

## 62<sup>nd</sup> FIGHTER SQUADRON



### MISSION

62<sup>nd</sup> Fighter Squadron mission is to graduate flight pilots who meet or exceed syllabus standards and their gaining units' expectations. Teach the B-course students what it means to be a fighter pilot. Actively promote quality of life and provide opportunities for personal and professional growth.

### LINEAGE

62<sup>nd</sup> Pursuit Squadron (Interceptor) constituted, 20 Nov 1940  
Activated, 15 Jan 1941  
Redesignated 62<sup>nd</sup> Pursuit Squadron (Interceptor) (Twin Engine), 31 Jan 1942  
Redesignated 62<sup>nd</sup> Fighter Squadron (Twin Engine), 15 May 1942  
Redesignated 62<sup>nd</sup> Fighter Squadron, 1 Jun 1942  
Redesignated 62<sup>nd</sup> Fighter Squadron, Single Engine, 28 Feb 1944  
Inactivated, 18 Oct 1945  
Activated, 1 May 1946  
Redesignated 62<sup>nd</sup> Fighter Squadron, Jet Propelled, 24 Apr 1947  
Redesignated 62<sup>nd</sup> Fighter Squadron, Jet, 14 Jun 1948  
Redesignated 62<sup>nd</sup> Fighter-Interceptor Squadron, 20 Jan 1950  
Inactivated, 30 Apr 1971  
Redesignated 62<sup>nd</sup> Fighter-Interceptor Training Squadron, 15 Aug 1974  
Activated, 1 Sep 1974  
Redesignated 62<sup>nd</sup> Tactical Fighter Squadron, 30 Jun 1975

Redesignated 62<sup>nd</sup> Tactical Fighter Training Squadron, 1 Jan 1981  
Redesignated 62<sup>nd</sup> Fighter Squadron, 1 Nov 1991  
Inactivated, 14 May 1993  
Activated, 18 Mar 1994

### **STATIONS**

Savannah AB, GA, 15 Jan 1941  
Charlotte AAB, NC, 26 May 1941  
Wilmington Muni Aprt, NC, 10 Dec 1941  
Bendix Aprt, NJ, 17 Jan 1942  
Newark Muni Aprt, NJ, 31 May 1942  
Bradley Field, CT, 23 Jul–27 Dec 1942  
Kings Cliffe, England, 12 Jan 1943  
Horsham St Faith, England, 5 Apr 1943  
Halesworth, England, 9 Jul 1943  
Boxted, England, 19 Apr 1944  
Debden, England, 15 Sep–11 Oct 1945  
Camp Kilmer, NJ, 16–18 Oct 1945  
Selfridge Field (later, AFB), MI, 1 May 1946  
O'Hare Field-Chicago Intl Aprt (later, O'Hare Intl Aprt), IL, 4 Aug 1950  
K I Sawyer AFB, MI, 1 Oct 1959–30 Apr 1971  
Tyndall AFB, FL, 1 Sep 1974  
MacDill AFB, FL, 30 Jun 1975–14 May 1993  
Luke AFB, AZ, 18 Mar 1994–.

### **DEPLOYED STATIONS**

Myrtle Beach, SC, Oct–Nov 1941  
Ladd Field, AK, 28 Dec 1946–10 Apr 1947  
Oscoda AFB, MI, 1 Apr–6 Jun 1949  
K I Sawyer AFB, MI, 1 Aug–30 Sep 1959

### **ASSIGNMENTS**

56<sup>th</sup> Pursuit (later, 56<sup>th</sup> Fighter) Group, 15 Jan 1941–18 Oct 1945  
56<sup>th</sup> Fighter (later, 56<sup>th</sup> Fighter-Interceptor) Group, 1 May 1946  
4706<sup>th</sup> Defense Wing, 6 Feb 1952  
501<sup>st</sup> Air Defense Group, 16 Feb 1953  
56<sup>th</sup> Fighter Group, 18 Aug 1955  
56<sup>th</sup> Fighter Wing, 1 Feb 1961  
Duluth Air Defense Sector, 16 Dec 1963  
29<sup>th</sup> Air Division, 1 Apr 1966  
34<sup>th</sup> Air Division, 15 Sep 1969  
29<sup>th</sup> Air Division, 14 Nov 1969  
23<sup>rd</sup> Air Division, 19 Nov 1969–30 Apr 1971  
Air Defense Weapons Center, 1 Sep 1974

Tactical Air Command, 30 Jun 1975  
56<sup>th</sup> Tactical Fighter (later, 56<sup>th</sup> Tactical Training; 56<sup>th</sup> Fighter) Wing, 30 Jun 1975  
56<sup>th</sup> Operations Group, 1 Nov 1991–14 May 1993  
58<sup>th</sup> Operations Group, 18 Mar 1994  
56<sup>th</sup> Operations Group, 1 Apr 1994

### **ATTACHMENTS**

Alaskan Provisional Wing, c. 28 Dec 1946–c. 10 Apr 1947  
30<sup>th</sup> Air Division, c. 28 Jul 1950–30 Apr 1951  
142<sup>nd</sup> Fighter-Interceptor Group, 1 May 1951–5 Feb 1952  
473<sup>rd</sup> Fighter Group, 1 Aug–30 Sep 1959

### **WEAPON SYSTEMS**

P-35, 1941  
P-36, 1941  
P-39, 1941–1942  
P-40, 1941–1942  
P-47C, 1942–1945  
P-47D  
P-47, 1946  
P-51, 1946–1947, 1947  
P(later, F)-80, 1947–1950  
F-86, 1950–1959  
F-101, 1959–1971  
F-106, 1974–1975  
F-4E,  
F-16A, 1980–1993  
F-16B  
F-16C  
F-16D  
F-80A  
F-86A  
F-101F  
P-35A  
P-36A  
P-36C  
P-40F  
P-47B  
P-47C  
P-47D  
P-47M  
P-47N  
P-51H

## COMMANDERS

Unkn, 15-20 Jan 1941  
Cpt Dixon M. Allison, 21 Jan 1941  
1Lt Norton H. Van Sicklen III, 13 Feb 1941  
2Lt James L. Orr, 10 May 1941  
2Lt Albert O. Waldon, 26 May 1941  
2Lt John M. Davis, 28 May 1941  
1Lt Raymond W. Worsham Jr., 2 Jun 1941  
Cpt David D. Terry Jr., 6 Jun 1941  
Maj David C. Schilling, Jul 1942  
Maj Horace C. Craig, 21 Aug 1943  
Maj Leroy A. Schreiber, 9 Feb 1944  
LTC Lucian A. Dade Jr., 16 Apr 1944  
Cpt Michael J. Quirk, 13 Aug 1944  
Maj Leslie C. Smith, 11 Sep 1944  
Maj Felix D. Williamson, 26 Jan-18 Oct 1945  
Unkn, 1-4 May 1946  
Maj Paul A. Conger, 5 May 1946  
LTC Gerald W. Johnson, 23 Jul 1946  
LTC William D. Dunham, May 1947-unkn  
Unkn (but possibly Maj John C. McClure), Aug 1947-unkn  
Maj Edward S. Popek, by Dec 1948  
Cpt Franklyn E. Moffitt, c. Jun 1949  
Maj Ralph A. Johnson, Jul 1949  
Maj Henry H. Kirby Jr., 15 Sep 1949  
Maj George L. Abel, 10 Oct 1949  
Maj Henry H. Kirby Jr., Dec 1949  
Maj Edwin L. Heller, Jan 1950  
LTC Charles E. Parsons Jr., 3 Apr 1950  
Maj Harold M. Wilson, Sep 1951  
Maj Carl A. Rymer, 1 Oct 1951  
LTC Frank Q. O'Conner, 17 Mar 1952  
Maj Richard C. Garrett, 24 Dec 1952-unkn  
Maj Edward J. Mason, 8 Sep 1953  
Maj Charles W. Jackson, 28 Oct 1953  
LTC Lloyd H. Stinson, 24 Oct 1955  
Maj Kenneth E. Daniels, 8 Nov 1957  
Maj Roy W. King, 21 Sep 1958  
LTC Edward P. McNeff, 1 Aug 1959  
Maj Joe H. Joiner, 1 Apr 1961  
Cpt Cecil P. Roberts, 30 Apr 1961  
LTC Samuel D. Berman, Jun 1961  
Col Amos W. Waage, 1 May 1964  
LTC Austin O. Davis, 30 Nov 1965

LTC Arby J. Thompson, 29 Aug 1967  
Col Carl D. Peterson, 5 May 1969  
LTC Cecil G. Foster, Jun 1970-30 Apr 1971  
Col William J. Breckner Jr., 1 Sep 1974  
Maj Charles E. Masuga, 29 Jun 1975  
LTC Henry M. Yochum III, 30 Jun 1975  
LTC Lawrence P. Farrell, 7 Mar 1977  
LTC Michael P. Blaisdell, 28 Jun 1978  
LTC Robert W. Undorf, 4 May 1979  
LTC James V. Williford, 14 Aug 1981  
LTC George A. Suro, 25 Mar 1983  
LTC Royce G. W. Woodell, 1 Mar 1985  
LTC William R. Stroud, Feb 1987  
LTC Billy S. Clack, 10 Feb 1989  
LTC Robert F. Umbarger, 10 Feb 1991  
LTC Stephen E. Bozarth, 10 Jul 1992-14 May 1993  
LTC Michael E. Roznovsky, 18 Mar 1994  
LTC William A. Hewitt, 9 Nov 1995  
LTC Arthur W. May, 4 Jun 1996  
LTC Robin M. Kesterson, 19 Jun 1998  
LTC Michael E. B. France, 24 Jun 2000  
LTC Marcel P. Schmidt, 17 Aug 2001  
LTC Mark M. Lankford, 7 Jul 2003  
LTC Gerald F. Lanagan, 21 Jan 2005  
LTC Pablo A. Sanchez, 23 May 2007  
LTC Bob G. Battema 17 Nov 2008  
LTC Brian A. Jackson 30 Jul 2010  
LTC Shamsheer Mann 10 Aug 2012  
LTC Peter Lee

## **HONORS**

### **Service Streamers**

World War II

American Theater

### **Campaign Streamers**

World War II

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

## Armed Forces Expeditionary Streamers

None

## Decorations

Distinguished Unit Citations

ETO, 20 Feb–9 Mar 1944

Holland, 18 Sep 1944

## Air Force Outstanding Unit Awards

1 Jun 1967–31 Dec 1968

1 Jul 1977–1 Jan 1979

1 Jul 1980–30 Jun 1982

1 Jun 1984–31 May 1986

1 May 1987–30 Apr 1989

1 May 1989–30 Apr 1990

1 May 1990–30 Apr 1991

18-31 Mar 1994

1 Jul 1994-30 Jun 1996

1 Jul 1996-30 Jun 1998

1 Jul 1998-30 Jun 2000

1 Jul 2001-30 Jun 2003

1 Jun 2003-30 Jun 2005

1 Jul 2005-30 Jun 2006

1 Jul 2006-30 Jun 2007

1 Jul 2007-30 Jun 2008

1 Jul 2008-30 Jun 2009

1 Jul 2009-30 Jun 2010

1 Jul 2010-30 Jun 2011

## EMBLEM







Argent, a caricature bulldog affronte in a boxing stance Or, jowls Pink, wearing a jersey Azure charged with two mullets of the first, shorts Gules, shoes of the fourth, each charged on the toe with a mullet White, a scarf Barry Gules and White, an aviator's helmet Brown with goggles Celeste, and boxing gloves Red, each charged with a lightning flash White, all above a cast shadow Light Blue; all within a diminished bordure Blue. The emblem of the 62nd FS was inspired by a squadron pet bulldog. It features a cartoon version of the animal as a boxer wearing the colors of the Stars and Stripes. 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. The bulldog represents the tenacity and aggressiveness of a fighter squadron, qualities further emphasized by the stance of the subject. The gloved fists symbolize a clean fighter, while the lightning suggests the squadron's striking power. His expression shows that he is obviously a "tough customer", hard to handle in a fight, not easily discouraged, and unafraid. COPYRIGHT—Walt Disney. (Approved, 18 Jun 1943)

#### **MOTTO**

#### **NICKNAME**

#### **CALL SIGN**

Based at Horsham St Faith: Harbor

Woodfire (A Group) And  
Groundhog (B Group)

Platform (A Group)  
Icejug (B Group)

#### **OPERATIONS**



December 1942 the 56th Fighter Group is ordered to Camp Kilmer, New Jersey to be ready for the move overseas.

6th January 1943 the 56th Fighter Group personnel are amongst almost 12,000 troops packed on the Cunard liner Queen Elizabeth which has been pressed into service as a high-speed troop transport ship.

12th January 1943 After six days at sea the Queen Elizabeth docks at Gourock in Scotland.

13th January 1943 the 56th Fighter Group arrives at RAF King's Cliffe in Northamptonshire.

29th March 1943. white recognition bands are ordered to be painted around the P-47's cowling, rudder, and elevators to avoid the Thunderbolts being mistaken for the only other radial engine fighter in Europe, the German FW190. The three squadrons are allocated code letters. The 61st is HV, 62nd LM, and the 63rd UN.

29th April 1943, the group meets enemy aircraft for the first time and sustains its first casualties. Lt Winston Garth and Cpt John McClure of the 62nd FS are forced to bail out and become the group's first prisoners of war.

12th June 1943, Walter Cook (62nd FS) shoots down an Fw190 to record the group's first enemy aircraft confirmed destroyed.

8th July 1943 the group moves from the comforts of the prewar buildings at Horsham to the new, and still unfinished Station 365 at Halesworth, Suffolk. The enterprising 62nd FS commander David Schilling takes possession of the abandoned High Trees farmhouse and turns it into the squadron headquarters. It soon becomes known as Schilling's Acres. Nearby Holton Hall, which has been standing empty, becomes the Officers' Quarters.

18th August 1943 Cpt Horace Craig moves up to become 62nd FS Commander.

9th February 1944, Leroy Schreiber takes command of the 62nd FS.

15th February 1944, in another first for the 56th, the group adopts colored cowlings on its P-47's. Using the old squadron colors from 1942 the 61st FS cowlings are painted red, 62nd yellow, and 63rd blue. A few weeks later, the red cowling would be adopted by the group with the squadron colors moving to the rudders.

29th March 1944 2 B-24s collide during their group formation and crash at Henham, a few miles from the 56th's base at Halesworth. During rescue operations, the bomb load of one Liberator explodes and 6 men from the airfield are killed. Among them are 62nd FS ace Stanley "Fats" Morrill and enlisted man Benny Cala. Also lost are Sgt Joseph Trembly of the 33rd Service Group,

Lyle Densmore and Richard Weigland of the 2010th FF/Plt and one member of the 1181st MP unit, Tennys Wilcox.

15th April 1944, Maj Lucian Dade is transferred from Group Headquarters to take over command of the 62nd FS.

13th August 1944, Mike Quirk takes command of the 62nd FS.

23rd December 1944, A historic day for the 56th and Col Schilling. Anticipating that the break in the weather would encourage the Luftwaffe to be up in force supporting the German counter offensive, the 56th, under MEW control, was over the Bonn area. After spotting no less than three German formations Schilling asked MEW control why they hadn't spotted them he was told "Don't worry, stay on original vector for bigger game at 22'000 to 23'000 feet". The "bigger game" turned out to be two huge formations of Fw190s, estimated to be around 250 in total. Outnumbered by five to one, but with the advantage of height and surprise, Schilling ordered the 61st and 63rd squadrons to attack one formation while he led the 62nd to hit the second formation. In the battle that ensued, ranging from 26'000 feet to ground level, the 56th destroyed 32 fighters confirmed, one probable and fourteen damaged. At the briefing before the mission Schilling had informed the pilots that the 56th had been responsible for 25% of the 8th Air Force victories. On this day, the 56th accounted for over 50% of the enemy aircraft to fall that day. They not only created another group record but took the 56th's total to well over 800 aircraft destroyed. 3 of the 56th's pilots failed to return and two of these were killed. Schilling destroyed 5 enemy aircraft in this action and was awarded an Oak Leaf Cluster to his Distinguished Service Cross and a commendation for "outstanding heroism and splendid leadership." Later that day Schilling attended a party at a Colchester Officer's Club for children whose fathers were prisoners of war and played Santa Claus.

3rd January 1945 the 56th begins to receive the new P-47M model. The 56th is the only group to fly the M model operationally and the group's individuality is furthered by each squadron adopting a unique paint scheme for its aircraft. The 61st FS aircraft wore all black upper surfaces, the 62nd FS aircraft took on a green/grey disruptive pattern while the 63rd FS also decided on a disruptive pattern using two shades of blue. All the aircraft retain unpainted lower surfaces.

26th January 1945 More changes in the command structure as Felix Williamson assumes command of the 62nd FS.

During January 1945, the 61st FS becomes the first of the group's squadrons to convert to the P-47M. Engine and ignition problems begin to plague the new fighter, preventing the 61st from flying any missions in the M during January and early February. Having transferred out its old D models, the 61st was reliant on using P-47Ds from the other two squadrons. The workload for the ground crews at this time was particularly heavy, especially for the 62nd and 63rd squadrons.

3rd February 1945 the 62nd FS begins to convert to the P-47M but unlike the 61st it retains some of its D models.

26th February 1945 More engine problems with the P-47M, traced to split poppet valve diaphragms in the Bendix carburetors, lead to all 67 of the aircraft currently at Boxted being grounded. Engineers from Bendix are able to manufacture replacement gaskets using British materials and all aircraft were modified with 24 hours. The group's operations were affected by the P-47M's unreliability and most of the 14 missions flown that month were only 2 squadron missions using the 62nd and 63rd squadrons P-47 Ds. A frustrating time for all, although by the end of the month it is believed that all the problems with the new model have been overcome and the last P-47Ds are withdrawn from Boxted.

4th March 1945 For the first time the 62nd FS fields an all P-47M formation for today's Ramrod-Aschaffenberg. Six of its 14 aircraft experience engine problems, mostly involving loss of power, and return early.

As the newly organized United States Air Force developed a new mission, so did the 62nd. Flying the P-51 and P-80, the squadron performed escort duty for the Strategic Air Command bombers, deploying to Alaska and Europe in this role.

In 1948, "Spike" converted to the interceptor role, a mission the squadron would maintain until 1971. Stationed in the northern tier of the United States, the 62nd Fighter Interceptor Squadron flew the P-80, F-86 and F-101 on patrol against the ever-present Soviet bomber threat.

1959 October 27th, Pilot LTC Edward McNeff along with radar observer Captain Chester Oranges, piloted the Group's first "Voodoo" to K. I. Sawyer. The plane was christened the "U. P. Queen" in honor of native residents. The 62nd Fighter Interceptor Squadron from O'Hare airport in Chicago was transferred to K. I. Sawyer and became an operational F-101 "Voodoo" aircraft Squadron after K. I. Sawyer's runway was extended to 12,300 feet long by 300 feet wide with 1000 foot overruns and 24 inches of concrete.

1965 October, the 62nd FIS and their "Voodoo's" participates at the "William Tell Worldwide Weapons Meet" in Florida and sweeps the fighter phase of the competition winning eight first place trophies.

1971 April, the F-101 "Voodoo" aircraft equipped 62nd FIS is deactivated and replaced by the 87th FIS and its F-106 "Delta Dart" aircraft which were transferred from Duluth, MN.

On Sept. 1, 1974, the squadron began its long history as a fighter-training unit. Activating at Tyndall Air Force Base, Fla., the 62nd assumed the mission of training F-4 and F-106 weapons instructors at the United States Air Force Interceptor Weapons School. The following October, the flag moved again; this time to rejoin the 56th Tactical Fighter Wing at MacDill Air Force Base, Fla., and began training F-4 crews for tactical units around the world.

On Jan. 1, 1981, the squadron transitioned to the F-16 "Fighting Falcon" and continued to train

fighter pilots until the squadron's inactivation May 12, 1993.

The 62nd Fighter Squadron was reactivated March 18, 1994, at Luke Air Force Base, where it currently flies the F-16 Block 25 aircraft.

On 25 Oct 01 at 1126 local (1826Z), an F-16C, S/N 84-1217, had its landing gear collapse on landing, causing it to depart runway 21R after landing. The F-16C, assigned to the 62 FS, 56 FW, Luke AFB AZ, was part of a syllabus surface attack training mission. The mishap pilot (MP), ejected safely. He suffered no significant injury. There was no damage to property on the ground or injuries to other individuals. Shortly before impact, over the runway, the MA encountered wake turbulence and asymmetrically impacted the runway (right main landing gear first) at approximately 500' down from the runway 21 threshold. Upon impact the right main landing gear shock strut piston failed, followed by the 341 bulkhead pivot joints. Subsequently, the right main gear folded outwards and under the right-wing tank. The MA settled to the right and slid down the runway for approximately 6,500 feet before departing the right side of the runway. The MP safely ejected as the MA departed the runway. The MA came to rest intact abeam the 3,000-foot remaining marker, approximately 375 feet from the centerline of the runway, on a heading of 302 degrees. Approximately 20 minutes later, crash recovery personnel shut down the MA's engine. The MA sustained substantial structural damage. Damage was sustained by the cockpit, right wing, right wheel well, and the right box beam assembly. The primary cause of the mishap was the impact with the runway caused by wake turbulence. The MP attempted to level the wings of MA and flare, but the wake turbulence produced a roll and downward vector that he was unable to overcome.

On 11 April 2006, at 0953L (1653 Zulu), the mishap aircraft (MA), an F-16C, serial number 83-1164, assigned to the 62nd Fighter Squadron, Luke Air Force Base (AFB), Arizona, crashed on privately owned agricultural land approximately three nautical miles southwest of Luke Air Force Base. The MA was part of a Basic Fighter Maneuvers training mission. The mishap pilot (MP) was assigned to the 62nd Fighter Squadron as an F-16 Upgrade Pilot. Shortly after initial takeoff from a two-ship, afterburner formation takeoff with the mishap instructor pilot (MIP) in the lead, the MP heard a loud bang and felt the MA shudder as he reduced power to maintain formation position. At the same time, the MIP made a radio call that there was a fire coming from the back of the aircraft and directed the MP to turn back towards Luke AFB. As the MP executed a right climbing turn to the west he noticed a decrease in RPM, a loss of thrust and that the engine was not responsive. The MP continued the turn and retarded the throttle to idle and then cutoff twice in unsuccessful attempts to recover engine operation.

The MP, having confirmed that the engine was unresponsive and recognizing that the MA was at too low an altitude and unable to make it back to Luke AFB, safely ejected and sustained no injuries. The MA was destroyed on impact with a loss valued at approximately \$21 million.

The MA impacted on privately owned farmland approximately three miles southwest of Luke Air Force Base. Wreckage recovery was completed at the crash site within a week of the mishap. The 56th Fighter Wing coordinated environmental clean-up of the main crash site and handled claims for crop damage, productivity loss and environmental clean-up.

Clear and convincing evidence establishes that a malfunction in the Rear Compressor Variable Vane (RCVV) system of the MA engine was the root cause of a chain of events that caused the MA to

enter a non-recoverable engine stagnation and crash. Although evidence was not conclusive, based on analysis of the available data and expert opinion, the most probable source of the malfunction was the RCVV Electro-Hydraulic Servo Valve. The MP correctly determined that the aircraft could not be recovered and ejected.

On 26 October 2006, at 1500L (2200Z), the mishap aircraft (MA), an F-16C, S/N 84- 1296, experienced an engine fire during takeoff. The MA, assigned to the 62d Fighter Squadron (62 FS), 56th Fighter Wing (56 FW), Luke AFB, AZ, was lead of a two-ship afterburner formation takeoff and basic fighter maneuver sortie. Shortly after selecting afterburner for takeoff, the MA experienced an engine explosion followed by an engine fire. The mishap pilot (MP) aborted on the runway and egressed from the MA. The MA sustained significant damage and was declared a total loss valued at approximately \$22 million. Clear and convincing evidence establishes the cause of the explosion as third stage fan disk failure. A region of overstress existed in a bolt hole of the third stage fan disk, which caused the bolt hole to fracture. This bolt hole fracture caused the other parts of the third stage fan disk to fracture during the initial power up for takeoff. These pieces of the engine created exit holes in the airframe. The openings penetrated the fuel tank and ignited a fire. A fuel fed fire damaged the engine and aft portion of the airframe. The MP followed emergency procedures and safely ground egressed from the MA on the runway. The MP did not sustain any injuries. The Luke AFB fire department extinguished the fire at approximately 1510L, without any injury to personnel or equipment.

On 04 December 2006, at 0831 local time (1531 Zulu), the mishap aircraft (MA), an F- 16D, serial number 84-1319, crashed on the Barry Goldwater Range approximately 18 miles south of Gila Bend, Arizona. The MA and mishap crew (MC) were assigned to the 62d Fighter Squadron, 56th Fighter Wing, Luke Air Force Base (AFB), Arizona, and were part of a Surface Attack (SA) upgrade mission. The MC ejected safely. There were no civilian injuries or damage to private property. The Mishap Pilot (MP) and the Mishap Instructor Pilot (MIP) were on a Surface Attack profile and had just completed multiple high altitude bombing patterns. While setting up for low altitude bombing patterns, the MC heard a loud bang and experienced decreasing thrust. The MC turned towards Gila Bend auxiliary airfield, informed the lead aircraft over the radio that they had an engine problem, and attempted two engine restarts. The MC, having confirmed that the engine was unresponsive and recognizing that the MA was at too low an altitude to make it to Gila Bend, safely ejected and sustained no injuries. The MA was destroyed on impact with a loss valued at approximately \$21 million. The MA impacted on government property. Clear and convincing evidence establishes that a material failure in the diffuser case was the root cause of a chain of events that caused the MA to enter a non-recoverable engine stagnation and crash. Through post-crash analysis, it was determined that the diffuser case failed due to fatigue in the upper side of the weld on the combined AP4/igniter boss on the right-hand side of the engine. The MC correctly determined that the engine could not be restarted and the aircraft could not be recovered. The MC safely ejected.

On 14 Mar 2008, at 1217 local time, an F-16C, serial number 84-1273, impacted the ground approximately 71 miles northwest of Luke Air Force Base, Arizona. The mishap pilot (MP) was killed. The mishap aircraft (MA) and MP were assigned to the 56th Fighter Wing (56 FW), Luke AFB, AZ.

The MP was flying a basic fighter maneuver training mission and was under the supervision of the mishap instructor pilot (MIP) in a second F-16C. The MA was destroyed, with a loss valued at \$20,990,216.00. The MA crashed in an unpopulated Bureau of Land Management Wilderness Area, causing incidental damage to a small area of vegetation but no damage to private property or structures. The mishap occurred during an F-16 BFM training mission involving simulated air-to-air combat "dogfights" between the MIP and the MP. The MIP was the 62nd Fighter Squadron Commander. The profile for the mission subjected the pilots to high levels of sustained gravitational forces (G forces, or Gs) of up to 9 Gs, often at high G-onset rates (greater than 6 Gs per second). Thirty-seven minutes into the mission, during a planned high speed turning maneuver characterized by G forces of over 8 Gs, the MA stopped maneuvering, and began a descending flight path consistent with the aircraft no longer being controlled by the pilot. The MA impacted the ground approximately 14 seconds later at a speed of greater than 600 knots. There was no attempt by the pilot to eject. The MP was an Air National Guard pilot from the 180th FW, Toledo, Ohio, who was undergoing initial F-16 qualification training after having graduated from Specialized Undergraduate Pilot Training and the Introduction to Fighter Fundamentals flying courses at Laughlin AFB, Texas. The Accident Investigation Board (AIB) President found by clear and convincing evidence the cause of the mishap was a G-Induced Loss of Consciousness (G-LOC) experienced by the MP during a high-G maneuver. The AIB President found substantial evidence the G-LOC was caused by the MP's failure to perform an effective Anti-G Straining Maneuver (AGSM). The AGSM is a muscle-tightening and breathing procedure employed by pilots during high-G maneuvers to ensure sufficient blood flow to the brain to maintain consciousness. The AIB President found no evidence that the condition of the MA contributed to the accident. The AIB President found no evidence that the MP's physical or mental condition, supervision, or training contributed to the accident.

Luke Christens Second Lightning II Squadron The 62nd Fighter Squadron transitioned the F-16 to the F-35A, becoming the second Lightning II pilot training squadron at Luke AFB, Ariz., in a ceremony there earlier this month. "As we open this new chapter in our squadron's history, we will focus our efforts on what we've been doing for three generations training and delivering combat air power," said incoming 62nd FS Commander Lt. Col. Gregory Frana during the June 5 transition ceremony. Luke stood-up the 61st FS as the first of six F-35 training squadrons in October 2013. The 62nd FS will begin receiving F-35s next month, and will eventually host US, Italian, and Norwegian conversion training. Luke bid farewell to 308th FS F-16s earlier this month when it inactivated to remerge as the 314th FS at Holloman AFB, N.M. Luke will eventually host a total of 144 strike fighters.2015

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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.

USAF Accident Investigation Board Reports.