

## 35<sup>th</sup> FIGHTER SQUADRON



### MISSION

The “Pantons” provide combat-ready F-16 C/D fighter aircraft to conduct air operations throughout the Pacific theater as tasked by United States and coalition combatant commanders. The squadron performs air and space control and force application roles including counter air, strategic attack, interdiction, and close-air support missions. It employs a full range of the latest state-of-the-art precision ordnance, day or night, all weather.

Employs 32 pilots, 11 operations support personnel, 21 aircraft, and resources valued in excess of \$725 million to generate and fly over 4,200 sorties per year. Flies interdiction, counter-air, close air support, and forward air controller-airborne missions. Employs night vision goggles and precision guided munitions.

### LINEAGE

35<sup>th</sup> Aero Squadron organized, 12 Jun 1917

Demobilized, 19 Mar 1919

Reconstituted and redesignated 35<sup>th</sup> Pursuit Squadron, 24 Mar 1923

Activated, 25 Jun 1932

Redesignated 35<sup>th</sup> Pursuit Squadron (Fighter), 6 Dec 1939

Redesignated 35<sup>th</sup> Pursuit Squadron (Interceptor), 12 Mar 1941

Redesignated 35<sup>th</sup> Fighter Squadron, 15 May 1942

Redesignated 35<sup>th</sup> Fighter Squadron, Two Engine, 19 Feb 1944

Redesignated 35<sup>th</sup> Fighter Squadron, Single Engine, 8 Jan 1946  
Redesignated 35<sup>th</sup> Fighter Squadron, Jet, 1 Jan 1950  
Redesignated 35<sup>th</sup> Fighter-Bomber Squadron, 20 Jan 1950  
Redesignated 35<sup>th</sup> Tactical Fighter Squadron, 1 Jul 1958  
Redesignated 35<sup>th</sup> Fighter Squadron, 3 Feb 1992

## **STATIONS**

Camp Kelly, TX, 12 Jun–11 Aug 1917  
Etampes, France, 20 Sep 1917  
Paris, France, 23 Sep 1917  
Issoudun, France, Nov 1917  
Clisson, France, 4 Jan 1919  
St. Nazaire, France, 9–20 Feb 1919  
Garden City, NY, 9–19 Mar 1919  
Langley Field, VA, 25 Jun 1932  
Mitchel Field, NY, 14 Nov 1940–26 Jan 1942  
Brisbane, Australia, 6 Mar 1942  
Port Moresby, New Guinea, 26 Apr 1942  
Woodstock, Australia, 29 Jun 1942  
Townsville, Australia, 27 Jul 1942  
Milne Bay, New Guinea, 18 Sep 1942  
Mareeba, Australia, 24 Feb 1943  
Port Moresby, New Guinea, 10 May 1943  
Finschhafen, New Guinea, 25 Dec 1943  
Cape Gloucester, New Britain, 19 Feb 1944  
Nadzab, New Guinea, 14 Mar 1944  
Owi, Schouten Islands, 1 Jul 1944  
Morotai, 4 Oct 1944; Dulag, Leyte, 5 Nov 1944 (operated from Morotai, 5–28 Nov 1944)  
San Jose, Mindoro, 20 Dec 1944  
Ie Shima, 9 Aug 1945  
Fukuoka, Japan, c. 21 Nov 1945  
Ashiya AB, Japan 20 May 1946  
Itazuke AB, Japan, 5 Sep 1946  
Ashiya AB, Japan, 15 Apr 1947  
Miho AB, Japan, 10 Aug 1948  
Itazuke AB, Japan, 16 Jun 1949  
Tsuiki AB, Japan, 11 Aug 1950  
Suwon AB, South Korea, 7 Oct 1950  
Kimp'o AB, South Korea, 26 Oct 1950  
Pyongyang, North Korea, 25 Nov 1950  
Seoul AB, South Korea, 3 Dec 1950  
Itazuke AB, Japan, 10 Dec 1950

Kimpo AB, South Korea, 25 Jun 1951  
Suwon AB, South Korea, 24 Aug 1951  
Itazuke AB, Japan, 20 Oct 1954  
Yokota AB, Japan, 13 May 1964  
Kunsan AB, South Korea, 15 Mar 1971

### **DEPLOYED STATIONS**

Korat RTAFB, Thailand, 24 Sep–20 Nov 1964  
Takhli RTAFB, Thailand, 4 May–25 Jun 1965 and 19 Oct–15 Nov 1965  
Osan AB, South Korea, 10 Jun–16 Jul 1968, 22 Aug–1 Oct 1968, 23 Nov–26 Dec 1968, 21 Mar  
23 Apr 1969, 30 Jun–6 Aug 1969, 17 Oct–29 Nov 1969, 30 Jan–7 Mar 1970, 8–30 May 1970,  
11 Jul–8 Aug 1970, 2–30 Oct 1970, and 26 Dec 1970–23 Jan 1971  
DaNang AB, South Vietnam, 3 Apr–12 Jun 1972  
Korat RTAFB, Thailand, 13 Jun–c. 12 Oct 1972

### **ASSIGNMENTS**

Unkn, 12 Jun–Nov 1917  
Third Aviation Instruction Center, Nov 1917–Jan 1919  
unkn, Jan–19 Mar 1919  
8<sup>th</sup> Pursuit (later, 8<sup>th</sup> Fighter; 8<sup>th</sup> Fighter-Bomber) Group, 25 Jun 1932  
8<sup>th</sup> Fighter-Bomber (later, 8<sup>th</sup> Tactical Fighter) Wing, 1 Oct 1957  
41<sup>st</sup> Air Division, 18 Jun 1964 (attached to 2<sup>nd</sup> Air Division, 24 Sep–20 Nov 1964)  
6441<sup>st</sup> Tactical Fighter Wing, 1 Apr 1965  
41<sup>st</sup> Air Division, 15 Nov 1966  
347<sup>th</sup> Tactical Fighter Wing, 15 Jan 1968  
3<sup>rd</sup> Tactical Fighter Wing, 15 Mar 1971  
8<sup>th</sup> Tactical Fighter (later, 8<sup>th</sup> Fighter) Wing, 16 Sep 1974  
8<sup>th</sup> Operations Group, 3 Feb 1992

### **ATTACHMENTS**

8<sup>th</sup> Fighter-Bomber Wing, 1 Feb–30 Sep 1957  
41<sup>st</sup> Air Division, 13 May–17 Jun 1964  
Detachment 1, 347<sup>th</sup> Tactical Fighter Wing, 10 Jun–16 Jul 1968, 22 Aug–1 Oct 1968, 22 Nov–26  
Dec 1968, 21 Mar–23 Apr 1969, 30 Jun–6 Aug 1969, 17 Oct–29 Nov 1969, 30 Jan–7 Mar  
1970, 8–30 May 1970, 11 Jul–8 Aug 1970, 2–30 Oct 1970, and 26 Dec 1970–23 Jan 1971  
2<sup>nd</sup> Air Division, 4 May–26 Jun 1965 and 19 Oct–15 Nov 1965  
366<sup>th</sup> Tactical Fighter Wing, 3 Apr–12 Jun 1972  
388<sup>th</sup> Tactical Fighter Wing, 12 Jun–c. 12 Oct 1972

### **WEAPON SYSTEMS**

P-12, 1932–1936  
P-12C

P-12D  
P-12E  
P-12F  
P-6, 1933-1936  
PB-2, 1936-1939  
PB-2A  
P-36, 1939-1940  
YP-37  
A-17  
P-40, 1940-1941, 1943-1944  
P-40E  
P-39, 1941-1943  
P-39D  
P-400, 1942-1943  
P-38, 1944-1946  
P(later F)-51, 1946-1950, 1950  
F-51D  
F-80, 1949-1950, 1950-1953  
F-80C  
F-86, 1953-1957  
F-100D, 1956  
F-105, 1963-1967  
F-4, 1967-1971, 1971-1981  
F-4D  
F-16, 1981  
F-16A  
F-16B  
F-16C, 1987  
F-16D

#### **COMMANDERS**

1Lt Norman E. Peek, 25 Jul 1917  
1Lt David Young, 30 Jul 1917  
2Lt Joseph I. Dise, 24 Dec 1917-1918  
Cpt John Thorp Jr., 22 Feb 1918  
1Lt Raymond A. Lewis, 9 May 1918  
Cpt John Thorp Jr., 7 Jun 1918  
Cpt Howard S. Currey, 22 Jun 1918  
1Lt Theodore C. Knight, 29 Aug 1918  
1Lt John Willard, 25 Oct 1918  
2Lt Preston M. Albro, 20 Nov 1918-unkn  
Maj Byron Q. Jones, 25 Jun 1932

Cpt Marion L. Elliott, 30 Jun 1932  
Cpt Albert M. Guidera, 11 Jul 1932  
Cpt Alfred E. Waller, 27 Jul 1932  
1LT Jack C. Hodgson, 20 Jun 1934  
1LT Henry W. Dorr, 31 Aug 1934  
Maj Alfred E. Waller, 4 Feb 1935  
Cpt Glenn O. Barcus, 10 Jul 1936  
Maj Edward M. Morris, 19 May 1939  
Cpt Francis H. Griswold, 1 Feb 1940  
Cpt Charles W. Stark Jr., Jan 1941  
Maj William H. Wise, 23 Apr 1941  
Maj George B. Green Jr., Jan 1942  
Maj Norman G. Norris, 2 Oct 1942  
Maj Emmett S. Davis, 7 Mar 1943  
Maj Harold M. McClelland, 19 Jan 1944  
Cpt Lee R. Everhart, 3 Oct 1944  
Maj Lynn E. Witt Jr., 13 Oct 1944  
Maj Donald M. Leighton, May 1945  
1Lt Barton H. Daniel, 1 Jan 1946  
Maj Ralph O. Heatly, 7 Apr 1946  
Cpt Daniel C. Heath, 10 Jul 1948  
LTC Richard C. Banbury, 21 Jul 1948  
Maj Daniel P. McLean, 8 Sep 1948  
Maj Glendon V. Davis, 22 Nov 1948  
LTC Joe R. Williams, Apr 1949  
Maj Glendon V. Davis, 14 Jun 1949  
LTC William T. Samways, 22 Oct 1949  
Maj Charles M. Lyons, 14 Apr 1950  
LTC Vincent C. Cardarella, 1 May 1950  
Maj Raymond D. Lancaster, 1 Aug 1950  
Maj Harry W. Dorris, 11 Apr 1951  
LTC Edgar S. Beam, May 1951  
LTC Carlos E. Dannacher, Aug 1951  
Maj James F. Crutchfield, 1 May 1952-unkn  
LTC Robert R. Scott, unkn-1 Oct 1953  
Unkn, Oct-Dec 1953  
Maj Raymond C. Lee Jr., Dec 1953  
LTC R. E. Dawson, 1954  
Maj Charles W. Barnette, Jun 1955  
Maj Clarence H. Doyle Jr., c. Jan 1956  
Maj Charles W. Barnette, c. Feb 1956  
LTC John W. Feeney, 11 Nov 1956

Maj Robert L. Herman, Jun 1959  
LTC John B. Holt, Jul 1959  
Maj Aaron J. Bowman, Jul 1961  
LTC Max T. Beall, Sep 1961  
Maj Donovan L. McCance, 29 Dec 1962  
Maj Bobby J. Mead, Apr 1963  
LTC Max T. Beall, May 1963  
Maj John P. Anderson, 23 Dec 1963  
LTC William R. Peters, c. May 1964  
LTC Dennis O. Boyle, 6 May 1966  
LTC Walter L. Mapes Jr., 15 Jun 1967  
LTC Dennis O. Boyle, 21 Aug 1967  
LTC Orville C. Rez, Sep 1967  
Maj Ross H. Rogers, Oct 1967  
LTC Dennis O. Boyle, 12 Nov 1967  
LTC Murphy A. Pruett, 12 Feb 1968  
LTC Paul J. Milian, 1 Apr 1968  
LTC Orville C. Rez, 15 Oct 1968  
Col Col Billy B. Forsman, 8 Dec 1968  
LTC Joseph M. Potts, 22 Jun 1970  
LTC Donald J. Parkhurst, 9 Nov 1970  
LTC David L. Oakes, 5-11 Mar 1971  
None (not manned), 12-15 Mar 1971  
LTC Harold E. Guthrie, 15 Mar 1971  
LTC Richard D. Boswell, 26 Jul 1971  
Maj Howard G. Crites, 6 Aug 1971  
LTC Richard D. Boswell, 7 Sep 1971  
LTC Lyle L. Beckers, 7 Dec 1971  
LTC Charles L. Ferguson, 1 Oct 1972  
LTC Karl S. Park, 4 Feb 1973  
LTC Clarence A. Stewart, 25 May 1973  
LTC Robert W. Pitt, 11 Feb 1974  
LTC Billy R. Sparks, 21 Jun 1974  
LTC Paul R. Good, 29 Nov 1974  
LTC Gene D. Hartman, 9 Jul 1975  
LTC Albert S. Munsch Jr., 15 May 1976  
LTC Loren D. Eastburn, 18 Dec 1976  
LTC Robert A. Jackson, 13 Oct 1977  
Maj Michael G. Major (temp), 18 Mar 1978  
LTC Robert A. Jackson, c. 15 Jun 1978  
LTC Jeffrey A. Levy, 25 Aug 1978  
LTC George W. McKenna, 25 Jun 1979

LTC John R. Vick, 2 Jun 1980  
LTC Chester P. Garrison, 27 Apr 1981  
LTC Paul C. Burnett, 17 Jul 1981  
LTC Robert G. Lowery, 14 May 1982  
LTC Clinton V. Horn, 20 May 1983  
LTC Ronald D. Vraa, 25 Feb 1984  
LTC Donald H. Merten Jr., 21 Dec 1984  
LTC Scott B. Sonnenberg, 27 Sep 1985  
LTC David M. Fore, May 1986  
LTC Frank B. Willie, 28 May 1987  
LTC James W. Bailey III, 29 Apr 1988  
LTC Samuel E. Snider, 28 Apr 1989  
LTC William S. Bruening, 20 Apr 1990  
LTC John W. Rosa Jr., Jan 1991  
LTC Jett Crouch, 31 Jan 1992  
LTC Charles E. Byrd, 30 Nov 1992  
LTC David A. Quesnel, 12 Nov 1993  
LTC Joseph Reynes Jr., 24 Feb 1995  
LTC Paul J. Avella, 16 Feb 1996  
LTC Jay H. Lindell, 3 Feb 1997  
LTC James R. Smith, 27 Mar 1998  
LTC Joseph M. Ford, 4 Jun 1999  
LTC Michael D. Rizzo, 2 Jun 2000  
LTC Michael O. Beale, 8 Jun 2001  
LTC John C. Colombo, 14 Jun 2002  
LTC Robert P. Givens, 20 Jun 2003  
LTC Patrick Miller, 9 May 2004  
LTC Michael Hayes, 10 May 2005  
LTC Scott C. Long, 23 June 2006  
LTC Adam Kavlick, 29 June 2007  
LTC Steve Kennel, 20 June 2008  
LTC Daniel Czupka, 5 June 2009  
LTC Jon Lyons, 27 May 2010  
LTC Steven M. Boatright, 3 June 2011  
LTC Anthony G. Retka, 12 June 2012  
LTC Matthew Higgins, 30 May 2013  
LTC Lynn E. Savage, 30 May 2014  
LTC Joe Biedenbach, 12 June 2015  
LTC Christopher J. Eberth, 10 June 2016

## **HONORS**

### **Service Streamers**

World War I  
Theater of Operations

**Campaign Streamers**

World War II  
East Indies  
Air Offensive, Japan  
China Defensive  
Papua  
New Guinea  
Bismarck Archipelago  
Western Pacific  
Leyte  
Luzon with Arrowhead  
Southern Philippines  
China Offensive

Korea  
UN Defensive  
UN Offensive  
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 Advisory  
Vietnam Defensive  
Vietnam Ceasefire

**Armed Forces Expeditionary Streamers**

None

**Decorations**

Distinguished Unit Citations  
Papua, 23 Jul 1942–23 Jan 1943  
New Britain, 26 Dec 1943



New Guinea, 16 Jan 1944  
Philippine Islands, 26 Dec 1944  
Korea, 16 Sep–2 Nov 1950

**Air Force Outstanding Unit Awards**

12 May 1963–21 Mar 1964  
1 Apr–30 Jun 1965  
4 May 1965–8 Jun 1965  
15 Apr 1969–15 Mar 1971  
1 Jul 1972–31 Dec 1973  
1 Apr 1977–31 Mar 1978  
1 Jun 1986–31 May 1988  
21 Feb 1996–20 Aug 1997  
1 Oct 2003–30 Sep 2005  
1 Oct 2005 - 30 Sep 2007  
1 Nov 2009 - 31 Oct 2011

Philippine Presidential Unit Citation (WWII)

**Republic of Korea Presidential Unit Citations**

27 Jun 1950–31 Jan 1941  
1 Feb 1951–31 Mar 1953

**Republic of Vietnam Gallantry Cross with Palm**

1 Apr 1966–12 Oct 1972

**EMBLEM**



35<sup>th</sup> Fighter-Bomber Squadron emblems



35<sup>th</sup> Tactical Fighter Squadron emblems



35<sup>th</sup> Fighter Squadron emblem: On a Gray disc within a Blue border a Black panther garnished White courant, tongue Red. (Approved, 7 Nov 1932)

A form of the true hunting leopard, the black panther stands out as one of the boldest and most fearless of wild animals. The cat originated in the wilds of the African jungles where self-defense and the struggle for existence were the main activities of animal life. Only the swiftness with which the panther could attack, and the effective, penetrating claws and teeth with which he was armed, made it possible for him to survive in the savage world around him. The panther learned to hide among the branches of tall trees and attack his prey from above. In so doing, he had the advantage of concealment until the proper moment for attack and the unsuspecting prey had no opportunity for escape. It is with the deadly and fearless fighting characteristics of this king of beasts in mind that the 35<sup>th</sup> Pursuit Squadron adopted the black panther for its insignia. Blue and 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. White represents the purity of our mission-to deter aggression and preserve peace.

Silver is reminiscent of days of old, the Knights. Silver represents the courage and valor with which we carry out our daily mission. Black represents the stealth with which we carry out attacks against our enemy. Red is for the blood of fallen comrades in arms, those who paid the ultimate price for the freedoms enjoyed by all.

#### **MOTTO**

FIRST TO FIGHT

#### **NICKNAME**

Pantons

#### **OPERATIONS**

The unit now known as the 35th Fighter Squadron began its life thirty years before the Air Force became a separate service. In the United States' military expansion for World War I, the Army organized the 35th Aero Squadron on 12 Jun 1917 at Camp Kelly, Texas. After a few months of assembling personnel and training, the new squadron departed the states on 11 August to enter the war in Europe. It arrived at Etampes, France on 20 September 1917, relocating to Paris a few days later and then in November 1917 moving to Issoudun, France to become part of the Third Aviation Instruction Center. During the Great War, the 35th Aero Squadron did not fly aircraft. Instead, it served as a support unit, building base facilities in addition to assembling and maintaining aircraft. After the war ended, the unit moved briefly to the French City of Clisson in January 1919 and to St. Nazaire in February, preparing to return to America. The 35th left France on 20 February, arriving Garden City, New York on 9 March 1919. There it began demobilization, entering into inactivity ten days later.

The Squadron remained dormant for thirteen years, although the Army reconstituted the unit on 24 March 1923 and changed its name to the 35th Pursuit Squadron. This action took place only on paper, however, with no personnel assigned to the squadron, which remained on the inactive rolls for the next nine years.

On 25 June 1932, the 35th finally activated as a flying unit. It became part of the 8th Pursuit Group at Langley Field, Virginia, flying the P-12 biplane fighter. Not long afterward, the 35th adopted an emblem which contained an attacking panther, leading to the squadron nickname of "The Black Panthers." Over the next few years the 35th Pursuit Squadron flew several different aircraft, mostly the P-6, PB-2A, and P-36, but also including smaller numbers of YP-37 and A-17 aircraft. In 1940 the unit converted to the P-40 and moved to Mitchel Field, New York with the rest of the 8th Pursuit Group. In August 1941 conversion to the P-39 Airacobra began. Shortly after the attack on Pearl Harbor, the squadron prepared for deployment to the Pacific.

The Black Panthers and the rest of the group left Mitchel Field on 26 January 1942, traveling by rail to San Francisco, where they boarded the Maui on 12 February and sailed for Australia. The voyage took a few weeks, with the squadron debarking at Brisbane on 6 March. After assembling its aircraft, which had arrived in crates, the 35th moved forward to Port Moresby, New Guinea. In these early days of the war, the 35th and one other squadron were the only Army Air Forces units between the Japanese and Australia. From Port Moresby the squadron flew the P-39 and the P-400, a slightly inferior export version of the P-39 originally built for the British. Most early operations consisted of air defense, protection the few Allied bases in New Guinea from Japanese attacks. The 35th did take part in a few offensive missions also, such as the 30 April strafing attack on Japanese airfields at Lae and Salamaua, the squadron's first air-to-ground mission. During this battle, First Lieutenant George B. Greene shot down the squadron's first enemy aircraft.

Renamed the 35th Fighter Squadron on 15 May 1942, the unit remained at Port Moresby until late June, when it rotated back to Australia. It flew missions from Australia until it deployed forward to Milne Bay, New Guinea in September. The squadron closed out 1942 at Milne Bay,

but malaria forced it to return to Australia on 24 February 1943 for rest and recuperation. In May the 35th returned to Port Moresby, and a month later traded its Airacobras for the P-40 Warhawk.

Christmas Day 1943 brought a move to Finschhafen, New Guinea, and on the next day the 8th Fighter Group had its biggest air battle of the war. As part of the air cover for the Marine amphibious assault on Cape Gloucester, the group encountered over 100 enemy aircraft, shooting down 34 of the Japanese Zeros, Oscars, and Vals. The 35th accounted for 18 of these kills, without a single loss of a P-40.

In April 1944, the Black Panthers replaced their P-40 fighters with the P-38 Lightning, which the squadron would fly throughout the remainder of the war. As Allied forces recaptured territory from Imperial Japan, the squadron periodically moved to more forward locations, serving in New Guinea, New Britain, Owl, the Philippines and finally Ie Shima. At the close of World War II, the 35th scored the Army Air Force's final aerial victories, shooting down five enemy aircraft on 14 August 1945. In all, the squadron scored 124 kills during the war, earning four Distinguished Unit Citations and nine campaign streamers.

Following the war, the 35th moved to Fukuoka, Japan as part of the occupation forces. In 1946 the squadron converted to the P-51 Mustang. Over the next several years, the 35th operated from bases at Itazuke, Ashiya, and Miho, providing air defense over Japan. On 20 January 1950, following a conversion to the F-80 Shooting Star jet fighter, the squadron was re-designated as the 35th Fighter-Bomber Squadron.

When North Korea invaded the South on 25 June 1950, the 8th Fighter Bomber Group flew the first combat missions of the new war, converting the evacuation of Americans from Seoul on 26 June. The 35th scored the Air Force's first aerial victories in jet aircraft the following day, when F-80 fighters shot down three enemy aircraft. From August through December, the squadron reverted back to the F-51 due to its longer range, then switched back to the F-80 when North Korea began using MiG-15 jet fighter. Initially flying its missions from Itazuke and Tsuiki Air Bases in Japan, the 35th eventually moved to Suwon Air Base, South Korea in October 1950. As United Nations forces pushed toward the Yalu, the squadron periodically moved into newly captured territory, eventually flying from a base in the occupied North Korean capital of Pyongyang.

The Chinese Communist intervention forced a retreat, and by 10 December 1950 the 35th moved back to Itazuke, Japan. The squadron moved to Kimpo Air Base, Korea in June 1951, after the UN forces had pushed the Chinese back to the 38th parallel. Another move took place in August 1951, with the 35th Fighter-Bomber Squadron relocated to Suwon Air Base, where it would continue to serve until after the war ended. Throughout the war the squadron flew mostly air-to-ground missions, but did log eight aerial victories against enemy fighters, with all eight kills coming in the first month of fighting. Near the end of the war, the 35th converted to

the F-86 Sabre, but continued to fly bombing missions. The squadron's participation in the Korean War brought it a Distinguished Unit Citation, two Republic of Korea Presidential Unit Citations and ten campaign streamers.

Goodnough, David H.	2Lt	35 FS	1.0	Yak-9	F-80	20 Jul 50
Lee, Robert L.	Capt	35 FS	1.0	Yak-9	F-80	20 Jul 50
Schillereff, Raymond E	Capt	35 FS	1.0	IL-10	F-80	27 Jun 50
Wayne, Robert E.	1Lt	35 FS	2.0	IL-10	F-80	27 Jun 50
Burns, Richard J.	1Lt	35 FS	1.0	IL-10	F-51	29 Jun 50
Dewald, Robert H	1Lt	35 FS	1.0	IL-10	F-80	27 Jun 50

Clark, Francis B.	Capt	35 FS	1.0	Yak-9	F-80	17 Jul 50
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It remained at Suwon until 20 October 1954, when the 35th returned to Itazuke Air Base, Japan.

The Black Panthers continued to fly from Itazuke for the next ten years, first in the F-86, transitioning to the F-100 Super Sabre in 1956, and finally to the F-105 Thunderchief in 1963. The squadron designation also changed during this time. On 1 July 1958 the unit became the 35th Tactical Fighter Squadron. After the conversion to the F-105, the 35th was reassigned to Yokota Air Base on 13 May 1964. The move came about due to the 8th Tactical Fighter Wing moving to George Air Force Base, California. With the move the 35th severed its ties with its parent wing joining the 41st Air Division at Yokota.

Not long afterward, the Gulf of Tonkin incident paved the way for the squadron's entry into Southeast Asia combat. From 24 September through 20 November 1964, the 35th served a temporary duty tour with the 2nd Air Division at Korat, Thailand, flying combat missions over Vietnam in the F-105. In April 1965, the 35th joined the 6441st Tactical Fighter Wing, although it remained at Yokota and continued to fly the F-105. That year the squadron twice more deployed to Thailand, first for two months and later for one month. Both 1965 combat deployments took place at Takhli Royal Thai Air Force Base. The next year it rejoined the 41st Air Division, again without moving from Yokota.

In 1967, the 35th Tactical Fighter Squadron converted to the F-4 Phantom II, and in 1968 was reassigned to the 347th Tactical Fighter Wing. This change in parent units again took place without a change of station, and for the next three years the unit remained at Yokota. Temporary duty assignments to Osan Air Base, Korea began in 1968 and continued until 1971, with the 35th deploying to Osan for a month three or four times a year. In 15 March 1971 the squadron moved from Yokota to Kunsan Air Base, where it joined the 3rd Tactical Fighter Wing. In 1972, the squadron served a six-month combat tour at Korat Air Base, Thailand. For this temporary duty, the 35th was attached to first to the 366th Tactical Fighter Wing and later to the 388th Tactical Fighter Wing. While at Korat, pilots of the 35th scored 2.5 aerial victories.

The 8th Tactical Fighter Wing replaced the 3rd as host unit at Kunsan on 16 September 1974, reuniting the squadron -- by now referred to as the Pantons -- with its former parent wing. Conversion from the F-4 to the F-16 Fighting Falcon took place in 1981. Operations over the next decade involved remaining ready for combat to protect the Republic of Korea. Reorganization of the wing in February 1993 brought the squadron a new name and once again placed it under its World War II parent group. The squadron became re-designated as the 35th Fighter Squadron on 3 February 1992, and at the same time placed under the 8th Operations Group. In changing from a tri-deputate to a multi-group structure, the wing replaced the former Deputy Commander for Operations staff agency with the 8th Operations Group, a re-designation of the unit originally known as the 8th Pursuit Group, which sixty years earlier had contained the 35th Pursuit Squadron at Langley Field.

On 12 June 2001 at 2124 local time, an F-16CG aircraft (serial # 89-2063) assigned to the 35th Fighter Squadron, 8th Fighter Wing, crashed 35 miles southeast of Kunsan AB, Republic of Korea. The mishap pilot, a combat mission ready crewmember, was number 2 in a 2-ship formation on a night training mission. This was the mishap pilot's fourth sortie with Night Vision Goggles (NVGs) as part of a formal NVG upgrade training program. A qualified NVG instructor pilot (IP) was flying as the formation leader and was supervising the mishap pilot. While operating in military training airspace, the IP began a left turn at an altitude of about 20,000 feet. Flying in NVG fluid position - a cone 30 degrees to 60 degrees behind the flight lead, flying no closer than 1,000 feet and no farther than 6,000 feet - the mishap pilot started a left roll to follow the flight leader's aircraft through the left turn. For the next 23 seconds the mishap aircraft continued rolling slowly to the left while the nose of the aircraft dropped into a dive. The mishap pilot made no control inputs to correct the gradual left roll until the aircraft was established in an inverted steep dive at an altitude of 13,000 feet, traveling at 460 knots, with 59 degrees nose low, and 165 degrees of left bank. The mishap pilot then began making sudden and erratic control stick inputs characterized by rapidly alternating left and right roll inputs and G forces varying between 2Gs and 8Gs. These control inputs failed to recover the aircraft from the dive. Thirteen seconds after commencing the erratic control inputs, and one second before impact, the mishap pilot initiated ejection outside the survivable envelope for the ACES II ejection system. The mishap aircraft was destroyed on impact with the ground. The mishap pilot's ejection seat cleared the aircraft but impacted the ground prior to man-seat separation - the pilot was killed instantly. By clear and convincing evidence, the cause of this mishap was the pilot's failure to maintain spatial orientation. There is substantial evidence that the mishap pilot failed to check attitude references because his attention was channelized on watching the flight leader's aircraft through NVGs. Channelized attention was a significant contributing factor in this mishap. The erratic and ineffective nature of observed flight control inputs during the dive provides substantial evidence that the mishap pilot was experiencing incapacitating spatial disorientation. Incapacitating spatial disorientation was a significant contributing factor to this mishap.



On 9 September 2003, at 0955 local time, an F-16CG assigned to the 35th Fighter Squadron, 8th Fighter Wing, Kunsan Air Base, Republic of Korea, impacted the water during an instructor pilot upgrade (IPUG) basic fighter maneuvers (BFM) sortie. The mishap aircraft (MA) was destroyed on impact, however, the pilot ejected safely prior to the aircraft impacting the water and sustained only minor injuries. The destroyed F-16CG aircraft was valued at \$20,097,583.15. There were no injuries to civilians or damage to other property as a result of this accident. The MA was number one of a two-ship formation conducting defensive BFM training over water approximately 60 nautical miles west of Kunsan AB when the mishap occurred. The mishap engagement (ME) was the sixth and final planned engagement of the mission. The mishap pilot (MP) unknowingly set-up and began the ME 800 feet above the briefed maneuvering altitude limit (floor) of 5,000 feet mean sea level (MSL). After the "fight's on" call was made by the mishap instructor pilot (MIP), the MP almost immediately began a series of aggressive tuck-under vertical defensive maneuvers with the power at idle and the speed brakes extended. The MP quickly maneuvered the MA below the floor and remained below the floor until impact with the water 25 seconds after the "fight's on." The MP failed to crosscheck the MA's altitude during the ME and had no situational awareness of his altitude or proximity to the water until he reached approximately 1,500 feet MSL. When the MP recognized his altitude he immediately ceased maneuvering, called "terminate" and began to recover the MA to wings level flight. Within a second of calling "terminate" the MP determined that he was about to hit the water and initiated ejection. The MA impacted the water immediately following the ejection by the MP. The MP boarded his raft and was rescued by Republic of Korea Air Forces (ROKAF) search-and-rescue (SAR) forces approximately 95 minutes later. The MIP failed to recognize the non-standard set-up prior to the start of the ME. Despite visual and aural cues, the MIP failed to maintain situational awareness regarding his altitude or that of his wingman. The MIP was not aware of either aircraft's proximity to the floor or the water until the MA impacted the water. The MIP recovered his aircraft 450 feet above the water. Through clear and convincing evidence, the mishap was caused by the MP's and MIP's poor situational awareness from the beginning of the ME until the "terminate" was called and the MP's reliance on a poor technique for maintaining floor awareness. Both pilots were in a position to easily discover the low altitude condition but neither gained enough situational awareness early enough to prevent impact with the water by the MA.

On 14 March 2006, at approximately 0919 Korea Local Time, the mishap aircraft (MA), an F-16CG, T/N 89-2099 crashed off the coast of the Republic of Korea, approximately 20 miles southwest of Kunsan AB, Korea. The mishap pilot (MP), a captain assigned to the 35th Fighter Squadron, 8th Fighter Wing, Kunsan AB, Korea, was on a basic fighter maneuver (BFM) continuation training (CT) sortie as lead of a two-ship flight. The MP ejected safely, and was uninjured. The MA was destroyed upon impact, with the loss valued at \$19,730,000.00. The MA aircraft impacted in the ocean approximately 20 nautical miles southwest of Kunsan AB. The US Navy recovered the majority of the wreckage through a salvage operation, and to date, no claims for damage to private property have been filed as a result of this mishap. Shortly before



impact, the MA went out of control. The MP attempted to regain control of the MA, but the MA stayed out of control. The MP ejected from the MA. Clear and convincing evidence showed the MA went out of control based on a chain of failures in the MA flight control system (FLCS). During the fifth BFM engagement, the MA experienced an ISA ALL FAIL. The FLCS was not reset. During the fifth and sixth BFM engagements, the MA experienced a Branch D FLCS COMPUTER FAIL and a FLCS AOS FAIL. During the seventh BFM engagement, when the MA was in a low speed regime, the MA experienced a Branch C FLCS COMPUTER FAIL, which, combined with the preceding Branch D failure, forced the MA into a Dual FLCS Branch Failure situation. The combination of the ISA ALL FAIL and the Dual FLCS Branch Failure caused the loss of any input to the horizontal tails. Without any pitch input, and with the MA already at a low speed, the MA went into a deep stall and out of control. The MP ejected when he reached 1,760 feet above the water. Although the chain of FLCS malfunctions caused the MA to go out of control, there is clear and convincing evidence the MP had at least three opportunities to recognize and correct the FLCS malfunctions, keeping the MA from ever getting to an out of control situation; however, the F- 16CG Dash 1 does not give pilots the information or guidance necessary to handle the combination of this mishap chain of events. There were three factors contributing to this accident: technical order guidance, the phase of flight, and human factors.



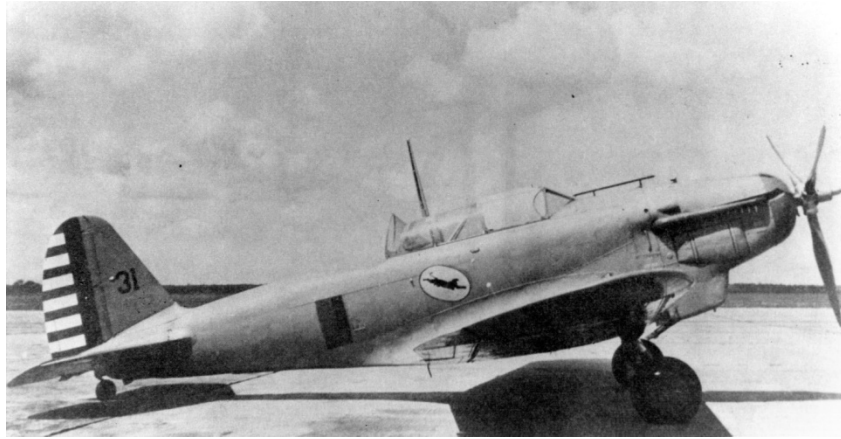
*35th Pursuit Squadron P-6 at Langley Field, Virginia in the mid-1930's (Air Force Photo)*



*35th Fighter-Bomber Squadron F-80 Shooting Stars over Korea in 1950 (Air Force Photo)*



*Figure 1. 35th Tactical Fighter Squadron pilots pose with an F-4 Phantom at Da Nang AB, South Vietnam in May 1972 (Air Force Photo)*



*PB-2A of the 35th Pursuit Squadron, 8th Fighter Group at Langley Field, VA, ca. 1936-1939. (Air Force Photo)*



*35th Fighter Squadron F-80C near Mt. Fuji, Japan in 1950. (Air Force Photo)*



*F-100D Super Sabre of the 35th Fighter-Bomber Squadron.*

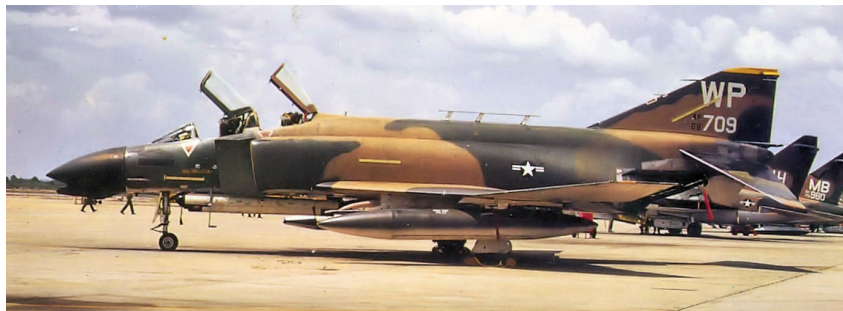


*Lieutenant Colonel Michael D. Rizzo, commander of the 35th Fighter Squadron, arrives at Kunsan Air Base with the wing's first LANTIRN-equipped Block 40 F-16. 17 November 2000.*





*35th Fighter Squadron F-16's over Korea on January 30, 2008 (Air Force Photo)*



*35th FS F-4D at Ubon Air Base, Thailand – Date Unknown (Air Force Photo)*

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Air Force Order of Battle

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