

389 FIGHTER SQUADRON



MISSION

The 389 FS "Thunderbolts" are comprised of approximately 70 airmen and more than 20 F-15E aircraft. The squadron is responsible for sustaining combat readiness to conduct a variety of short-notice contingency operations worldwide. The aircrew train and maintain world-class proficiency to accomplish a vast array of combat missions including close air support, interdiction, defensive counter-air, strategic attack, and suppression of enemy air defenses. The "T-Bolts" are capable of employing a full arsenal of weaponry including air-to-air missiles, 20mm gun, laser or GPS guided bombs, general purpose munitions, and stand-off weapons.

LINEAGE

389 Fighter Squadron (Single-Engine) constituted, 24 May 1943
Activated, 1 Jun 1943
Redesignated 389 Fighter Squadron, Single-Engine, 20 Aug 1943
Inactivated, 20 Aug 1946
Redesignated 389 Fighter-Bomber Squadron, 15 Nov 1952
Activated, 1 Jan 1953
Redesignated 389 Tactical Fighter Squadron, 1 Jul 1958
Inactivated, 1 Apr 1959
Activated, 30 Apr 1962
Organized, 8 May 1962
Redesignated 389 Tactical Fighter Training Squadron, 30 Sep 1979
Inactivated, 22 Jul 1991
Redesignated 389 Fighter Squadron, 1 Mar 1992
Activated, 11 Mar 1992

STATIONS

Richmond AAB, VA, 1 Jun 1943

Bluethenthal, NC, 9 Aug 1943
Richmond AAB, VA, 6 Nov–17 Dec 1943
Membury, England, 12 Jan 1944
Thruyton, England, 29 Feb 1944
St. Pierre du Mont, France, 17 Jun 1943
Dreux, France, 24 Aug 1944
Laon/Couvron, France, 12 Sep 1944
Asch, Belgium, 20 Nov 1944
Munster/Handorf, Germany, 14 Apr 1945
Bayreuth/Bindlach, Germany, 28 Jun 1945
Fritzlar, Germany, 11 Sep 1945–20 Aug 1946
Alexandria (later, England) AFB, LA, 1 Jan 1953–1 Apr 1959
Chaumont AB, France, 8 May 1962–Jul 1963
Holloman AFB, NM, 12 Jul 1963–11 Mar 1966
Phan Rang AB, South Vietnam, 14 Mar 1966
Da Nang AB, South Vietnam, 10 Oct 1966
Phu Cat AB, South Vietnam, 25 Jun 1969–15 Oct 1971
Mountain Home AFB, ID, 15 Oct 1971–22 Jul 1991
Mountain Home AFB, ID, 11 Mar 1992

DEPLOYED STATIONS

Toul-Rosieres AB, France, 29 Sep–10 Dec 1954
Chaumont AB, France, 11 Dec 1954–28 Mar 1955
Aviano AB, Italy, 21 Sep–2 Oct 1956 and 10 Jun–22 Dec 1957
Elmendorf AFB, AK, 15 Sep–16 Dec 1965
Taegu AB, South Korea, 16 Sep–5 Oct 1976

ASSIGNMENTS

366 Fighter Group, 1 Jun 1943–20 Aug 1946
366 Fighter-Bomber Group, 1 Jan 1953
366 Fighter-Bomber (later, 366 Tactical Fighter) Wing, 25 Sep 1957–1 Apr 1959
United States Air Forces in Europe, 30 Apr 1962
366 Tactical Fighter Wing, 8 May 1962
37 Tactical Fighter Wing, 15 Jun 1969
12 Tactical Fighter Wing, 31 Mar 1970
347 Tactical Fighter Wing, 15 Oct 1971
366 Tactical Fighter Wing, 31 Oct 1972–22 Jul 1991
366 Operations Group, 11 Mar 1992

ATTACHMENTS

Twelfth Air Force, 29 Sep–17 Nov 1954
48 Fighter-Bomber Wing, 18 Nov 1954–28 Mar 1955
United States Air Forces in Europe, c. 20 Sep–c. 3 Oct 1956
21 Fighter-Bomber Wing, 10 Jun 1957– c. Oct 1957

388 Fighter-Bomber Wing, Oct–9 Dec 1957
49 Fighter-Bomber Wing, 10–22 Dec 1957
Alaskan Air Command, 15 Sep–16 Dec 1965

WEAPON SYSTEMS

P-47, 1943–1946
F-51, 1953
F-86, 1953–1955
F-84, 1955–1958
F-100, 1958
F-84, 1962–1965
F-100, 1963
F-4, 1965–1971
F-111, 1971–1991
F-16, 1992

COMMANDERS

Lt Col John B. England
Lt Col Harold B. Comstock
Lt Col Donald L. Oukrop
Lt Col Michael G. Hazenfield
Lt Col Joel Meyers

HONORS

Service Streamers

Campaign Streamers

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

Vietnam
Vietnam Air
Vietnam Air Offensive
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
Commando Hunt VI

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Normandy, 11 Jul 1944

Presidential Unit Citations (Vietnam)
23 Apr 1967–1 Aug 1967
8 Feb–8 Apr 1971

Air Force Outstanding Unit Awards with Combat "V" Device
14 Mar–20 Jun 1966
[10 Oct] 1966–31 Mar 1967
1 Apr 1967–31 Mar 1968
1 Apr 1968–[24 Jun] 1969
[25 Jun] 1969–31 Mar 1970
1 Apr 1970–[15] Oct 1971

Air Force Outstanding Unit Awards
3 Jun–22 Dec 1957
17 Apr 1974–15 Apr 1976
16 Apr 1976–27 Mar 1978
18 Aug–16 Sep 1976
1 Apr 1983–31 Mar 1985
1 Mar 1989–28 Feb 1991

Cited in the Orders of the Day, Belgian Army
6 Jun–30 Sep 1944
1 Oct–17 Dec 1944
18 Dec 1944–15 Jan 1945

Belgian Fourragere

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966–15 Oct 1971

EMBLEM



Azure, a winged thunderbolt with stylized head and leg of a bird of prey descending bendwise sinister Gules, garnished Argent eyed of the like and flammant from nostril Or; grasping a bomb of the last, fin to base Sable; all within a diminished bordure of the last. (Approved, 13 Feb 1945 and modified, 15 Sep 1993)

MOTTO

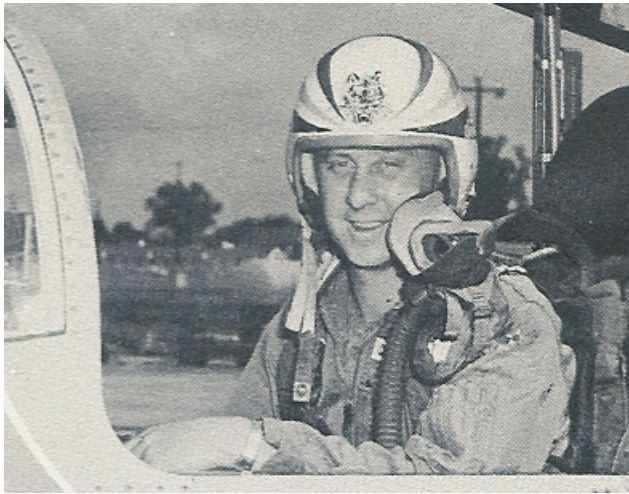
Thunderbolts

OPERATIONS

Combat in ETO, 14 Mar 1943–3 May 1945.

17 November 1954 Lt. Col. John Brooke England (1923–1954) is killed in a crash near Toul-Rosieres Air Base, France when he banks away from a barracks area while landing his North American F-86 Sabre in a dense fog. His engine flamed out. He was on a rotational tour from Alexandria AFB, Louisiana, with the 389 Fighter-Bomber Squadron, which he commanded. He was a leading and much-decorated North American P-51 Mustang ace during World War II. Col. England flew 108 missions and scored 19 aerial victories-including 4 on one mission. England

also served as a combat pilot in the Korean War. Alexandria Air Force Base is renamed England Air Force Base in his honor on 23 June 1955.



Lt Col Harold B. Comstock



Combat in Southeast Asia, 14 Mar 1966–8 Oct 1971. Trained F-111 aircrews, 30 Sep 1979–26 Jun 1991.

389 Fighter Squadron participated In Operation Provide Comfort. 1995/1996

389 Fighter Squadron Deployed To Azraq, Jordan In Support Of Operation Southern Watch. 1995/1996

One hundred twenty nine operational F-111As (factory numbers A1-31 through A1-159) were delivered between November 1967 and December 1968 with the majority going to the 474th Tactical Fighter Wing at Nellis AFB, Nevada. Most of the Fiscal Year 1966 aircraft spent their careers as training aircraft, assigned to the 442nd TFTS at Nellis and 389 TFTS at Mountain Home AFB, Idaho. While assigned to the 474th TFW, F-111A aircraft twice deployed to Thailand

in support of the war in Southeast Asia. The first deployment, called Combat Lancer, took place between mid-March and the end of November 1968 and involved a total of eight aircraft. The second deployment, Constant Guard V/Linebacker, occurred in late September 1972 with two squadrons (429th TFS and 430th TFS) being deployed. The two squadrons of aircraft remained in Thailand until returning to Nellis in mid-June 1975. The F-111 As remained at Nellis, assigned to the 474th TFW until July 1977, when they moved to Mountain Home AFB, Idaho, replacing the F-111Fs of the 366 TFW. The 366 TFW was the last assignment for the F-111 A. All operational aircraft were either converted to EF-111As, sold to Australia, or retired to AMARC by June 1991.

F-111 66-0045 First flew on May 8, 1968, and was delivered to the USAF on July 29, 1968. It is seen here in August 1980, with 389 TFS markings. While assigned to the 389 TFS of the 366 TFW, 66-0045 suffered an inflight fire and loss of hydraulics on May 12, 1982. The fire was caused by an engine fire insulating from a fan blade failure. The aircraft was on its 1,232nd flight and had accumulated 3,007.8 flight hours when it crashed. The crew ejected successfully the aircraft crashed and was destroyed at Saylor Creek Range, south of Mountain Home AFB.

F-111 66-0054 The aircraft first flew on June 14, 1968, and was delivered to the USAF on August 15, 1968. 66-0054 is seen here in the markings of the 522nd TFS. It was delivered to Nellis AFB and assigned to the 474th TFW until moving to Mountain Home as part of operation Ready Switch. The aircraft while assigned to the 389 TFS, 366 TFW, crashed and was destroyed on April 13, 1983, on the Saylor Creek Bombing Range near Mountain Home AFB. The aircraft departed controlled flight while recovering from high angle of attack maneuvers. The crew ejected successfully, but received back injuries. The aircraft had 1,266 flights and 3,104.3 flight hours when it crashed.

On 14 August 2004 at 1631 Japan Standard Time (0731 Zulu), an F-16CJ, S/N 92-3889 experienced an electrical fire. The F-16CJ, assigned to the 389 Fighter Squadron, 366 Fighter Wing, Mountain Home Air Force Base, was part of a JOINT AIR AND SEA EXERCISE 2004 support mission. The pilot was uninjured. The damage to the aircraft is estimated at \$320,000. The mishap pilot (MP) noticed electrical problem indications in the cockpit while taxiing to his parking location and the mishap aircraft's (MA) flight data recorder indicated 28 data interruptions over an approximate 5 minute and 20 second period. Several witnesses saw sparks and smoke coming from under the MA approximately two minutes after the MA began taxiing from the end of runway area. The MP stopped the MA to speak with squadron supervision and overheard a transmission stating that "an F-16 taxiing had smokes and sparks coming from underneath the aircraft." The MP declared a ground emergency, performed a normal engine shutdown, and egressed without incident. There is clear and convincing evidence that the primary cause of the mishap was an electrical short due to exposed wiring within the ALQ-131 electric countermeasures (ECM) pod adapter assembly power harness. There is clear and convincing evidence that the exposed wiring was a result of either chafing or cracking in the power harness due to aging of the wires and/or repeated bending. There is substantial evidence that this shorting condition, combined with an incompatibility problem between the over current sensing contactor (OCSC) and modular mission computer and main

generator auto-cycling on the ground, resulted in electrical power cycling throughout the aircraft. Because of the incompatibility, the OCSC power relay did not trip a circuit breaker, allowing continued over current power to flow. Subsequent electrical power cycles, reflected in the MA's crash survivable flight data recorder, were caused by main generator auto-cycling. Auto-cycling occurred when the main generator sensed an over current and stopped power output, which stopped the over current. Once the generator didn't sense the over current, it allowed power output again, and started the cycle over.

USAF Unit Histories

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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, *Alexandria AFB, LA, 366 Fighter-Bomber Wing, 1954*, Army and Navy Publishing Co, Inc. Baton Rouge, LA, 1954.

Unit yearbook, *366 Fighter-Bomber Wing, England AFB, LA, 1955*. Army Navy Publishing Co. Baton Rouge, LA. 1955.