywhere in the world.

"It's great to know we get the opportunity to stand up the squadron here and be a part of a rich history the squadron has and add to it," he said. The 525th FS's legacy began in February 1942 as the 309th Bombardment Squadron (Light) to support allied forces in the European theater of operations during World War II. Nearly 18 months after activation, the unit saw its first combat in Sicily. In August 1943, the 309th BS was redesignated as the 525th Fighter-Bomber Squadron. Since then, the 525th has received several designations: fighter squadron from 1944-1950, fighter-bomber squadron again from 1950-1954, fighter-interceptor squadron from 1954-1969 and tactical fighter squadron from 1969 until being inactivated in 1992.

The squadron moved around Europe in its early days, but ended up calling Bitburg Air Base, Germany, home for 35 years. Several former unit members attended the ceremony, one of whom is today's Pacific Air Forces commander, Gen. Paul Hester. Thirty years ago, the then captain was an F-15 Eagle instructor and flight examiner with the 525th Tactical Fighter Squadron at Bitburg. The general noted that event adds to the importance of the Air Force's 60th anniversary and it portrays Heritage to Horizons.

"From the 70s to the '80s, now to the '90s and 2000s, it's four generations of Airmen doing the same thing, a part of the same team and wearing the squadron patch," General Hester said. No matter what the number designator of the fighter squadrons -- the 525th, the 90th and the 302nd - all have the same mission: to provide air dominance. "Our job is to clear the skies of enemy aircraft, as well as take out any surface-to-air missiles that would deny us access to enemy airspace," Colonel Corcoran said. "The overarching reason for that is to gain control of the skies. That's what the F-22 was built to do and it's our mission here at Elmendorf.

The colonel said that as he leads the 525th into the next chapter of its history his vision for the squadron is to accomplish the mission they're tasked with. "I want to do it at the level the 525th has historically done it... perfectly. I think it will be pretty easy to execute that, because we have the world's best equipment with the F-22 and the world's best people," he said. "My job is going to be pretty easy taking care of those people, so they can accomplish the mission with that awesome equipment My vision is to provide them what they need so they can be trained and equipped to do what they have to do if they're called on to do it."

With the unfurling of the 525th Tactical Fighter Squadron flag, the 525th became active again after 15 years. The 525th Fighter Squadron will have 26 people and 20 aircraft assigned when it becomes fully operational by the end of 2008. The 525th Fighter Squadron at Elmendorf AFB, Alaska, is on track to get all of its F-22 Raptor fighters by November, Lt. Col. Orlando Sanchez, the unit's director of operations, said in an interview July 25. Like the Air Force's other F-22 operational squadrons, the 525th will have a complement of 20 Raptors.

As of late July, the unit had 11 aircraft on the ramp at Elmendorf, with about two a month arriving from Lockheed Martin's assembly plant, he said. The squadron anticipates having all of

its pilots in place by mid-2009. The unit planned to participate in a Combat Archer air-to-air training exercise in August at Tyndall AFB, Fla., and is expected to take part in this month's installment of the Red Flag-Alaska air combat training exercise, Sanchez said. The 525th FS is the second F-22 unit behind the 90th FS to stand up at Elmendorf.

Elmendorf F-22s Deploy To Kadena: A contingent of F-22s and active duty airmen and Reservists from JB Elmendorf, Alaska, deployed in January to Kadena AB, Japan, for three months. This tour is part of a normal rotation of US combat forces in the western Pacific to maintain stability and is not a response to any specific situation, said Elmendorf officials. The contingent includes F-22s and pilots from the active duty 525th Fighter Squadron, maintainers from the 525th Aircraft Maintenance Unit, and pilots and maintainers from Air Force Reserve Command's 477th Fighter Group. The Reservists help operate the F-22s under a classic association. At Kadena, the Elmendorf airmen will generate daily sorties without having to fight the harsh Alaska winter weather. They will also train with other Air Force and Navy aircraft. Stars and Stripes reported that 15 F-22s were slated to deploy to Kadena. 2011

Air Force Reserve Command officially activated its first F-22 Raptor unit, the 302nd Fighter Squadron, in ceremonies at Elmendorf AFB, Alaska, on 3 October. The 302nd will serve as a Reserve Associate unit of the reactivated 477th Fighter Group. The second active duty F-22 squadron, the 525th Fighter Squadron, was activated at Elmendorf on 29 October. The 525th which formed in 1942, moved around Europe in its early days but settled at Bitburg AB, Germany, where it stayed for thirty-five years before being inactivated several years ago. Elmendorf will eventually receive forty F-22s to be split between the two active duty squadrons.

The 525 FS at Elmendorf Air Force Base Alaska returned home in early March 2009 after an extended deployment to Nellis Air Force Base Nevada and Holloman Air Force Base in New Mexico. The squadron participated in a red flag exercise while at Nellis. Because of volcanic activity in Alaska the Bulldogs had to extend their deployment and then trained with the 49 FW at Holloman. At red flag the 525 was able to complete all 350 scheduled sorties. Once the next red flag exercise started a shortage of ramp space at Nellis necessitated the 525 relocating to Holloman which is now ramping up as a third operational F-22 base.

F-4E, 68-460, of the 525th TFS, 36th TFW, during a practice in-flight refueling sortie, using KC-97LS, over Germany during 1975. Electro-luminescent formation lights have been added but original short style gun blast fairing still is evident.

The last F-22 built for the Air Force arrived at JB Elmendorf-Richardson, Alaska, completing the beddown of the Raptor fleet. Lt. Col. Paul Moga, commander of Elmendorf-Richardson's 525th Fighter Squadron, piloted the jet on its eight-hour, non-stop flight from Lockheed Martin's production facility in Marietta, Ga., on May 5. "It's good to have this jet where it belongs," said Moga, who will fly this aircraft as the squadron's flagship. The Air Force accepted Raptor 4195 on May 2 during a ceremony in Marietta. 2012

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.
Unit yearbook. Neubibeg AB, Germany. *The 86th Raiders*. Montgomery Publishing Company. London, England. 1952.
Unit history. *Wheelus Field; The Story of the US Air Force in Libya. The Early days 1944-1952*. R. L. Swetzer. Historical Division Office of Information USAFE. 15 Jan 1965.
Unit history. *A Brief History of the 3rd Wing*. 673rd Air Base Wing History Office. Elmendorf AFB, AK. 2012.