

79 FIGHTER SQUADRON



MISSION

LINEAGE

79 Aero Squadron organized, 22 Feb 1918
Redesignated Squadron B, Taliaferro Field, TX, 23 Jul 1918
Demobilized, 15 Nov 1918

79 Observation Squadron constituted, 18 Oct 1927
Redesignated 79 Pursuit Squadron, 8 May 1929
Activated, 1 Apr 1933

Squadron B, Taliaferro Field, TX reconstituted and consolidated with 79 Pursuit Squadron, 25 May 1933

Redesignated 79 Pursuit Squadron (Fighter), 6 Dec 1939
Redesignated 79 Pursuit Squadron (Interceptor), 12 Mar 1941
Redesignated 79 Fighter Squadron, 15 May 1942
Redesignated 79 Fighter Squadron (Twin-Engine), 30 Dec 1942
Redesignated 79 Fighter Squadron, Twin-Engine, 20 Aug 1943
Redesignated 79 Fighter Squadron, Single-Engine, 5 Sep 1944
Inactivated, 18 Oct 1945
Activated, 29 Jul 1946
Redesignated 79 Fighter Squadron, Jet, 15 Jun 1948
Redesignated 79 Fighter-Bomber Squadron, 20 Jan 1950
Redesignated 79 Tactical Fighter Squadron, 8 Jul 1958
Redesignated 79 Fighter Squadron, 1 Oct 1991
Inactivated, 30 Jun 1993
Activated, 1 Jan 1994

STATIONS

Waco, TX, 22 Feb 1918
Taliaferro Field, TX, 28 Feb–15 Nov 1918
Barksdale Field, LA, 1 Apr 1933
Moffett Field, CA, 19 Nov 1939
Hamilton Field, CA, 9 Sep 1940 (operated from Oakland, CA, 8 Dec 1941–8 Feb 1942)
Wilmington, NC, c. 21 Feb 1942
Morris Field, NC, 23 Apr 1942
Paine Field, WA, 30 Sep 1942
March Field, CA, 1 Jan–11 Aug 1943
Kings Cliffe, England, 27 Aug 1943–11 Oct 1945
Camp Kilmer, NJ, 16–18 Oct 1945
Biggs Field, TX, 29 Jul 1946
Shaw Field, SC, 25 Oct 1946
Langley AFB, VA, 19 Nov 1951–22 May 1952
Woodbridge RAF, England, 1 Jun 1952
RAF Upper Heyford, England, 15 Jan 1970–30 Jun 1993
Shaw AFB, SC, 1 Jan 1994

DEPLOYED STATIONS

Incirlik AB, Turkey, 23 Oct 1990–28 Feb 1991

ASSIGNMENTS

Unkn, 1918
20 Pursuit (later, 20 Fighter) Group, 1 Apr 1933–18 Oct 1945
20 Fighter (later, 20 Fighter-Bomber) Group, 29 Jul 1946
20 Operations Group, 31 Mar 1992–30 Jun 1993
20 Operations Group, 1 Jan 1994

ATTACHMENTS

20 Fighter Bomber Wing, 15 Nov 1952–7 Feb 1955
20 Fighter Bomber (later, 20 Tactical Fighter) Wing, 8 Feb 1955
39 Tactical Group, 23 Oct 1990–28 Feb 1991

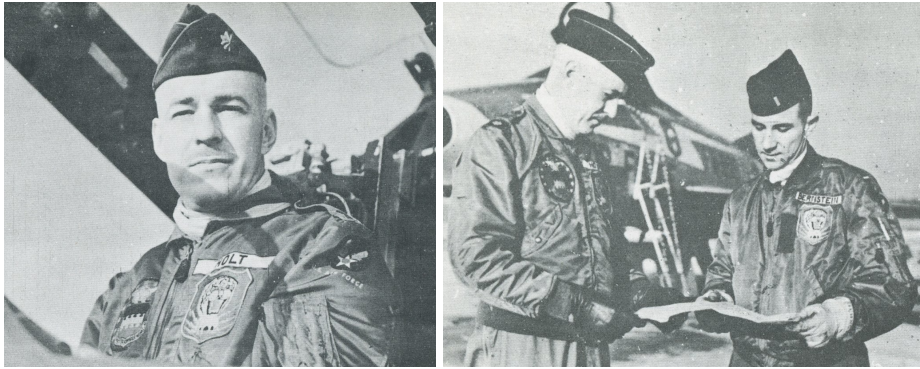
WEAPON SYSTEMS

JN-4
JN-6
S-4, 1918
P-12, 1933–1935
P-26, 1935–1938
P-36, 1938–1940
P-40, 1940–1942
P-39, 1942–1943

P-38, 1943-1944
P-51, 1944-1945
P-51, 1946-1948
F-84, 1948-1957
F-100, 1957-1970
F-111, 1970-1993
F-16

COMMANDERS

Unkn, 22 Feb-15 Nov 1918
Cpt Roy W. Camblin, 1 Apr 1933
Maj Charles G. Percy, 14 Mar 1935
Maj Carlton F. Bond, 8 Mar 1936
Maj Charles G. Percy, 24 Aug 1936
Maj Frank O'D Hunter, 17 Nov 1936
1Lt. Robert B. Landery, 26 Jul 1937
Maj Armin F. Herold, 14 Sep 1937
Cpt Thayer S. Olds, 6 Jul 1938
1Lt Minthorne W. Reed, 1 Jun 1939
1Lt Arthur F. Merewether, 1 Jul 1939
1Lt James Ferguson, Mar 1940
Maj Nathaniel H. Blanton, Aug 1943
Maj Richard L. Ott, 14 Nov 1943
Cpt Jesse O. Yaryan, 30 Jan 1944
Cpt Carl E. Jackson, 31 Jan 1944
Cpt Robert J. Meyer, 20 Feb 1944
Maj R. C. Franklin Jr., 22 Feb 1944
Maj Delynn E. Anderson, 10 May 1944
Cpt Jack M. Ilfrey, 27 Sep 1944
Maj Robert J. Meyer, 9 Dec 1944
Maj Walter R. Yarbrough, 4 Apr 1945-unkn
LTC Harry E. McAfee, Aug 1946
Maj Walter J. Overend, Sep 1946
LTC William P. McBride, Jan 1947
Maj Walter J. Overend, Jul 1948
Maj Walter G. Benz, Oct 1948-unkn
LTC William P. McBride, unkn-1 May 1950
Cpt Richard F. Jones, 1 May 1950-unkn
Maj Delynn E. Anderson, unkn
Maj George N. Lunsford, by Jun 1951
Maj Harry H. Moreland, 1 Nov 1951
LTC Cleo M. Bishop, 18 Feb 1952
LTC James E. Hill, 1 Mar 1955
Maj Allan S. Harte, 30 Apr 1956



LTC William H. Holt (USAF photos)

LTC William H. Holt, Jul 1958
LTC Edwin J. Rackham, by 30 Jun 1960
LTC William F. Georgi, 6 Jul 1961
LTC John C. Bartholf, 5 Jul 1963
LTC John E. Madison, 5 Jun 1965
LTC John C. Galgan Jr., by 30 Jun 1966
LTC Robert L. Jones, 9 May 1967
LTC Robert E. Darlington, 29 Jul 1968
LTC Fred W. Gray, 24 Jan 1970
LTC David B. Hubbard, 10 Dec 1971
LTC John S. Rumph, Sep 1972 (acting)
LTC David B. Hubbard, c. 28 Nov 1972
LTC John S. Rumph, Mar 1973
LTC Harry Pawlik, 1 Jun 1974
LTC George F. Houck Jr., 16 Jun 1975
LTC John D. Phillips, 22 Jun 1976
LTC Howard W. Nixon, 26 Sep 1977
LTC Grady H. Reed III, c. 28 Aug 1979
LTC Frank B. Pyne, 28 Jan 1980
LTC John G. Lorber, 9 May 1980
LTC Joseph N. Narsavage Jr., 17 Jun 1982
LTC Peter A. Granger, 1 Jun 1984
LTC Steven R. Emory, 29 May 1987
LTC Larry G. Carter, 19 Feb 1988
LTC Steven A. Mires, 12 Jan 1990
LTC Mark A. Hyatt, 14 Sep 1991-30 Jun 1993
LTC Thomas A. Gilkey III, 1 Jan 1994
LTC Jeffrey W. Eberhart, 8 Jul 1994
LTC Timothy J. Collins, 1 Apr 1996
LTC James W. Hyatt, 16 May 1997
LTC James Dodson, 14 Jun 1999
LTC James C. Horton May 11, 2001

LTC Jerry D. Harris Mar. 7 Mar 2003
LTC Scott E. Manning Feb. 25, 2005
LTC Donald E. Butler Nov. 3, 2006
LTC Kenneth P. Ekman Jul. 25, 2008
LTC Benjamin L. Bradley Feb. 26, 2010
LTC Jason L. Plourde Aug. 5 Aug 2011
LTC Raymond G. Millero Apr. 12, 2013

HONORS

Service Streamers

Campaign Streamers

World War II
Antisubmarine, American Theater
Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Central Germany, 8 Apr 1944

Air Force Outstanding Unit Award

1 Jul 1956–30 Sep 1957
1 May 1963–31 Dec 1964
1 Jan 1965–31 Mar 1966
1 Jul 1968–31 Mar 1970
1 Sep 1970–30 Jun 1972
31 Mar 1973–30 Jun 1974
1 Jul 1977–30 Jun 1979
1 Jul 1981–30 Jun 1983
1 Jul 1987–30 Jun 1989
1 Jul 1990 –30 Jun 1992

EMBLEM

79th PS & FS



(1933 Unofficial)(1943 Approved) - ~1952



The 79 Pursuit Squadron guards a graphic insignia designed to illustrate a "Pursuit" squadron. "Our golden winged guns" no more, no less, this squadron insignia depicts a golden winged machine gun, fixed, with belt ammunition, diving from out of a cloud in sudden attack, surprising the enemy with a fusillade of bullets. The gun, against a background of blue sky and white and grey cloud, is enclosed in a red and black, diamond-shaped, border to indicate the value of UNITY and FIREPOWER in a pursuit attack.



79th FBS

~1952 - 1958



79th TFS

1958 - 1991



79th FS

1991 - Present

On a Light Blue disc, bordered Yellow, a tiger's face affronte proper, resting his jaw on his paw in base, all proper, the paw grasping a lightning bolt Red and Black, emitting six flashes Red, all

highlighted Yellow. (Approved on 31 Jan 1955; replaced emblem approved on 5 Feb 1943)

MOTTO

NICKNAME

Tigers

OPERATIONS

79 Fighter Squadron traces its history back to February 1918, when it was first organized as the 79 Aero Squadron. The unit inactivated from November 1918 until April 1933, when it became the 79 Pursuit Squadron, flying the Boeing P-12 at Barksdale Field, La. From 1940 to 1942, the squadron trained combat pilots and flew the P-40 Warhawk from bases on the east coast.

In 1943, the 79 converted to the P-38 Lightning, flying out of Northamptonshire, England, performing duty as bomber escorts and conducting fighter sweeps over Germany. Sept. 11, 1944, the squadron received P-51 Mustangs. The 79 remained at English bases throughout the war, supporting both the Normandy invasion and the allied drive into Germany. The squadron returned to the states and was inactivated Oct. 19, 1945.

The 79 was again brought to active service on July 29, 1946, at Biggs Field, Texas. The unit moved to Shaw Field, S.C., in October 1946. In 1948, the 79 transitioned to the F-84 Thunderstreak. The squadron moved to Langley Air Force Base, Va., in November 1951, and in June 1952, trained to support North American Treaty Organization ground forces in conventional and nuclear roles. In 1957, the squadron converted to the F-100 Super Sabre. The next change came in 1970, when the squadron transitioned to the F-111 Aardvark and moved to Royal Air Force Upper Heyford, England. The 79 received the Commander in Chief's Trophy in 1981, as the best tactical fighter squadron in U.S. Air Forces in Europe.

From 1990 to 1991, the 79 deployed to Southwest Asia to support Operations Desert Shield and Desert Storm. June 30, 1993, the squadron inactivated. Jan. 1, 1994, it was reactivated at Shaw Air Force Base, S.C., transitioning to the F-16CJ Fighting Falcon and assuming the mission of suppression of enemy air defenses. Since that time, the "Tigers" continuously supported Operations Northern and Southern Watch in Southwest Asia.

In December 1998, the 79 took an active part in Operation Desert Fox in conjunction with Operation Southern Watch demands. The Tigers flew more than 1,000 successful combat sorties with these dual operational requirements. In January 1999, the 79 Fighter Squadron was awarded the South Carolina Air Force Association's Outstanding Air Force Unit of the Year award. Also in 1999, the squadron was honored with Air Combat Command's Maintenance Effectiveness Award. In June 1999, the 79 deployed F-16CJs in support of Operation Allied Force to a bare base in Southwest Asia.

Aircrews of the 79 Tactical Fighter Squadron flew in a Baltic maritime exercise called Brazen Deed on 12 June 1990.

The 79 Tactical Fighter Squadron hosted the 1990 NATO Tiger Meet from 12 - 17 September 1990.

The 79 Fighter Squadron inactivated on 23 April 1993, with the last aircraft departing RAF Upper Heyford on 10 May.

On 9 March 2004, at approximately 14:42 local time, two F-16s, Serial Numbers 97-0109 and 91-0398, assigned to the 79 Fighter Squadron, Shaw Air Force Base, South Carolina, experienced a midair collision while flying above the Atlantic Ocean approximately 35 miles southeast of Myrtle Beach, South Carolina.

The two mishap aircraft were flying as part of a 4-ship scheduled training mission. The relevant mission profile called for a one-versus-one basic fighter maneuver (BFM) scenario within an altitude range of between approximately 21,000 and 29,000 feet. After a winner is declared from that engagement, the loser departs the area and one of the other two aircraft enters the fight from above 30,000 feet in order to attack the declared winner. This profile is sometimes referred to as a one-versus-one plus one. While performing a nearly pure vertical conversion entry, Mishap Aircraft 2 (91-0398) was descending toward Mishap Aircraft 1 (97-0109) from an altitude of 32,000 feet. The pilot of Mishap Aircraft 2 was preparing for a simulated gunfire attack against Mishap Aircraft 1. The pilot of Mishap Aircraft 1 employed defensive maneuvers, slowing the speed of his aircraft. Mishap Aircraft 2 quickly closed with Mishap Aircraft 1. The pilot of Mishap Aircraft 2 attempted to avoid contact with Mishap Aircraft 1; nonetheless, the forward fuselage, canopy and tail of his aircraft impacted the aft tail section of Mishap Aircraft 1 at an altitude of approximately 22,000 feet. Both aircraft returned to Shaw AFB after the mishap and landed without incident. The total estimated cost of the mishap is \$208,396.27. There were no injuries and no damage to civilian property.

The primary cause of this accident, supported by clear and convincing evidence, was Mishap Pilot 2's failure to recognize and control closure between his aircraft and Mishap Aircraft 1. Improper task prioritization and channelized attention led to a failure to control closure between the two aircraft as MP2 was attempting to achieve a simulated guns track solution. Significant contributing factors, supported by substantial evidence, were the lvl+1 "fini-flight" mission profile, flight lead's decision to fly the profile at medium-to-high altitude, and the clean configuration of Mishap Aircraft 2.

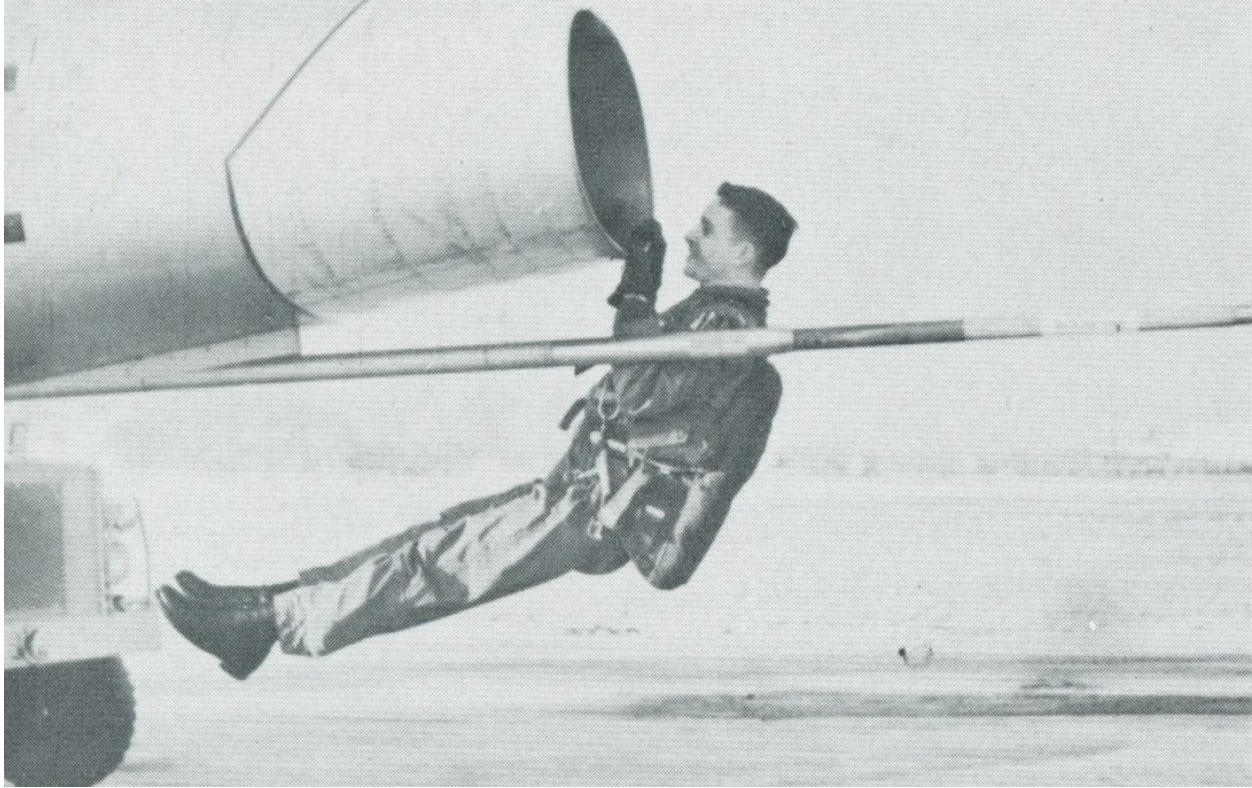
AIRCRAFT ATTRITION

F-111 68-0042 The aircraft was delivered to the USAF on October 28,1970. 68-0042 is seen here wearing the JR squadron tail code of the 79 TFS, 20th TFW. While assigned to the 201h TFW, at Upper Heyford, 68-0042 crashed and was destroyed on July 24,1979 near Leconfield, England. Below weather minimums, the aircraft hit the water in the final turn. The air crew Captain David W. Powell and Captain Douglas A. Pearce, did not try to eject and were killed. The aircraft had accumulated 714 flights and 1,928.6 flight hours.

F-111 68-0052 The aircraft was delivered to the USAF on September 30,1970.68-0052 is seen here in March 1988, wearing the yellow and black tiger stripe tail cap of the 79 TFS, 20th TFW. It is carrying nose art and the nickname Mr. Gilard. Also nicknamed On Guard, 68-0052 spent its career assigned to the 20th TFW at Upper Heyford. On September 17, 1992, while flying S turns, inbound for a no flap/no slat landing approach, the aircraft lost speed and altitude and impacted the approach lights. The ejection was attempted after hitting the ground. The capsule was damaged in the crash and failed to gain enough altitude for full chute deployment. The pilot, Captain Jerry Lindh, and WSO, Major Michael McGuire, were killed.

F-111 68-0083 was delivered to the USAF on January 31,1971. It is seen here wearing the yellow and black striped tail cap of the 79 TFS, 20th TFW. Nicknamed Prometheus II, 68-0083 spent most of its career assigned to the 20th TFW at Upper Heyford. The aircraft deployed to Incirlik, Turkey as part of Operation Proven Force, it marked up 12 scores marked as Iraqi flags. 68-0083, an AMP modified F-111 E, was reassigned to the 428th FS, 27th FW on July 20,1993 It arrived at AMARC on December 11,1995. When retired, the aircraft had a total of 6,066.5 flight hours.

12 December1979 USAF General Dynamics F-111E-CF, *68-0045*, c/n A1-63, of the 79 TFS, 20th TFW, based at RAF Upper Heyford, crashed in the sea off Wainfleet Range, UK, during night bombing practice, range staff witnessing it dive into the water before the crew could eject. Pilot Capt. R.P. Gaspard and Maj. F.B. Slusher KWF. Gale force conditions prevented discovery of any wreckage for two days.



79 TFS pilot preflighting his F-100 (USAF photo)

Air Force Lineage and Honors

Created: 23 Aug 2010

Updated:

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.

Unit yearbook. *10 Pursuit Wing and 45 Air Base*. USAAC Hamilton Field, CA. 1941

Unit yearbook. *81 Tactical Fighter Wing*. 1959. Reg. Cholerton. Newton-Le-Willows, England. 1959.