13 FIGHTER SQUADRON

MISSION

LINEAGE
313 Bombardment Squadron (Medium) constituted, 13 Jan 1942
Activated, 1 Feb 1942
Disbanded, 10 Oct 1943

13 Tactical Fighter Squadron constituted and activated, 2 May 1966
Organized, 15 May 1966
Inactivated, 30 Jun 1975
Redesignated 13 Tactical Fighter Training Squadron, 18 Dec 1975
Activated, 15 Jan 1976
Inactivated, 1 Jul 1982
Redesignated 13 Tactical Fighter Squadron, 5 Jun 1984
Activated, 1 Jun 1985

313 Bombardment Squadron (Medium) Reconstituted and consolidated with 13 Tactical Fighter Squadron, 19 Sep 1985. Consolidated organization designated 13 Tactical Fighter Squadron.

Redesignated 13 Fighter Squadron, 31 May 1991

STATIONS
Bowman Field, KY, 1 Feb 1942
Jackson AAB, MS, 8 Feb 1942
Columbia AAB, SC, 21 Apr 1942

Key Field, MS, 24 May 1942
Hattiesburg AAFld, MS, 7 Jun 1942
Key Field, MS, 12 Jun 1942
MacDill Field, FL, 26 Jun 1942–10 Oct 1943
Korat RTAFB, Thailand, 15 May 1966
Udorn RTAFB, Thailand, 20 Oct 1967–30 Jun 1975
MacDill AFB, FL, 15 Jan 1976–1 Jul 1982 (operated from Tyndall AFB, FL, 26 Nov–22 Dec 1979)
Misawa AB, Japan, 1 Jun 1985

ASSIGNMENTS
21 Bombardment Group, 1 Feb 1942–10 Oct 1943
Pacific Air Forces, 2 May 1966
18 Tactical Fighter Wing, 15 May 1966
432 Tactical Reconnaissance (later, 432 Tactical Fighter) Wing, 15 Nov 1967–30 Jun 1975
56 Tactical Fighter (later, 56 Tactical Training) Wing, 15 Jan 1976–1 Jul 1982
432 Tactical Fighter Wing, 1 Jun 1985
432 Operations Group, 31 May 1991
35 Operations Group, 1 Oct 1994

ATTACHMENTS
388 Tactical Fighter Wing, 15 May 1966–17 Oct 1967

WEAPON SYSTEMS
B–18, 1942
A–20, 1942
B–25, 1942
B–26, 1942–1943
F–105, 1966
F–4, 1966–1975
F–16, 1985

COMMANDERS
None (Not Manned), 1-8 Feb 1942
Capt Frank C. Parker, 9 Feb 1942
1lt Richard V. Travis, 12 Jun 1942
Capt William T. Boren, 17 Sep 1942
Maj John P. Tomhave, 1 Nov 1942
Capt L. W. Kundrath, 9 Apr 1943
Maj Winfred O. Craft, 25 Jun-C. Oct 1943
Lt Col Richard M. Baughn, 2 May 1966
Lt Col Gerald F. Fitzgerald, Oct 1966
Lt Col James E. Mcinerney Jr., 15 Jun 1967
Lt Col Alva E. Henehan, 8 Jul 1967

Lt Col Vern W. Covault, 26 Aug 1968
Lt Col Armand J. Parker, 1 Mar 1969
Lt Col Paul G. Mulhern, 26 Aug 1969
Lt Col Curtis C. Truver, 22 Jan 1970
Lt Col Jack I. Gregory, 1 Apr 1970
Lt Col Samuel H. Fields, 29 Aug 1970
Lt Col James E. Light Jr., 1 Nov 1970
Lt Col Charles W. Collins, 7 Jul 1971
Lt Col Charles W. Turke, 4 Nov 1971
Lt Col John O. Rollins Ii, 13 Mar 1972
Lt Col Carl G. Bailey, 13 Jul 1972
Lt Col Curtis D. Westphal, 6 Sep 1972
Lt Col James M. Glenn, 18 Feb 1973
Lt Col Leland K. Lukens, 15 May 1973
Lt Col Roy L. Ripley, 19 Sep 1973
Lt Col Benoni Nowland Iv, 22 Jun 1974-Unkn
Unkn, 31 Mar-30 Jun 1975
Lt Col Krendall E. Morris, 15 Jan 1976
Lt Col John R. Vineyard, 12 Jul 1976
Lt Col Michael P. Rhodes, 24 Apr 1978
Lt Col Everett H. Pratt Jr., 28 Mar 1980-1 Jul 1982
Col Gary R. Bendlin, 1 Jun 1985
Unkn, Jan 1986-Dec 1987
Lt Col William R. Moore, By Jan 1988
Lt Col Michael J. Rosso Jr., 18 Nov 1988
Lt Col William O. Faucher, 19 Nov 1990
Lt Col Kenneth H. Schindele, 6 Oct 1992
Lt Col Glen A. Kelley, 18 Nov 1993
Lt Col Michael J. Newell, 1 Oct 1994
Lt Col Paul K. White, 3 Jun 1996
Lt Col Salvatore A. Angelella, 13 Apr 1998
Lt Col David J. Wilmot, 4 Jun 1999
Lt Col Joel E. Malone, 16 Jun 2000
Lt Col Curtis Sheldon, 31 May 2002
Lt Col Hugh J. Hanlon, 28 May 2004
Lt Col Stephen Williams, 31 May 2006

HONORS
Service Streamers

Campaign Streamers
World War II
Antisubmarine, American Theater

Vietnam
Vietnam Air
Vietnam Air Offensive
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

Decorations
Presidential Unit Citations (Southeast Asia)
10 Mar–1 May 1967
19 Sep 1967–1 Nov 1968
1 Nov 1968–31 Oct 1969

Air Force Outstanding Unit Awards with Combat "V" Device
29–30 Jun 1966
1 Jul 1966–30 Jun 1967
1 Jul 1967–30 Jun 1968
21 Nov 1969–20 Nov 1970
21 Nov 1970–6 Apr 1971
18 Dec 1972–27 Jan 1973

Air Force Outstanding Unit Awards
1 Jan 1977–1 Jan 1979
1 Jul 1980–30 Jun 1982
1 Jan 1977-1 Jan 1979
1 Jul 1980-30 Jun 1982
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

Republic of Vietnam Gallantry Cross with Palm
15 May 1966–28 Jan 1973

EMBLEM

313 Bombardment Squadron

On a Yellow disc, a Black panther's head facing to the right detailed White with Red eye and tongue interlaced by the stylized Red Arabic numerals 1 and 3, all within a narrow Blue border. (Approved, 15 Aug 1985)

MOTTO
Panther Pack
Panthers

OPERATIONS
Antisubmarine patrols in Gulf of Mexico, Jun–Aug 1942.

Operational and replacement training unit, Apr 1942–Oct 1943.

Combat in Southeast Asia, 15 May 1966–30 Jun 1975.

Tactical fighter training for pilots and weapons systems officers, Jan 1976–Jun 1982.

The 13 Tactical Fighter Squadron received its first F-16 on 4 July. All assigned aircraft were in place by the end of August. 1986

The Fighting Falcon was introduced to the skies over Malaysia in August when six F- l 6s of the 432nd deployed to Butterworth Air Base, Malaysia, to participate in Commando West I 0, a joint USAF /RMAF air-to-air exercise. The USAF F- 16s (five As and a B) flew non-stop from Misawa, using a KC-10 tanker for air refueling. The flight took more than nine hours. Extra pilots and ground crew members were transported in a C-141 aircraft to the exercise site, located in northwestern Malaysia, approximately 60 miles south of the Thai border. RMAF 12 Squadron hosted the USAF visitors. Both 11 Squadron and 12 Squadron flew F-5s out of Butterworth Air Base in dissimilar air combat training exercises against the F- l 6s. Also participating were 6 Squadron (flying A-4s) and Number 3 Fighter Training Center (flying AerMacchi MB-339s). These units are assigned to Kuantan Air Base, near Kuala Lumpur, Malaysia's capital city. USAF pilots of the 13 TFS were led by their Squadron Commander, Lt. Col. Gary Bendlin. Also participating was 432nd TFW Vice Commander, Col. Ev Pratt. In 82 sorties, the F- I6s suffered no aborts and no sorties lost to maintenance or weather. Several RMAF pilots received F-16B rides, including the Chief, RMAF, Lt. Gen. Ngah; and the Commander, Air Defense Command, Brig. Gen. Ghani

F-16s and more than 70 airmen from the 35th Fighter Wing at Misawa AB, Japan, returned from Exercise Commando Sling where they practiced air-to-air combat tactics with the Republic of Singapore Air Force at Paya Lebar Air Base in northeast Singapore. Despite inclement weather, US and Singaporean aircraft were able to stage several full-up combat exercises and the partners "made the best with what we had," said Capt. Jarod DiGeorge, Misawa's 13 Fighter Squadron commander and US exercise project officer. "I definitely think the training was beneficial to us. We don't get a lot of opportunities to fly with airmen from other nations," he added. The Misawa airmen deployed for the exercise on March 23; the last of them returned on April 19. Earlier this month, during an official visit of Singaporean Defense Minister Ng Eng Hen to Washington, D.C., the United Stated and Singapore agreed to expand bilateral military-to-military cooperation, including increasing the complexity of existing exercises like Commando Sling.

On 3 April 2001, F-16DJ, tail # 90-0837, assigned to the 13 Fighter Squadron, 35th Fighter Wing (FW), Misawa AB, Japan, crashed after suffering catastrophic engine failure. Crash occurred at 1621L, approximately 10 miles northeast of Misawa on Ripsaw Range, Japan. The aircraft was a complete loss; there were no deaths, or injuries, and no collateral property damage. Mishap aircraft was #2 of a two-ship formation on a Mission Qualification Training sortie. The mishap pilot had recently arrived on station after completing F-16 transition training at Luke AFB, Arizona. Sortie profile included medium-altitude Suppression of Enemy Air Defense (SEAD) training followed by a back-up range profile. Sortie proceeded without incident until operations on Ripsaw Range. As the MP completed his first visual level delivery, he reported an engine

problem. While turning toward Misawa AB the MP remained below the weather and attempted to air start the engine without success. The engine would not start due to catastrophic failure of the engine case. Mishap aircraft engine's failure to air start resulted in the MP's decision to eject. Approximately 70 seconds after reporting an engine problem, MP successfully initiated ejection and parachuted with minor injuries into the Pacific Ocean. Mishap aircraft was totally destroyed upon impact with the water. Inspection of the damaged engine revealed foreign object damage (FOD) to blade #30 of the 3rd stage compressor. The impact resulted in a tear and radial bend at the leading edge of blade #30. The time of damage is unknown, but the FOD started the accident chain of events and remained undetected for a sufficient amount of time to allow a fracture to develop. It remained undetected because of its location, which would have necessitated a complete engine teardown to discover. This type of FOD gave no indication to maintainers that a teardown was warranted or should be conducted. On 3 Apr 01, the fracture had propagated to such a point that the remainder of the blade failed through tensile overload. The blade was liberated and lodged in the compressor section in the 1:00 to 2:30 clock position of the compressor case. A titanium fire resulted from blade friction and created a bum-through of the compressor casing. The resulting breach in the compressor case prevented normal engine operations. Damage to the #30 blade, subsequent liberation, and compressor case bum-through caused the engine to fail. Board President opined that there were three causes of the mishap (1) FOD to 3rd stage compressor blade #30, (2) subsequent failure of blade #30, and (3) a titanium fire and bum-through of the compressor case. Once the engine case was breached, air pressure to the engine was lost and the engine could not produce thrust, nor could it be restarted by following critical action procedures. Regardless of pilot action, because the catastrophic engine failure occurred at low altitude, recovery to a useable runway was not possible and therefore the decision to eject was prudent, proper, and correct.

On 15 July 2007, at 1650 local time (L), an F-16CJ, S/N 92-3901, crashed on takeoff at Balad Air Base, Iraq. The Mishap Aircraft (MA), assigned to the 13 Fighter Squadron, 35th Fighter Wing, Misawa Air Base, Japan, was the lead aircraft of a flight of two, attempting to take off for a Close Air Support mission in support of Operation IRAQI FREEDOM. The newly installed nose gear tire catastrophically failed at 144 knots at or near the approach end cable, due to under inflation. The Mishap Pilot (MP) misanalyzed the auditory and physical sensations of the nose gear tire failure as an engine malfunction and took action with a heavyweight, high-speed abort. Once the nose gear tire failed, the wheel's rim disintegrated followed by a collapse of the nose gear assembly, after which the MP was unable to maintain aircraft control. The aircraft continued to skid down the runway toward two cargo aircraft holding short of the runway. Once clear of the cargo aircraft and prior to runway departure, the MP safely ejected and suffered no injuries. The MA then departed the runway, tumbled, and was completely destroyed. No other property damage or injuries to military personnel or civilians resulted from the mishap. Maintenance personnel installed a new nose gear tire on the MA during the morning and took an improper pressure reading, documented at 1000L, resulting in an under-inflated nose tire. During the post tire change inspection, the tire change 7-level technician failed to identify the under-inflated nose tire. Following a shift change at approximately 1300L, it appears the MA's crew chief changed the time of the original tire pressure check to 1300L in the aircraft's forms, instead of performing another pressure check as directed. In a photo taken

during a reenlistment ceremony at 1415L, the MA's nose tire appears to be under-inflated. The Production Superintendent signed the MA Exceptional Release at 1530L without noticing the under-inflated nose tire. The MP also failed to discover the under-inflated nose tire during his 1550L MA preflight. Shortly before the MP's takeoff, the end of runway maintenance crew failed to detect the under-inflated nose tire at 1629L. These inadequate inspections are attributed to complacency and overconfidence regarding a new nose tire, which caused several personnel to give the new nose tire less scrutiny as compared to a nose tire with several takeoffs and landings. The AIB President determined clear and convincing evidence exists that this mishap was directly caused by the failure of an under-inflated nose tire on take off and the MP's misanalysis of the situation, which led to his abort decision. An inaccurate pressure check and a failure to take another pressure check as ordered caused the under inflation. Inadequate nose tire inspections by several personnel contributed to the under inflation cause. Similar indicators between tire failures and engine malfunctions, F-16 simulator training, and a threat to personnel outside the base contributed to the MP's misanalysis cause and made his abort decision reasonable.

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.