

## 95 FIGHTER SQUADRON



### MISSION

#### LINEAGE

95 Pursuit Squadron (Interceptor) constituted 13 Jan 1942  
Activated, 9 Feb 1942  
Redesignated 95 Pursuit Squadron (Interceptor) (Twin-Engine), 22 Apr 1942  
Redesignated 95 Fighter Squadron (Twin-Engine), 15 May 1942  
Redesignated 95 Fighter Squadron, Two-Engine, 28 Feb 1944  
Inactivated, 9 Sep 1945  
Activated, 12 Apr 1947  
Redesignated 95 Fighter Squadron, Single-Engine, 15 Aug 1947  
Inactivated, 2 Oct 1949  
Redesignated 95 Fighter Interceptor Squadron, 11 Sep 1952  
Activated, 1 Nov 1952  
Inactivated, 31 Jan 1973  
Redesignated 95 Fighter Interceptor Training Squadron, 15 Aug 1974  
Activated, 1 Sep 1974  
Redesignated 95 Tactical Fighter Training Squadron, 1 Apr 1988  
Redesignated 95 Fighter Squadron, 1 Nov 1991  
Inactivated  
Activated, 11 Oct 2013

#### STATIONS

Harding Field, LA, 9 Feb 1942  
Muroc Lake, CA, 30 Apr 1942  
Mines Field, CA, 20 May–16 Sep 1942  
Eglinton, Northern Ireland, 3 Oct 1942

Tafaroui, Algeria, 24 Dec 1942  
Telergma, Algeria, 1 Jan 1943  
Berteaux, Algeria, 28 Mar 1943  
Souk-el-Arba, Algeria, 13 Jun 1943  
Grombalia, Tunisia, 4 Aug 1943  
San Pancrazio, Italy, 3 Oct 1943  
Lecce, Italy, 10 Oct 1943  
Vincenzo (later, Foggia No. 17), Italy, 11 Jan 1944  
Lesina, Italy, 30 Aug–9 Sep 1945  
Grenier Field (later, AFB), NH, 12 Apr 1947–2 Oct 1949  
Andrews AFB, MD, 1 Nov 1952  
Dover AFB, DE, 1 Jul 1963–31 Jan 1973  
Tyndall AFB, FL, 1 Sep 1974  
Tyndall AFB, FL, 11 Oct 2013

#### **DEPLOYED STATIONS**

Ladd AFB, AK, 4 Apr–29 Jun 1948  
Osan AB, South Korea, 15 Nov 1969–c. 1 May 1970

#### **ASSIGNMENTS**

82 Pursuit (later, 82 Fighter) Group, 9 Feb 1942–9 Sep 1945  
82 Fighter Group, 12 Apr 1947–2 Oct 1949  
4710 Defense (later, 4710 Air Defense) Wing, 1 Nov 1952  
85 Air Division, 1 Mar 1956  
Washington Air Defense Sector, 1 Sep 1958  
New York Air Defense Sector, 1 Jul 1963  
21 Air Division, 1 Apr 1966  
20 Air Division, 19 Nov 1969–31 Jan 1973  
Air Defense Weapons Center, 1 Sep 1974  
325 Fighter Weapons (later, 325 Tactical Training) Wing, 1 Jul 1981  
325 Operations Group, 1 Sep 1991

#### **ATTACHMENTS**

Fifth Air Force ADVON, 15 Nov 1969–1 May 1970

#### **WEAPON SYSTEMS**

P-38, 1942–1945  
P(later, F)-51, 1947–1949  
F-94B, 1952–1953  
F-86  
F-102, 1958–1959  
F-106, 1959–1972  
T-33, 1974–1988  
F-15, 1988

## **COMMANDERS**

Maj Robert E. Kirtley, 1 May 1942  
1Lt Alex K. Hamric, 1 Apr 1943  
1Lt William J. Schildt, 11 Apr 1943  
Capt T.H. McArthur, 12 Apr 1943  
Maj Ernest K. Osher, 1 May 1943  
Maj Hugh M. Muse, Jr., 26 Jul 1943  
Maj Lawrence H. Bell, Jr., 25 Dec 1943  
Maj Herbert L. Phillips, 21 Mar 1944  
Maj Warner F. Gardner, 12 Aug 1944  
Lt Col Robert M. Wray, 26 Oct 1944  
Maj Charles P. Nicholas, Jr., 16 Jul 1945  
Lt Col James T. Winkler  
Lt Col Joel D Thoravaldson, #1957  
Lt Col R. Poerschke, #1960  
Lt Col William Routt  
Lt Col Matthew Donovan  
Lt Col Erick Gilbert, #2014  
Maj William J. O'Donnell

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

World War II  
Air Offensive, Europe  
Tunisia  
Sicily  
Naples-Foggia  
Rome-Arno  
Normandy  
Northern France  
Southern France  
North Apennines  
Rhineland  
Central Europe  
Po Valley  
Air Combat, EAME Theater

### **Armed Forces Expeditionary Streamers**

### **Decorations**

Distinguished Unit Citations

Italy, 25 Aug 1943  
Italy, 2 Sep 1943  
Ploesti, Rumania, 10 Jun 1944

#### Air Force Outstanding Unit Awards

1 Jul 1976–30 Jun 1977  
1 Jul 1977–30 Jun 1979  
1 Jul 1981–31 Mar 1983  
1 Jun 1983–31 May 1985

#### EMBLEM



On a Blue disc with wide Yellow border a White skull with Black eye sockets, nose, teeth, etc., wearing a high Black silk hat and a monochrome with Black ribbon. All above a White bow tie and within a "V" formed on the left by hand in White glove holding a Black cane with Yellow head and on the right by a Yellow lightning flash, both terminating in a White cloud issuing from base. "Mr. Bones" is pictured on the unit emblem. The significance—a death's head emanating from a cloud, with an arrogant expression—is symbolic of the squadron's dauntless capability to accomplish the mission in any weather, day or night; primarily stalking the enemy to destruction. The full dress, particularly the top hat, represents the squadron personnel's sentiments that the unit is "tops." Thus, explaining the squadron motto, "Death With Finesse." (Approved, 4 Feb 1954)

#### MOTTO

Death with Finesse  
Boneheads

#### OPERATIONS

The 95 Fighter Squadron is a combat-coded F-22 unit. The 95 completed acceptance of its fleet and gained initial operational capability in April, 2014.

Combat in ETO and MTO, 25 Dec 1942–3 May 1945. Among the squadron's many notable accomplishments was its participation in the attacks on the Ploesti oil refineries. Each aircraft carried a 1,000-pound bomb and a 300-gallon gas tank. The unit was credited with delivering its bombs "right on target." In May of 1943, the 95 FS was tasked with bombing the Island of Pantellaria, a key stepping-stone to the Allied advance. The squadron accomplished the mission with perfection, causing the island's garrison to surrender just prior to the Allies landing on the Island. The squadron also took part in some of the first shuttle missions to Russia. At the end of World War II, the 95 FS tallied more than 400 total victories including 199 air-to-air kills and seven aces.

Thursday. August 26. 1948 - At 3:15 p.m., t Lt. Warren M. Loper, of the 95 Fighter Squadron, died when his F-51 fighter stalled and went into a spin, crashing in dense woods a mile south of Routes 28 and 128 in Londonderry. It took three hours to locate the wreckage.

Friday. January 14. 1949 - At 2:40 p.m., Capt. Elmer V. Kramer (San Antonio, TX), of the 95 Fighter Squadron, crashed an F-51 a quarter mile west of the New Boston Bombing range near Joe English Mountain; halfway down on his first dive bomb run, the left flipper door opened and was ripped off. This was closely followed by departure of the entire left wing from the aircraft. Rescuers biked four miles over rugged, muddy terrain to reach the pilot, for whom Kramer Road was named at Grenier in his honor (10/3/49).

Tuesday. September 6. 1949 - At 2:15 p.m., Air Force Lt. Colin J.N. Chauret, of Bay City, MI, parachuted to safety when his F-51 fighter plane caught fire; the plane crashed in a field between Grenier Field and the Manchester motordrome. The plane caught fire and Chauret bailed at an altitude of 800 feet. He was the assistant operations officer for the 95 Fighter Squadron.

Air defense, Nov 1952–Dec 1972.



F-86D, 1953 (USAF photo)



Refueling F-86D (USAF photo)



Line security by Air Police (USAF photo)



(USAF photo)





Pilot and crew chief make a cockpit check. (USAF photo)



Maintainers replacing tires on 95 FIS F-86D (USAF photo)





95 FIS personnel in front of 95 FIS operations building. (USAF photo)

In the fall of 1959, the 95 FS was tasked with defending Washington, D.C., and the surrounding area. With the initiation of North American Aerospace Defense Command (NORAD) and the threat of manned bomber attacks, the 95 FS was assigned to 24-hour alert status. Armed with the world's fastest interceptor, the F-106 Delta Dart, the squadron could be called to action and within minutes, be airborne fully loaded and armed with nuclear missiles.

95 Fighter Interceptor Squadron conducted College Pike deployment to Tyndall Air Force Base FL to fire training version of air-to air genie air intercept missile. 1971

T-33 qualification training and target support, 1974–1988.

Air superiority and dissimilar air combat training, 1988–.

NORAD alert duties, 1988–1990.

The 95 Fighter Squadron provides capable warriors for America's Air Dominance Force in the renown "world's greatest air superiority fighter," the F-15C Eagle. The 95 FS is one of two F-15C Fighter Training Units in the 325 Fighter Wing, Tyndall Air Force Base, Fla., providing initial qualification to pilots new to the F-15C, and re-qualification training for pilots returning to Eagle units. The squadron maintains readiness to augment forces in the strategic defense of the continental United States.

1 May 1989, A Tyndall Air Force Base F-15 crashed in the Gulf of Mexico about 65 miles southeast of Tyndall, killing the student pilot who was identified as 2nd Lt. Sean P. Murphy, 23, of Warsaw, Indiana. At the time of the crash the pilot was engaged in a mock dogfight with his

instructor who was flying a second F-15. The pilot was assigned to Tyndall's 95 Tactical Fighter Training Squadron.

During the aftermath of the Sept. 11, 2001 attacks on the World Trade Center in New York and the Pentagon in Washington D.C., the 95 Fighter Squadron leapt into action generating combat-configured F-15C Eagles and flying combat air patrol missions over cities in the southeastern United States.

On 13 November 2008, an F-15C, serial number (S/N) 79-0070, assigned to the 95 Fighter Squadron, Tyndall Air Force Base, Florida, experienced an anti-skid brake failure on a full stop landing, engaged the departure end arresting cable and departed the end of the paved surface beyond runway 13R. The mishap aircraft (MA) came to rest in a ditch 53 ft beyond the paved surface, and the mishap pilot (MP) egressed the aircraft without injury. The mishap resulted in damage to the MA valued at \$1.25 million and other damages to the airfield and environmental cleanup totaling approximately \$37,000. There was no damage to private property. The mishap occurred on a 4-ship air-to-air training mission.

After takeoff, the MA's landing gear would not retract due to a malfunction in the landing gear system's wiring, which prevented the MP from flying the remainder of the planned mission. The MP decided to fly three practice approaches for proficiency while reducing fuel to a safer weight for landing. Shortly before landing, the MP incorrectly assessed he had fuel trapped in the external fuel tank. The applicable checklist directed landing at an angle of attack corresponding to an airspeed approximately 20 knots faster than normal, which increased the required landing distance. After landing and attempting to aerobrake, the MP lowered the aircraft nose and applied the brakes.

The MA's anti-skid brakes did not respond due to an electrical short in the wiring; however, other braking systems were available but not attempted by the MP. The MA engaged the barrier at the end of the runway. The weight and speed of the MA exceeded the capabilities for the barrier, resulting in the MA dragging the barrier over 1,000 ft, continuing past the end of the paved surface, over an earthen berm, and into a shallow ditch. The Accident Investigation Board (AIB) President found by clear and convincing evidence that the mishap was caused by a compounding sequence of analysis and assessment errors by the MP.

Additionally, the AIB President found by substantial evidence three factors contributed to the mishap. First, the failure of two wires in separate wire bundles attached to the right main landing gear significantly contributed to the mishap by preventing the landing gear from retracting leading to a condition where fuel did not transfer from the external tank, and causing a failure of the anti-skid brake system. Second, a lack of positive interaction or intervention by the Supervisor of Flying contributed to the mishap by not adequately assisting the MP in determining an appropriate course of action. Third, the presence of an earthen berm and shallow water drainage ditch directly adjacent to the end of the runway 13R paved surface contributed to the mishap by increasing the amount of damage sustained to the MA.

Officials at Tyndall AFB, Fla., last week inactivated the 95 Fighter Squadron, marking the formal end of F-15 training at the base after 27 years. Tyndall's parent 325 Fighter Wing lost its 48 F-15s as part of the Air Force's divestiture of approximately 250 legacy fighters in Fiscal 2010.

Tyndall's F-15s began departing for good in April. Herman Bell, 325 FW public affairs chief, told the Daily Report that the 95 FS inactivation took place Sept 21. At the conclusion of the ceremony, the squadron's three remaining F-15s took off for their new home at Edwards AFB, Calif., where NASA will use them as test assets, he said. With the drawdown at Tyndall, the Oregon Air National Guard's 173rd Fighter Wing at Kingsley Field is assuming the F-15 training mission. Monday September 27, 2010

Officials at Tyndall AFB, Fla., activated the 95 Fighter Squadron, the unit that will operate a complement of 24 combat-ready F-22s from the base, which is already home to the F-22 schoolhouse. "We are charged with the responsibility to project combat air power to wherever it is needed in support of our national military objectives," said Lt. Col. Erick Gilbert, who now leads the squadron, following the unit's Oct. 11 stand-up ceremony. The unit is now preparing for the arrival of its F-22s starting in early 2014, according to Tyndall's Oct. 15 release. In the meantime, it is building up its personnel force to full strength, with an average of 50 to 60 airmen arriving per month, states the release. Tyndall is gaining the combat-coded F-22s as part of the Air Force's F-22 fleet consolidation. The Florida base is getting its F-22s from Holloman AFB, N.M., which is losing all of its F-22s. When all of Tyndall's F-22 are in place, the base will have a force of more than 50 F-22s-when factoring the schoolhouse's training assets-the largest contingent of F-22s at any one location. 2013

The first five combat-coded F-22 Raptors transferring from Holloman AFB, N.M., to Tyndall AFB, Fla., landed at their new home on Jan. 6. "The 95 Fighter Squadron showing up represents a new era," said 325 Fighter Wing Commander Col. David Graff. "No combat aviation unit has ever deployed out of Tyndall. . . . Now, we will have the largest collection of F-22s in the world and [we] will stand ready to project air power and defend our nation's freedom." Tyndall is expected to receive several Raptors a month, with the last of the 24 jets arriving in April, according to a base release. "Unfortunately, we had a delay of a year, but today we were able to successfully bring in the first wave of aircraft," said 95 Fighter Squadron Commander Lt. Col. Erick Gilbert. The transition is expected to add about 1,100 uniformed personnel to Tyndall, he noted. 2014

The first combat coded F-22 Raptor squadron at Tyndall AFB, Fla., reached initial operating capability with the arrival of its final F-22 earlier this month, officials announced. "We have all of our aircraft bed down, but we are still receiving operations and maintenance personnel in addition to a good amount of equipment," said Lt. Col. Erick Gilbert, commander of Tyndall's newly activated 95 Fighter Squadron in an April 21 release. "This is another milestone in the long journey of the 95 FS and team Tyndall towards realizing our ultimate goal of having a combat F-22 squadron, mission ready," he added. Tyndall received the last of 24 Raptors transferred from Holloman AFB, N.M. on April 8. The unit is slated for a Combat Hammer weapon employment evaluation next month to "drop dozens of bombs amidst a robust training threat" in the work-up to full combat capability, Gilbert added. 2014

Two F-22s from Tyndall AFB, Fla., recently arrived in Romania for training, as part of the largest Raptor deployment to Europe so far. Lt. Gen. Timothy Ray, commander of 3rd Air Force, said in

a press release that the deployment is "a demonstration of our promise" to support Romania and other NATO allies. The F-22s will remain at Mihail Kogalniceanu Air Base in Romania for "a brief period of time" to show the aircraft's flexible response and range of capabilities, then return to RAF Lakenheath, England, where they first arrived April 11. Gen. Frank Gorenc, commander of US Air Forces in Europe and Air Forces Africa, said it's important for the US to test the infrastructure, the airmen, and the aircraft's capabilities. The deployment "advances our airpower evolution," Gorenc said, while showing US commitment to European security. A USAF F-22A Raptor from the 95 Fighter Squadron, Tyndall AFB, Fla., taxis at Mihail Kogalniceanu AB, Romania, on April 25, 2016. 2016

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USAF Unit Histories  
Created: 10 Nov 2010  
Updated: 13 Dec 2022

#### Sources

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Unit yearbook. *4710 Defense Wing*. Taylor Publication Co. Dallas, TX. Nd.