

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



### MISSION

### LINEAGE

44<sup>th</sup> Pursuit Squadron (Interceptor) Constituted, 22 Nov 1940  
Activated, 1 Jan 1941  
Redesignated 44<sup>th</sup> Fighter Squadron, 15 May 1942  
Redesignated 44<sup>th</sup> Fighter Squadron, Two-Engine, 26 Jan 1944  
Redesignated 44<sup>th</sup> Fighter Squadron, Single-Engine, 6 May 1946  
Redesignated 44<sup>th</sup> Fighter Squadron, Jet, 23 Dec 1949  
Redesignated 44<sup>th</sup> Fighter-Bomber Squadron, 20 Jan 1950  
Redesignated 44<sup>th</sup> Tactical Fighter Squadron, 1 Jul 1958  
Redesignated 44<sup>th</sup> Fighter Squadron on 1 Oct 1991

### STATIONS

Wheeler Field, TH, 1 Jan 1941  
Bellows Field, TH, 7 Nov 1941  
Wheeler Field, TH, 12 Dec 1941  
Kaneohe, TH, 27 Dec 1941  
Wheeler Field, TH, 25 Jan 1942  
Bellows Field, TH, 23 Jun–23 Oct 1942  
Efate, New Hebrides, 7 Nov 1942 (air echelon operated from Guadalcanal, 20 Dec 1942–20 Mar 1944)  
Espiritu Santo, 25 Oct 1943 (air echelon operated from Treasury Island, Solomon Islands, 20

Mar–25 Apr 1944, and from Guadalcanal, 11 May–16 Jul 1944)  
Guadalcanal, 17 Jul 1944  
Cape Opmarai, New Guinea, 23 Aug 1944 (air echelon operated from Morotai, 7 Nov 1944–16 Jan 1945)  
Lingayen, Luzon, 13 Jan 1945  
San Jose, Mindoro, 26 Feb 1945 (air echelon operated from Palawan, 26 Apr–13 May 1945)  
Zamboanga, Mindanao, 4 May–Nov 1945  
Puerto Princesa, Palawan, 10 Nov 1945  
Florida Blanca, Luzon, 17 Jul 1946  
Clark Field (later, AFB), Luzon, 3 Oct 1947  
Kadena AB, Okinawa, 15 Jul 1955  
Korat RTAFB, Thailand 25 Apr 1967  
Takhli RTAFB, Thailand, 10 Oct 1969–15 Mar 1971  
Kadena AB, Okinawa (later, Japan), 15 Mar 1971

### **DEPLOYED STATIONS**

Yonton Auxiliary AB, Okinawa, 11 Nov–11 Dec 1954  
Tao Yuan AB, Formosa, 27 Jan–17 Feb 1955  
Tao Yuan AB, Formosa, 3–30 Sep 1955  
Pyongtaek AB, South Korea, 15–18 Apr 1956  
Korat RTAFB, Thailand, 18 Dec 1964–25 Feb 1965, 21 Apr–22 Jun 1965, and 10–29 Oct 1965  
Takhli RTAFB, Thailand, 1–27 Feb 1969  
Kunsan AB, South Korea, 2 Apr–2 Jun 1972 and 28 Jul–8 Sep 1972  
Ching Chaun Kang AB, Taiwan, 6 Nov 1972–5 Aug 1973, 26 Aug–16 Sep 1973, 7–28 Oct 1973, 18 Nov–9 Dec 1973, 30 Dec 1973–20 Jan 1974, 10 Feb–2 Mar 1974, 23 Mar–13 Apr 1974, 4–25 May 1974, 15 Jun–6 Jul 1974, 27 Jul–16 Aug 1974, 5 Sep–17 Oct 1974, 30 Nov 1974–9 Jan 1975, and 20 Feb–10 Apr 1975).

### **ASSIGNMENTS**

18<sup>th</sup> Pursuit (later, 18th Fighter) Group, 1 Jan 1941  
318<sup>th</sup> Fighter Group, 20 Oct 1942  
South Pacific Area, 1 Dec 1942  
Thirteenth Air Force, 4 Jan 1943  
18<sup>th</sup> Fighter (later, 18th Fighter-Bomber) Group, 30 Mar 1943  
18<sup>th</sup> Fighter-Bomber (later, 18th Tactical Fighter) Wing, 1 Oct 1957  
388<sup>th</sup> Tactical Fighter Wing, 25 Apr 1967  
355<sup>th</sup> Tactical Fighter Wing, 15 Oct 1969  
Thirteenth Air Force, 10 Dec 1970  
18<sup>th</sup> Tactical Fighter Wing, 15 Mar 1971  
18<sup>th</sup> Tactical Fighter Group, 1 May 1978  
18<sup>th</sup> Tactical Fighter Wing, 11 Feb 1981  
18<sup>th</sup> Operations Group, 1 Oct 1991

### **ATTACHMENTS**

18<sup>th</sup> Fighter-Bomber Wing, 25 Jul–30 Nov 1950  
6200<sup>th</sup> Air Base Wing, 1 Dec 1950–30 Jan 1953  
Thirteenth Air Force, 31 Jan 1953–10 Nov 1954 and 11 Dec 1954–4 Jan 1955  
6200<sup>th</sup> Air Base Wing, 5–27 Jan 1955  
Air Task Group Fifth, Provisional, 27 Jan–16 Feb 1955  
6200<sup>th</sup> Air Base Wing, 17 Feb–14 Jul 1955  
Air Task Force 13, Provisional, 3–30 Sep 1955  
314<sup>th</sup> Air Division, 15–18 Apr 1956  
18<sup>th</sup> Fighter-Bomber Wing, 1 Feb–30 Sep 1957  
2<sup>nd</sup> Air Division, 18 Dec 1964–25 Feb 1965, 21 Apr–23 Jun 1965, and 19–29 Oct 1965  
355<sup>th</sup> Tactical Fighter Wing, 10–14 Oct 1969  
3<sup>rd</sup> Tactical Fighter Wing, 2 Apr–2 Jun 1972 and 28 Jul–8 Sep 1972  
327<sup>th</sup> Air Division, 6 Nov 1972–5 Aug 1973, 26 Aug–16 Sep 1973, 7–28 Oct 1973, 18 Nov–9  
Dec 1973, 30 Dec 1973–20 Jan 1974, 10 Feb–2 Mar 1974, 23 Mar–13 Apr 1974, 4–25 May  
1974, 15 Jun–6 Jul 1974, 27 Jul–16 Aug 1974, 5 Sep–17 Oct 1974, 30 Nov 1974–9 Jan 1975,  
and 20 Feb–10 Apr 1975

#### **WEAPON SYSTEMS**

P-40, 1941–1942, 1943  
P-40B  
P-40C  
P-38, 1943–1946  
P-38L  
P (later, F)-51, 1946–1947, 1948–1950  
P-51D  
P-47, 1946–1947, 1947–1948  
P-80, 1946–1947, 1949–1954  
F-80C  
F-86, 1954–1957  
F-86F  
F-100, 1957–1964  
F-105, 1963–1966, 1967–1970  
F-4, 1971–1980  
F-15, 1979  
F-15C

#### **COMMANDERS**

2Lt A. C. Newton, 1 Jan 1941  
Cpt J. L. Holtner, 15 Jan 1941  
Cpt Kenneth P. Bergquist, 27 Feb 1941  
Cpt Arthur R. Kingham, 3 Oct 1941  
1Lt J. L. McBride, Jan 1942  
Cpt E. W. Stewart, 23 Aug 1942  
Maj Kermit A. Tyler, 9 Sep 1942

Maj John E. Little, 25 May 1943  
Maj Robert B. Westbrook, 25 Sep 1943  
Cpt Joseph J. Lesicka, 21 Jan 1944  
Maj Peyton S. Mathis Jr., 6 Feb 1944  
LTC Charles M. Walton Jr., 7 Jun 1944  
Cpt Robert J. Connolly, 21 Nov 1944  
LTC Charles M. Walton Jr., 7 Dec 1944  
Cpt Joseph J. Lesicka, 1 Jun 1945  
Maj Robert Dow, 4 Aug 1945  
Cpt Lloyd D. Wineger, 23 Mar 1946  
Maj Robert E. Dawson, 3 Apr 1946  
Maj Franklin H. Scott, 5 Dec 1946-24 Mar 1947  
None (not manned), 25 Mar-2 Oct 1947  
Maj Franklin H. Scott, 3 Oct 1947  
Maj John W. Singleton, 9 Feb 1948  
LTC Andrew R. Schindler, 5 Feb 1949  
LTC James D. C. Robinson, 10 Oct 1949  
Maj Robert Dow, 17 Oct 1949  
LTC Robert J. Leimbacher, 24 Jul 1950  
Maj Charles H. Gipson, c. 15 Aug 1950  
Maj Charles E. McGee, 25 Jun 1951  
Maj Jack S. Wilson, 6 May 1953  
Maj Don L. Robinson, 25 Jul 1954  
LTC Joseph E. Andres, 22 Jan 1955  
Maj Burton S. Shiner Jr., 22 Jul 1955  
LTC Carleton W. Rogers, 19 Nov 1955  
LTC Lucien K. Cox, 24 Oct 1956  
Maj James B. Richards Jr., 25 Mar 1958  
LTC Joe T. Wilkerson, 20 Nov 1958  
LTC Roy L. Bowlin Jr., 5 Feb 1959  
Maj Woodfin M. Sullivan, 30 Sep 1959  
LTC Toive L. Akkola, 5 Jun 1962  
LTC Grant R. Smith, 15 Jun 1963  
LTC William B. Craig, 16 May 1964  
LTC Richard M. Baughn, 30 Jun 1965  
LTC Gerald F. Fitzgerald, 1 May 1966  
Maj Ronald E. Johnson, 1 Oct 1966  
Cpt Roger P. Scheer, 31 Dec 1966-24 Apr 1967 (acting)  
LTC Kenneth F. Hite, 25 Apr 1967  
LTC Fred A. Treyz, 18 May 1967  
LTC James E. McInerney Jr., 1 Oct 1967  
LTC Robert A. Evans, 2 Nov 1967  
LTC Guy J. Sherrill, 5 May 1968  
LTC Herbert L. Sherrill, 16 Mar 1969

LTC Harley N. Wills, 10 Oct 1969  
LTC Edward D. Moriarty, 13 Feb 1970  
LTC William D. Lockwood, 26 May 1970  
LTC Roy S. Dickey, 18 Jul-2 Nov 1970  
LTC William H. Lewis, 2 Nov-10 Dec 1970 (acting)  
None (not manned), 10 Dec 1970-14 May 1971  
LTC Charles J. O'Connell, 15 May 1971  
LTC William F. Weiger, 7 Sep 1971  
LTC John W. Varnum, 19 Aug 1973  
LTC Harold L. Allen, 22 May 1975  
LTC Bobby R. Noack, 21 Nov 1975  
LTC Arlo P. Wenstrand, 4 Feb 1978  
LTC Robert D. Clark, 1 Jun 1979  
LTC William R. Ricks, 15 Jun 1981  
Col Joe Lee Burns, 26 Nov 1982  
LTC Jerry L. Hanchey, 30 May 1984  
LTC George W. Hawks Jr., 7 Nov 1985  
LTC William E. Current, 22 May 1987  
LTC Carrol H. Chandler, 17 Jun 1988  
LTC John P. Pope, 30 Nov 1989  
LTC Robert P. Manke, 3 Jul 1991  
LTC Craig R. Dedrick, 9 Apr 1993  
LTC James J. Jackson Jr., 10 Nov 1994  
LTC John M. Dailey, 16 Feb 1996  
LTC Richard M. Kessel, 1 Feb 1997  
LTC Derek S. Hess, 28 Apr 1998  
LTC Roderick C. Zastrow, 14 Jul 2000  
LTC Jeffery Hanson, 4 May 2001  
LTC Bruce D. Ellwein, 12 Jul 2003  
LTC William K. Lewis, 6 May 2005

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

World War II

Guadalcanal

Northern Solomons

Bismarck Archipelago

New Guinea

Leyte

Luzon

Southern Philippines

Central Pacific  
Western Pacific  
China Defensive

Vietnam  
Vietnam Advisory  
Vietnam Defensive  
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

**Armed Forces Expeditionary Streamers**

None

**Decorations**

Distinguished Unit Award  
Philippine Islands, 10–11 Nov 1944

Presidential Unit Citations

Southeast Asia, 22 Apr–23 Jun 1965 and 22–28 Oct 1965  
Southeast Asia, 25 Apr–1 May 1967

Air Force Outstanding Unit Awards with Combat "V" Device

1 Aug 1964–5 Jun 1965  
25 Apr–30 Jun 1967  
1 Jul 1967–30 Jun 1968  
1 Jul 1968–15 Sep 1969  
15 Oct 1969–24 Nov 1970

Air Force Outstanding Unit Awards

1 Dec 1959–30 Nov 1960  
1 Sep 1962–31 Aug 1963  
6 Jun 1965–31 Dec 1966  
1 Sep 1978–30 Sep 1979  
1 Oct 1979–31 May 1980  
1 Jul 1981–31 May 1983  
1 Jun 1983–31 May 1984

1 Jul 1984–31 May 1986  
1 Jun 1987–31 May 1989  
1 Jun 1989–31 May 1991  
1 Jun 1991–31 May 1993  
1 Jun 1993–31 Aug 1994  
1 Sep 1995–31 Aug 1997  
1 Oct 1998–30 Sep 2000  
1 Oct 2000–30 Sep 2002  
1 Oct 2002–30 Sep 2004

Philippine Presidential Unit Citation (WWII)

Republic of Vietnam Gallantry Cross with Palm  
7 Mar 1967–15 Mar 1971

**EMBLEM**









A bat's head affronte, with leering expression, black, with yellow and red detail, between two wings, expanded and inverted, red, with ribs black. (Approved, 18 Feb 1942)

#### **MOTTO**

#### **NICKNAME**

#### **OPERATIONS**

Flew patrols over the Pacific from Hawaii, 7 Dec 1941–Oct 1942. Combat in the South and Southwest Pacific, 21 Dec 1942–15 Aug 1945.

The 44th Pursuit Squadron was formed in November 1940, and first activated as part of the 18th Pursuit Group at Wheeler Field, TH. When their field was attacked by Japan on 7 December 1941, the 44th had been deployed to nearby Bellows Field for gunnery practice ... enabling it to delay the immediate destruction suffered by the units at Wheeler and Hickam. In an effort to take off under heavy fire from the enemy, Lt Whiteman was shot down immediately after take-off, Lieut. Hans Christensen was killed while getting into a P-40 to take-off. Lt Samuel W. Bishop took off and was shot down into the ocean. Although wounded in the leg, this pilot swam ashore.

A rebuilt 44th squadron was deployed to Efate, New Hebrides November 1942, rejoined the 18th Fighter Group in March 1943, and continued flying their P-40s from Guadalcanal from December 1942, then switched to P-38s through March 1944. Island hopping their twin-engine Lightnings northward, they moved to Treasury Island, Cape Oparai New Guinea, Morotai, and Jan '45 they moved to Lingayen Gulf, Philippines. Deferring to 49th Group units, they moved back South to Mindoro and Palawan from April thru May 1945, then to Zamboanga Mindanao from May '45 through the end of the war in August 1945, then to Puerto Princessa, Palawan,

where they remained until Nov '45. The 44th Squadron claimed a total of 169 Japanese aircraft shot down during WWII operations, earning three Presidential Unit Citations, the Philippine Presidential Unit Citation and ten Battle Stars. After several months at Florida Blanca, Luzon (Jul '46 - Mar '47) where they became non-operational briefly (Mar - Oct 1947), the 44th was moved to Clark Field and re-equipped for a short time with P-51 Mustangs, then P-47s and back again into P-51 Mustangs. The unit converted to Lockheed F-80C in mid-1949, which they retained until 1954 when they converted to F-86F.

The 44th Squadron at Clark AFB, PI, was the sole aerial protection for the Philippines and Formosa while her sister units, the 12th and 67th Squadrons fought in Korea from mid-1950 through mid-1953, providing replacement combat crews and F-80 aircraft to replace the losses incurred in three years of combat. Several years of partial deployments followed: Yonton, Okinawa 11 Nov - 11 Dec '54; Tao Juan, Formosa 27 Jan - 17 Feb '55; and 3 Sep - 30 Sep '55; Pyongtaek, South Korea 15 - 18 Apr 1956; Korat and Takhli, Thailand 18 Dec '64 - 25 Feb '65, flying F-105s in Vietnam combat.

The 44th TFS began to make a name for itself in the air war over Southeast Asia shortly after its arrival at Korat RT AFB in December 1964 as one of the first F-105 units to deploy on temporary rotation to Thailand. The unit flew combat missions during two more deployments to Korat. Combat in Southeast Asia, 18 Dec 1964–25 Feb 1965, 21 Apr–22 Jun 1965, 19–29 Oct 1965, and 25 Apr 1967–6 Oct 1970. Unmanned, 31 Dec 1966–24 Apr 1967 and Nov 1970–15 May 1971. Air defense of Okinawa and Japan, 1971–.

The 44th TFS remained at Kadena AB, Okinawa and assignment to the 18th TFW, but on 31 December 1966, it became only a paper organization without aircraft. The high loss rate of F-105s in the two combat wings mandated several non-combat units to turn in their jets, so that Korat and Takhli could continue to dish out punishment to the enemy. The 44th was a "paper organization" until 25 April 1967, when it returned to Korat absorbing the personnel, equipment and resources of the 421st TFS. After its reactivation at Korat the 44th proved itself to be an effective unit of the 388th Tac Fighter Wing, flying daily combat missions against communist targets in North Vietnam.

The 44th was basically a strike squadron, flying the single seat F-105D, until October 1967 when it absorbed the mission and makeup of the wing's 13th TFS, absorbing their two-seat F-105F aircraft and the unit then possessed both D and F model Thunderchiefs. The squadron's primary mission became one of flying escort to the wing's regular strike force to suppress anti-aircraft artillery (AAA) and surface-to-air missiles (SAMs). Another inherited special mission from the 13th was that of "Ryan's Raiders" night radar bombing flights in specially equipped F-105Fs.

On 10 October 1969, the Vampires moved to Takhli RTAFB, simultaneously flying a full 10 combat sorties that same day. Their Weasel birds were distributed throughout the 355th Tactical Fighter Wing and they began flying strike missions again. The 44th Vampires flew out of Takhli until 10 December 1970.

Returning to Kadena AFB in 1971, they continued various deployments to Kunsan, South Korea 2 Apr - 2 Jun 1972; Ching Chuan Kang, Taiwan 6 Nov '72 - 5 Aug 1973, and periodically thereafter through April 1975. The 44th remains operational flying F-15 Eagles in the 18th Wing, still guarding the Pacific from Kadena AFB, Okinawa.

On 3 November 2000, F-15C, serial number 78-0489, assigned to the 44th Fighter Squadron, 18th Wing (WG), Kadena Air Base, Japan, ingested a binder containing aircraft Air Force Technical Order (AFTO) Forms 781, AFORMS Aircrew/Mission Flight Data Document, shortly after a 0825 local time takeoff. The ensuing engine damage caused an engine over temperature condition correctly analyzed by the mishap pilot. He complied with appropriate checklist actions, reduced aircraft gross weight and safely recovered the aircraft at Kadena Air Base. After the mishap pilot parked the aircraft and shut down the engines, maintenance personnel inspected the aircraft for damage. They found extensive damage to the core modules of both engines, damage beyond the repair capability of Kadena Air Base. There were no deaths, injuries or property damage as the result of the mishap. The mishap aircraft was number four of a four-ship, supposed to takeoff, fly to Korea for dissimilar Air Combat Training, and return to home base. Weather conditions, operational planning, scheduling, briefings and pilot related activities were not factors in the mishap. Although not a factor in the mishap sequence, maintenance training and certification documentation in the 44th Fighter Squadron needs immediate attention. Maintenance shift manning schedules, on-the-job trainer certification and individuals' training documentation were incomplete at the time of the mishap as well as at the time of this investigation. Board President opined the qualified aircraft crew chief failed to adequately finish preparing the aircraft for the scheduled mission. Specifically, the aircraft crew chief failed to properly store the AFTO Form 781 binder and the enclosed forms as prescribed by local procedures. As a result, shortly after takeoff, the mishap pilot raised the landing gear handle and the forms were blown into the slipstream and ingested into the landing gear wells and into both engines.

On 31 July 2002, at 1502 local time (0602Z), an F-15C, S/N 78-0482, assigned to the 44th Fighter Squadron (FS), 18th Wing, Kadena AB, Japan, experienced catastrophic engine failure in the #1 (left) engine while preparing to taxi. The mishap pilot (MP) suffered no injuries. Several maintenance troops experienced minor, temporary reactions to Halon exposure while extinguishing the fire. There was no property damage or injuries to civilians on the ground. The mishap aircraft (MA) was scheduled to fly a six-ship Defensive Counter Air mission, part of a Combat Air Patrol over Kadena AB, Japan, in support of the wing's on-going Combat Employment Readiness Exercise. Prior to taxi, the MP felt a very strong vibration in the MA followed by flames shooting out the rear of the mishap engine (ME). She initiated emergency procedures at the same time ground crews extinguished the fire with a 150-pound Halon 1211 fire bottle. The damage was confined to the ME. There was significant interest by local media and politicians. The following factors were investigated, but found not to be causal: MP and ground crew training and qualifications, weather, forms documentation, FS maintenance procedures, operations tempo and experience level, FS supervision, aircraft servicing,

emergency response crews, oil or fuel contamination, MP action, and aircraft systems. The mishap was in no way caused by poor aircraft maintenance procedures at Kadena AB, Japan. The engine mishap was a chain reaction stemming from failure of a high-pressure turbine (HPT) component. Preventative maintenance action incorporates a reinforced assembly that is borrowed technology from the F100-PW-229 engine. Currently depot is replacing the suspect assembly through attrition during overhaul. There was insufficient evidence to determine a clear and convincing root cause for the catastrophic engine failure. However, the Accident Investigation Board found substantial evidence that a 4-inch section of the 2nd stage turbine air sealing ring assembly liberated, which was a substantially contributing factor to the engine failure.

On 21 August 2002, at 0955 Japan Standard Time (0055 Zulu), an F-15C, serial number 78-0541, crashed about 60 miles south of Kadena AB, Japan while performing advanced handling characteristic (AHC) exercises. The mishap pilot (MP) ejected safely and the mishap aircraft was destroyed with the loss valued at \$37,235,924. The aircraft and MP were assigned to the 44th Fighter Squadron, 18th Wing (WG), Kadena Air Base, Japan, and were on a routine training mission. There were no deaths, injuries, or civilian property damage. The crash occurred 57 minutes into the sortie while the MP was operating single-ship in assigned training airspace. In the sequence leading up to the mishap, the MP had launched as number 4 in a four-ship air combat maneuvering training mission. After one engagement, the number 3 aircraft experienced an engine problem. The MP escorted number 3 back to a safe landing at Kadena and then returned to the training area to practice advanced handling. Beginning at 19,000 feet above water level (AWL) and 370 knots, the MP completed an idle power break turn (defensive turn), rolled inverted and executed a jink turn (rapid change of aircraft plane of motion) resulting in an 80-degree nose low descent. The AIB President found that there is clear and convincing evidence that the MP then initiated inappropriate control inputs while executing a second jink turn. The MP did not detect airspeed increasing to 255 knots prior to beginning the maneuver. The MP aggressively applied forward stick to reduce G forces and began a rapid left roll. While still rolling, the MP initiated abrupt, full aft stick and failed to detect or correct a rapid loss of airspeed, increase in angle of attack (AOA), and adverse yaw. As a result, the aircraft departed from controlled flight and entered an erect spin at 13,000 feet AWL. The AIB President found that there is substantial evidence to conclude the resulting disorientation and G forces prevented the MP from applying effective anti-spin controls and recovering the aircraft to controlled flight. The MP ejected at approximately 6,000 feet AWL and the aircraft continued to spin until impact with the water.

On 17 January 2006, at 0959 local time, an F-15C aircraft, tail number (T/N) 78-0498, impacted the water 51 nautical miles east of Kadena Air Base (AB), Japan, while participating in a training mission. The mishap pilot (MP) ejected safely from the aircraft and was recovered from the Pacific Ocean by rescue forces. The mishap aircraft (MA) was based at Kadena AB, Japan, and assigned to the 44th Fighter Squadron, of the 18th Wing, to provide rapidly deployable, combat-ready air superiority to defend the mutual interests of the United States and Japan. The mishap occurred within the lateral boundaries of Warning Area 173 (W-173) east of the island

of Okinawa, Japan. W-173 is specially designated airspace restricted from use by non-military air and sea traffic when scheduled for military training. The MA was completely destroyed upon impact, and the mishap caused no damage to private property. Thirty-one minutes after takeoff, the MP heard a loud bang and felt the MA shudder. The MP received multiple right engine overheat and fire warnings. He correctly applied the necessary emergency procedures. After the MP shut down the right engine, he noted the flight controls were not responding normally and the MA began to exhibit a right rolling tendency. The MP steadily moved the control stick left to maintain level flight. When the MP reached the limit of available left stick movement, the aircraft rolled to the right and slightly nose down. The MP corrected back to level flight from this first uncommanded roll by adding left rudder. When the MA again rolled to the right despite the MP holding full left inputs, he assessed that the MA's right roll could not be stopped, and he ejected. Both U.S. and Japanese rescue forces responded to the search and rescue site. The MP was successfully hoisted into the first helicopter to arrive and transported to a nearby military hospital for examination. He suffered only minor injuries. The MP has performed exceptionally well throughout his career, winning a number of awards for his flying and instructor ability. The MP's actions during the mishap sequence were focused, precise and appropriate; his actions did not contribute to the mishap. All maintenance personnel who worked on the MA were well-trained, experienced and qualified. A thorough review of maintenance procedures revealed no problems or adverse trends which could have contributed to the accident. The AIB president did not find clear and convincing evidence to determine the root cause of this mishap. The AIB president found sufficient evidence to conclude that a right engine failure, which was not contained within the engine case, substantially contributed to the mishap. Engine parts piercing the right engine case, or extremely hot air (exceeding 400° C), or both, damaged critical flight control systems, causing the aircraft to enter an unstoppable right roll.

An F-15 from the 44th Fighter Squadron, Kadena AB, Japan, slid off the runway and into the grass at A.B. Won Pat Airport on Guam in August. The aircraft was not damaged and the pilot was not injured. The aircraft was forced to land at the civilian airport due to poor visibility at Andersen Air Force Base some 12 miles to the north. The fighter was participating in the Valiant Shield exercise. 2007

A flight control system failure caused an F-15C to crash during an air-to-air training flight near Kadena AB, Japan, last spring, Pacific Air Forces investigators determined. The 44th Fighter Squadron aircraft had completed a two-ship scenario on May 28, 2013, and was returning to base when the pilot reported the aircraft stopped responding to control inputs. The F-15 entered a descending left-hand corkscrew, from which the pilot was unable to recover, despite attempts to isolate the fault, forcing him to successfully eject at 4,500 feet. The accident investigation board conclusively found the mishap was caused by the aircraft's failure "to respond to the pilot's flight control inputs due to a failure in the aircraft's hydro-mechanical flight control system," according to the report. Investigators added that a lack of simulator training on this type of malfunction and limited time to troubleshoot contributed to the accident. The F-15's loss is estimated at \$32.6 million, according to the report. 2014

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Air Force Order of Battle

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Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.