

493 FIGHTER SQUADRON



MISSION

A combat-ready F-15C squadron capable of executing air superiority and air defense missions in support of USAFE, USEUCOM and NATO war plans and contingency operations. Employs the world's finest air-to-air weapons and electronic identification systems. Maintains the ability to rapidly generate, deploy, and sustain operations to execute wartime and peacetime taskings in any theater of operations in the world.

LINEAGE

56 Bombardment Squadron (Light) constituted, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 56 Bombardment Squadron (Dive), 28 Aug 1942
Redesignated 493 Fighter-Bomber Squadron, 10 Aug 1943
Redesignated 493 Fighter Squadron, Single Engine, 30 May 1944
Inactivated, 7 Nov 1945
Redesignated 493 Fighter-Bomber Squadron, 25 Jun 1952
Activated, 10 Jul 1952
Redesignated 493 Tactical Fighter Squadron, 8 Jul 1958
Redesignated 493 Fighter Squadron, 1 Oct 1991
Inactivated, 18 Dec 1992
Activated, 1 Jan 1994

STATIONS

Savannah, GA, 15 Jan 1941
Will Rogers Field, OK, 23 May 1941
Savannah, GA, 7 Feb 1942

Key Field, MS, 28 Jun 1942
William Northern Field, TN, 20 Aug 1943
Walterboro, AAFld, SC, 27 Jan–13 Mar 1944
Ibsley, England, 29 Mar 1944
Deux Jumeaux, France, 18 Jun 1944
Villacoublay, France, 29 Aug 1944
Cambrai/Niergnies, France, 16 Sep 1944
St Trond, Belgium, 5 Oct 1944
Kelz, Germany, 26 Mar 1945
Kassel, Germany, 17 Apr 1945
Illesheim, Germany, 28 Apr 1945
Laon, France, 5 Jul–Aug 1945
Seymour Johnson Field, NC, 9 Sep–7 Nov 1945
Chaumont AB, France, 10 Jul 1952
RAF Lakenheath, England, 6 Jan 1960–18 Dec 1992
RAF Lakenheath, England, 1 Jan 1994

DEPLOYED STATIONS

Taif, Saudi Arabia, 2 Sep 1990–15 Mar 1991
Incirlik AB, Turkey, Sep–Dec 1991

ASSIGNMENTS

48 Bombardment (later, 48 Fighter-Bomber; 48 Fighter) Group, 15 Jan 1941–7 Nov 1945
48 Fighter-Bomber Group, 10 Jul 1952
48 Fighter-Bomber (later, 48 Tactical Fighter; 48 Fighter) Wing, 8 Dec 1957–18 Dec 1992
48 Operations Group, 1 Jan 1994

ATTACHMENTS

48 Fighter Wing [Provisional], 2 Sep 1990–15 Mar 1991
7440 Composite Wing, Sep–Dec 1991

WEAPON SYSTEMS

A-18, 1941
A-20, 1941–1942
A-35, 1942–1943
P-40, 1943
P-39, 1943–1944
P-47, 1944–1945
F-84, 1952–1954
F-86, 1953–1956
F-100, 1956–1972
F-4, 1972–1977
F-111, 1977–1992

COMMANDERS

Lt L. G. Drafts, 15 Jan 1941
2nd Lt S. Harper, 31 May 1941
Capt C. U. True, 30 Jun 1941
Capt Osbourne, C. Feb 1942
Capt Pelham, May 1942
Maj Williams, Aug 1943
Maj Richard T. W. Rivers, 19 Sep 1943
Lt Col William C. Bryson, 19 Jan 1944
Maj Stanley P. Latiolais, 15 Oct 1944
Maj William H. Casterline, 10 Jun-7 Nov 1945
Maj Donald W. Coulson, 10 Jul 1952
Lt Col Howard W. Jensen, 16 Feb 1953
Lt Col Arthur D. Thomas, Nov 1953
Maj Paul C. Harrold, 10 Jul 1954
Maj Felix Kozaczka, Jan 1956
Col Earl P. Maxwell, 1 Sep 1958
Maj Robert L. James, 18 Apr 1959
Lt Col Francis E. Binnell, 19 Aug 1959
Maj David T. Davidson, 21 Jun 1961
Lt Col Rufus W. Scott, 16 Jun 1963
Maj William G. Hartling, 20 Jun 1965
Lt Col Carl L. Brunson, 1 Jun 1966
Maj Robert F. Freeman, Jan 1968
Maj Gerald D. Ray, C. Nov 1968
Lt Col Roland W. Parks, 2 Dec 1968
Lt Col Uriel B. Alford Jr., 4 Sep 1970
Lt Col Thomas D. Pulham, 1 Nov 1971
Lt Col Willard F. Langford, 1 Dec 1972
Lt Col Wayne R. Lehr, 28 Feb 1975
Lt Col Edward R. Bracken, 29 Jun 1977
Lt Col Jacob Gawelko, 1 Jun 1978
Lt Col William E. Collins, 4 Apr 1980
Lt Col William M. Latulipe, 10 Jul 1981
Lt Col Vernon Handel, 15 Jun 1982
Lt Col Gary B. Thomsen, 20 Dec 1982
Lt Col Arnold L. Franklin Jr., 7 Dec 1984
Lt Col Daniel H. Robinson, 5 Sep 1986
Lt Col James E. Roper, 6 Nov 1987
Lt Col James M. Carlin, 1 May 1989
Lt Col Michael J. Malone, 21 May 1990
Lt Col David White, 4 Oct 1991-18 Dec 1992
Lt Col Irving L. Halter, 7 Jan 1994

Lt Col Norman R. Riegsecker Jr., 30 Jun 1995
Lt Col Mark A. Barrett, 18 Apr 1997
Lt Col William E. Maclure, 2 Jul 1998
Lt Col Mark P. Fitzgerald, 23 Jun 2000
Lt Col Martin J. Schans Jr., 17 Dec 2001
Lt Col John K. McMullen, 30 May 2003
Lt Col Edward B. Denholm, 3 Jun 2005
Lt Col Craig D. Wills, 18 Apr 2007

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
Germany, 6 Dec 1944

Navy Meritorious Unit Commendation
Libya, 10–16 Apr 1986

Air Force Outstanding Unit Awards

1 Jul 1961–29 Feb 1964
1 Jul 1966–30 Jun 1968
14 Oct 1976–31 Dec 1977
1 Apr 1978–31 Mar 1980
1 Jul 1984–30 Jun 1986
1 Jul 1986–30 Jun 1988

1 Jul 1988–30 Jun 1990
20 Aug 1990–11 May 1991
1 Jul–18 Dec 1992 and 1 Jan–30 Jun 1994
1 Oct 2000–24 Sep 2002
1 Oct 2002–30 Sep 2004
1 Oct 2004–31 Oct 2005
1 Nov 2005–31 Dec 2006
1 Jan–31 Dec 2007

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

COMMANDERS

EMBLEM



56 Bombardment Squadron (Light) emblem: A yellow aerial bomb with nose fins, and winged vane in blue, slanting downwards with nose centered within a red circle. (Approved 24 Dec 1941.)



On a disc Argent, an escutcheon Sable, edged Gules, bearing a death's head Proper in front of two lightning flashes Or, transfixing through the eye sockets Azure, and crossed in saltire in front thereof striking to base, all within a narrow border Yellow. **SIGNIFICANCE:** Ultramarine blue and Air Force 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 skull represents the armor of the mind. The crossed lightening bolts represent the swift and powerful exploitation of air and space and the lethality of striking from above. The shield symbolizes defense and protection.



Attached above the disc, a Black scroll edged with a narrow Yellow border and inscribed "MORS INIMICIS" in Yellow letters. Attached below the disc, a Black scroll edged with a narrow Yellow border and inscribed "493D FIGHTER SQ" in Yellow letters. **SIGNIFICANCE:** Ultramarine blue and Air Force 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 skull represents the armor of the mind. The crossed lightening bolts represent the swift and powerful exploitation of air and space and the lethality of striking from above. The shield symbolizes defense and protection. (Original emblem approved 24 December 1941; modified 20 August 2003)

MOTTO

MORS INIMICIS--Death to the Enemy

OPERATIONS

Antisubmarine patrols, Mar–Apr 1942. Replacement training, 1942–1943. Combat in ETO, 20 Apr 1944–4 May 1945. Participated in the air raid on Tripoli, Libya, 14/15 Apr 1986. Combat in Southwest Asia, Jan–Feb 1991.

Lakenheath Shuffle: Elements of The 493 Fighter Squadron returned home to RAF Lakenheath, Britain, earlier this week from Siauliai, Lithuania, where they had spent the past three months carrying out NATO's Baltic air policing mission. Four of the unit's F-15Cs and roughly 130 of its airmen deployed to Siauliai at the end of September to take over the air policing mission starting Oct. 1 from the German Air Force. On Jan. 5 they then passed the torch to the Royal Danish Air Force. During their stay, two of the Lakenheath fighters were maintained in continuous readiness posture, ready to launch within less than 15 minutes of notice. Around the same time at they returned home, more than 250 of their Lakenheath colleagues, along with about 20 F-15Es from the base's 492nd FS, began deploying to Afghanistan to support combat operations there.

F-15 Pilots Take on the Gripen: Pilots of the 493 Fighter Squadron at RAF Lakenheath, Britain, recently squared off against Swedish Gripens as their F-15s escorted RAF Tornados on strikes against simulated targets across Britain during Operation Joint Warrior 2010. Flying the adversary role, the Swedish air force Gripens gave the USAF F-15 pilots, most of who had not flown against Gripens before, the rare opportunity to fly against the unfamiliar type. "It's really nice to get some dissimilar aircraft training instead of just flying against each other," said Capt. James Farrow, a 493 FS flight commander. This year's scenario involved three-sovereign states, disputed territory, and terrorist movements, according to a British defense ministry release. Joint Warrior is Britain's largest airborne exercise and Europe's largest military exercise overall, bringing together air, land, and sea elements. More than 8,000 servicemen from 14 nations participated this year. Tuesday October 19, 2010

Lakenheath F-15s Take Over Baltic Mission: An expeditionary contingent of airmen and F-15s from the 493 Fighter Squadron at RAF Lakenheath, Britain, on Wednesday assumed

responsibility for NATO's Baltic air policing mission. For the next four months, about 125 USAF airmen will operate out of Lithuania AFB, Lithuania; their F-15s will protect the airspace of Estonia, Latvia, and Lithuania. This contingent, known as the 493 Expeditionary Fighter Squadron during the deployment, replaced a Polish air force unit. "The men and women of the 493 EFS are proud to be here . . . protecting the skies over the Baltic states," said Lt. Col. Skip Pribyl, 493 EFS commander. He added, "This mission falls in line with what we do—establish air superiority." This is the third time since 2004 that USAF has had the rotational Baltic defense mission, and the second time for the Lakenheath F-15s. Thursday September 02, 2010

The first types of aircraft flown during 1941 were the A-20 and B-18, but in September of 1942 the group was redesignated the 48 Bombardment Group (Dive) and now operated a succession of different types including the A-24, A-31, P-39 and P-40. After moving to England in March of 1944 the unit was re-assigned to the Ninth Air Force and began training with the P-47. After the war the unit returned to the States in 1945 and was deactivated.

A federalized Air National Guard Wing, the 137th FEW, was redesignated the 48 Fighter Bomber Wing on 10 July 1952 and assigned to USAFE, taking up residence at Chaumont Air Base, France. The group was now comprised of three squadrons, the 492nd, 493 and 494th, and they were initially equipped with the F-84G. By 1954 they were operating the F-86F, which remained in service until 1956.

On 24 September 1956 the first F-100D arrived at Chaumont Air Base. The initial F-100Ds delivered to the unit were 1954 series aircraft in natural metal finish. The squadrons soon began applying their individual colors to their aircraft. The squadron colors were: 492nd Blue, 493 Yellow and 494th Red. The earliest scheme consisted of the trapezoid shape (centered on the fin) painted in the particular squadron color with a small squadron insignia carried below the windscreen on the port side and a wing insignia in a corresponding position on the starboard side. An F-100D (54-2222) became the Wing Commander's aircraft and carried a Blue, Yellow and Red trapezoid with the 48 Wing Insignia on both sides of the nose in the usual positions. While the 48 Wing was based at Chaumont, special ceremonies took place on 4 July 1956 and the wing had the Statue de la Liberte motto bestowed on it, making it the only USAF Unit to officially have both a numerical and descriptive title.

During 1957 the wing began to receive the 1956 production series of F-100D/Fs and the earlier 1954 versions were eventually passed on to the French and Danish Air Forces.

In 1958 the 48 Wing was chosen to represent USAFE at the Weapons Team Meet held at Nellis AFB, Nevada. For this occasion the Wing adopted Red and White "Candy Stripe" markings, stretching from the tail down the fuselage to the intake with thirteen insignia Blue stars on each side of the tail. The wing tips were painted in Red, White and Blue stripes and 48 Wing insignia was carried on both sides of the fuselage below the windscreen.

After the Gunnery Meet it was decided to adopt the "Candy Stripe" scheme for all the squadrons and in 1958 the 492nd carried Blue and White stripes, 493 Yellow and White with a

Black outline between each color and the 494th had Red and White stripes. These markings were also carried on the wing tips with squadron and wing insignia in the normal positions. The Wing Commander, COL Stanton Smith, flew an F-100D (56-3262) that carried triple colored stripes, for each of the squadrons under his command.

During this period the squadrons within the wing introduced a numerical coding for each squadron: 492nd TFS 10 to 34, 493 TFS 35 to 59 and 494th TFS 60 to 84. This does not appear to have been implemented throughout the wing and most aircraft lacked these numbers. The "Candy Stripe" markings were carried until mid-1959 when another change took place. The nose stripes were removed and replaced by a "Vee" design on both sides of the nose in the appropriate color. Early in January of 1960 the 48 Wing moved from Chaumont Air Base to RAF Lakenheath in the United Kingdom.

Desert Shield/Desert Storm (August 1990 to February 27th 1991)

On August 2, 1990, the United States began Operation Desert Shield to protect Saudi Arabia following the Iraqi invasion of Kuwait. The first USAF Wing to deploy from Europe was the 48 TFW from RAF Lakenheath. The initial contingent of 19 aircraft left for Taif on August 25, 1980. It was made up contingents of both the 492nd TFS and the 494th TFS. A second group of 14 followed on September 25, made up mostly of aircraft of the 493 TFS. The remainder of the 492nd TFS and 494th TFS, which stayed behind at Lakenheath, was reorganized as the 492nd TFS. This new 492nd TFS was deployed with 12 aircraft to Taif on November 29. The next group of 11 aircraft deployed on December 11. A final group of six aircraft transferred to Taif brought the total to 67 aircraft deployed at the start of Operation Desert Storm on January 17, 1991.

The 48 TFW (Provisional) was established to control the aircraft at Taif. Aircraft and personnel were formed into units at Taif and adopted the following names: 492nd Justice, 493 Freedom, 494th Liberty, and 495th Independence.

After one mid-1970s NATO exercise in which bad weather had grounded all flights except Upper Heyford's F-111Es, it was decided NATO needed more F-111s. The result was Operation Creek Swing/Ready Switch, which transferred the F-111 Fs to RAF Lakenheath, England. Under Operation Creek Swing/Ready Switch in July and August 1977, the 366th converted from F-111FS to F-111 As. The F-111FS of the 366th TFW transferred to the 48 TFW at RAF Lakenheath. The 48 TFW consisted of three Tactical Fighter Squadrons; the 492nd TFS, 493 TFS, and the 494th TFS. A fourth squadron, the 495th TFS activated within the 48 TFW in 1977 to provide difference training for aircrews coming from other F-111 models.

The last elements of 48 TFW returned from Taif to Lakenheath during May 1991. The F-111 Fs were transferred to the 27th TFW at Cannon during 1992 as they were replaced at Lakenheath with F-15s. The 492nd and 494th converted to F-15Es in 1992. The 493 and 495th were inactivated in December 1992. The 493 was activated with F-15C/D s on January 1, 1994.

70-2375 was delivered to the USAF on November 8, 1971. 70-2375 is seen here in October 1986, carrying GBU-12B/B 500 pound laser guided bombs. It's marked with the yellow tail cap of the

493 TFS, 48 TFW. While assigned to the 493 TFS, 48 TFW, 70-2375 crashed and was destroyed on July 28, 1987, in Scotland. The aircraft entered the weather (Instrument Meteorological Conditions - IMC) during a day toss maneuver. It exited the weather (IMC) nose low, too low to recover, and hit the ground at over 500 knots. Both air crew members, Captains Thomas "Chip" Stem and Phillip "Phil" Baldwin, were killed. When the aircraft was lost, it had accumulated 1,938 flights and 4,939.6 flight hours.

70-2377 was delivered to the USAF on November 17,1971. It is seen here on a snowy ramp at Offutt AFB in February 1982 marked with the yellow tail cap of the 493 TFS, 48 TFW. It was a Pave Tack modified aircraft. While assigned to the 48 TFW, the aircraft crashed and was destroyed on December 7, 1982 off the Isle of Skye Scotland. The aircraft initiated a Auto TF Descent over water, and hit a cliff during level off. Ejection was not attempted, and both crew members, Major Burnley L. Rudiger and 1 Lt Steven J. Pitt, were killed. When the aircraft crashed, it had accumulated 941 flights and 4,153.9 flight hours.

70-2397 The aircraft was delivered to the USAF on January 25,1972, and was Pave Tack modified. It was one of the first three delivered to RAF Lakenheath as part of Operation Ready Switch. 70-2397 is seen here on July 16,1983, with the yellow tail cap of the 493 TFS, 48 TFW. It crashed and was destroyed on April 5, 1989 while assigned to the 494th TFS, 48 TFW. It was flying with the callsign GREEBIE 54 on a RED FLAG mission over the Nellis Range complex. The aircraft slowed to below 200 knots while crossing ridge lines. The aircraft impacted at the crest of one of the ridges, killing the crew, 1 Lt Bob Boland and Captain James Gleason. When the aircraft crashed, it had accumulated 1,526 flights and 3,868.0 flight hours.

70-2412 was delivered to the USAF on March 23,1972. It is seen here on July 23,1993, with the red tail stripe of the 522nd FS, 27th FW. It was Pave Tack modified. 70-2389 is seen here in May 1980, with the yellow tail cap of the 493 TFS, 48 TFW. While assigned to the 522nd FS, 27 FW, Cannon AFB, this aircraft crashed and was destroyed on September 22,1993 on the Melrose Ranges. The aircraft had a right engine failure over the range. The aircraft was turned back to Cannon, but the resulting fire started to affect control of the aircraft, so the pilot zoomed the aircraft to 12,000 feet. The pilot, Major Robby Kyorauc, and WSO, Captain Gregory Wilson, ejected successfully.

70-2366 was delivered to the USAF on October 1,1971. Seen here on March 20,1976, it was marked as the 366th TFW's Commanders Flagship. 70-2366, assigned to the 493 TFS, 48 TFW, is seen here over Turkey during December 1982. While assigned to the 48 TFW, the aircraft crashed and was destroyed on December 21,1983, in the North Sea, near Scarborough UK. The aircraft departed controlled flight after leaving a tanker following a night refueling. The crew ejected safely. When the aircraft was lost, it had accumulated 1,180 flights and 3,109.6 flight hours.

70-2389 was delivered to the USAF on January 12,1972. It is seen here in May 1980, with the yellow tail cap of the 493 TFS, 48 TFW. It was Pave Tack modified. While assigned to the 48

TFW, the aircraft was destroyed during the Libyan Raid (Operation El Dorado Canyon) on April 15, 1986. This F-111 was crewed by Maj Fernando Ribas Dominici (pilot) and Capt. Paul Lorence (WSO). Pilots who flew on the mission reported seeing a fireball fall into the sea during the raid. In the light of a lack of any other evidence, the USAF concluded that the plane was lost to a SAM or AAA. After years of denying that they had the bodies of the two crew members, the Libyan authorities returned the remains of Fernando on request from the Pope. He was identified by dental records. Paul Lorence has never been returned. The callsign was KARMA 52. When the aircraft was lost, it had accumulated 1,286 flights and 3,294.5 flight hours.

The F-15D pilot who ejected from his aircraft before it crashed during a training mission from RAF Lakenheath, England, on Oct. 8 has been released from the hospital and is "in fine spirits," reported Stars and Stripes. The pilot, who has not been identified but is assigned to the 493 Fighter Squadron, ejected safely, but the aircraft was destroyed when it crashed in a field north of the base, states a release. The crash, the second of an F-15 in less than two months, is under investigation. Col. Robert Novotny, 48 Fighter Wing commander, thanked the airmen from the wing's aircrew flight equipment shop and the 56 Rescue Squadron for their role in enabling the pilot's escape from his jet and returning him to the base. "When the pilot made the last minute decision of 'I have to save my life,' and reached for the [ejection seat] handles, it worked, and it worked because of the work you guys do," Novotny told the airmen from the 48 Component Maintenance Squadron egress section, which supports the ejection systems.2014

F-15Cs of the 493 Expeditionary Fighter Squadron have begun NATO air sovereignty alerts over Iceland after deploying recently from RAF Lakenheath, Britain, to Keflavik International Airport. "In this NATO mission, we identify and escort unauthorized aircraft before they reach Iceland's sovereign airspace," said Lt. Col. Michael Casey, 493 EFS commander, in a May 22 release. "We practice scramble launches and when we receive an alert, the F-15s can be in the air within 15 minutes," he added. Air Force Eagles provided continuous quick-reaction alert under a bilateral agreement with Iceland until 2006. At the Icelandic government's request, NATO fighters now intermittently rotate for several weeks at a time to defend Iceland's skies. Along with the fighters, KC-135s from RAF Mildenhall, Britain, and C-130Js from Ramstein AB, Germany, deployed to provide aerial refueling and rescue support. German air force F-4s completed a stint last month. The 493 EFS will depart Iceland on June 7, according to Lakenheath officials.2012

EXECUTIVE SUMMARY . AIRCRAFT ACCIDENT INVESTIGATION F-15C, SIN 86-0169 AND F-15C, S/N 86-0180 BEN MACDUI, SCOTLAND 26 March 2001 On 26 March 2001, two F-15C aircraft assigned to the 493 Fighter Squadron, RAF Lakenheath, United Kingdom, crashed near the remote summit of Ben MacDui in Scotland. The crash site , was located at N57° 04.10' W3° 39.55' at an elevation of 4,058 feet. Both pilots were fatally injured in the crash and both aircraft were destroyed. The crash site and one pilot were located the next day. The second pilot was located on 30 March 2001. The two aircraft crashed in close proximity with impact points separated by approximately 66 feet. Wreckage covered an area one third of a kilometer wide by one kilometer long on an axis of 344 degrees. The crash occurred approximately 50

minutes after takeoff. The planned flight profile was a low altitude training mission in the Scottish low fly area. Following departure and a high altitude cruise north, the flight of two F-15s, call sign BITE 21, descended in the vicinity of RAF Leuchars near Dundee, Scotland. Although below the weather (clouds), the flight lead of BITE 21 remained with Leuchars radar as the weather ahead did not look clear enough to proceed visually. When he then asked for a climb, Leuchars cleared Mm to 6,000 feet and then to 8,000 feet. As BITE 21 proceeded north, he asked for a second descent to Leuchars' minimum vectoring altitude. Leuchars cleared BITE 21 to 4,000 feet. As the flight approached the limits of Leuchars airspace, the controller attempted to effect a handoff to Lossiemouth radar service. During this time, BITE 21 dropped off the radar screen and did not reply to radio calls. Both aircraft were functioning normally. Weather at the time of the crash consisted of scattered to broken clouds at 2,500 to 6,000 feet with hill fog. However, the situation was changing continuously and, in the mountainous area of the flight profile, valleys could have 2,000 to 3,000-foot ceilings and the higher elevations could be in the clouds. Snow covered the higher elevations. BITE 21 was operating under Radar Information Service from RAF Leuchars Air Traffic Service Unit. The pilots were completing a descent to 4,000 feet when they impacted the ground. A breakdown in terrain avoidance responsibilities between the pilot(s) and air traffic controller(s) on the ground led to a descent below safety altitudes without having positive visual contact with the ground.

On 3 August 2000, at 1032 Pacific Standard Time (PST), an F-15C, S/N 86-0173, crashed 10 miles northeast of Rachel, Nevada. The F-15C, assigned to the 493 Fighter Squadron (FS), 48 Fighter Wing, RAF Lakenheath, UK, was participating in a Green Flag training exercise. The mishap pilot, assigned to the 493 FS, ejected safely and was not injured. No other individuals were involved in the mishap. The aircraft crashed and burned on land belonging to the Bureau of Land Management. There were no injuries to civilians and there was no damage to private property. The mishap pilot was the acting F-15C eight-ship air-superiority mission commander on a mission commander upgrade sortie, escorting approximately 50 additional blue air fighters and support aircraft in opposition against nine F-16s, acting as Mig-29s. During the intercept with the F-16s, the mishap pilot entered a turning Basic Fighter Maneuver (BFM) engagement with a single adversary. The mishap aircraft departed controlled flight and entered a left-hand, flat spin. Unable to recover by the established minimum controlled bailout altitude of 12,000 above Mean Sea Level, the mishap pilot successfully ejected. The Mishap Pilot made every attempt to save the aircraft prior to ejecting in accordance with established Air Force procedure. The aircraft was destroyed upon impact with the desert floor. The mishap pilot's aircraft was configured with two external wing fuel tanks. The mishap pilot failed to accomplish the required operational fuel balance checks on the external tanks over the course of the engagement. While attempting to defend his wingman during the engagement, he slowed below the minimum established airspeed of 300 knots and exceeded the maximum allowable 30 Cockpit Units Angle of Attack. The Accident Investigation Board President found, by clear and convincing evidence, that the cause of the mishap was pilot error. In particular, the overly aggressive maneuvering of the mishap pilot, combined with a probable right-wing heavy fuel imbalance, led to an inevitable departure from controlled flight and subsequent entry into an unrecoverable spin.

Eagles and Strike Eagles from RAF Lakenheath, UK, fanned out to exercises in southern Europe this month to continue training while Lakenheath's runway is under repair. Fifteen F-15Es and 300 airmen from the 492nd Fighter Squadron relocated to Aviano AB, Italy, for two weeks of dissimilar air combat training with resident F-16s. "Different aircraft allow both crews to accomplish training missions that typically wouldn't happen," 492nd FS Operations Director Maj. Timothy Dowling said in a release. Meanwhile, a dozen F-15C/Ds and 250 pilots, maintainers, and support personnel from Lakenheath's 493 FS are taking part in exercise Anatolian Eagle at Konya AB, Turkey, officials announced. "Anatolian Eagle is a great opportunity for our aircrews to hone their operational skills from a forward operating location," 493 FS Commander Lt. Col. John Stratton said. NATO allied aircraft from Germany, Spain, Turkey, and the United Kingdom, as well Pakistan took part in the exercise June 8-18. 2015

Aerial Victory Credits

Capt Neil E. Simmerman 1.0 12 June 1944

Capt Denver M. Porter 0.5 12 June 1944

1Lt Homer L. Young 0.5 12 June 1944

2Lt Gordon P. Humphries 1.5 12 June 1944

Maj Royal N. Baker 0.5 5 August 1944

1Lt Lloyd White 0.5 5 August 1944

1Lt Joseph J. Freeman, Jr. 1.0 17 December 1944

1Lt Rodney W. Heyl 0.25 17 December 1944

1Lt Earl E. Jackson, Jr. 0.25 17 December 1944

2Lt William G. Dilley, Jr. 1.25 17 December 1944

2Lt Howard W. Foulkes, Jr. 0.25 17 December 1944

LT COL Cesar Rodriguez 1.0 24 March 1999

Cpt Michael Shower 1.0 24 March 1999

51-707 - Salvaged, bad landing at Dijon Airport, France, 26 JUN 53, no fatalities.

51-737 - Salvaged, bad landing at Chaumont AB, 16 FEB 53, no fatalities.

51-760 - Crashed, bad landing at Wheelus AB, Libya, 23 AUG 53, 1 fatality.

51-824 - Crashed, midair collision near Chaumont AB, France, 13 JUL 53, no fatalities, pilot ejected.

51-862 - Salvaged, midair collision near Chaumont AB, France, 13 JUL 53, no fatalities.

51-882 - Crashed, letdown/bad weather, near Chaumont AB, France, 4 DEC 52, 1 fatality.

51-883 - Salvaged, bad weather landing at Furstenfeldbruck AB, West Germany, 9 AUG 52, no fatalities.

51-884 - Crashed, bad weather/emergency landing, at Chaumont AB, France, 14 JUL 53, 1 fatality

51-887 - Crashed, hit ground in simulated attack, near Bitburg AB, West Germany, 23 JUN 53, 1 fatality.

51-889 - Crashed, hit embankment on take-off, Chaumont AB, France, 14 AUG 53, 1 fatality.

51-10397 - Crashed, bad landing/weather, at Chaumont AB, France, 5 APR 53, no fatalities.

52-5279 - Crashed, landed short at Wheelus AB, Libya, 27 MAY 54, 1 fatality.
52-5329 - Salvaged, ran off runway at Wheelus AB, Libya, 26 MAY 54, no fatalities.
52-5353 - Salvaged, bad landing on Wheelus AB, Libya, 6 MAY 54, no fatalities
52-5361 - Crashed, hit target area at Siegenburg Range, West Germany, 14 JULY 54, 1 fatality.
52-5376 - Salvaged, bad landing at Furstenfeldbruck AB, West Germany, 1 MAY 54, no fatalities.
53-1158 - Crashed, fuel exhaustion, 19nm SE of Langres, France, 15 SEP 55, no fatalities, ejected.
53-1165 - Crashed, landing/jet turbulence on Cazaux AB, France, 21 NOV 54, no fatalities.
53-1181 - Crashed, letdown/bad weather, 5nm W of Chaumont AB, France, 8 JUL 55, no fatalities, ejected.
53-1183 - Crashed, take-off, engine and barrier failure, on Sembach AB, W. Germany, 27 APR 56, 1 fatality.
53-1184 - Crashed, engine explosion, near Wheelus AB, Libya, 5 JUL 56, no fatalities, ejected.
53-1203 - Crashed, near Chaumont AB, France, 8 JUL 55, 1 fatality.
53-1205 - Crashed, engine failure at take-off, on Chaumont AB, France, 29 DEC 54, no fatalities.
53-1208 - Crashed, hit by leader's drop tanks, near Sembach AB, W. Germany, 18 DEC 56, no fatalities, ejected.
54-2142 - Crashed on Sidi Slimane AB, Morocco, NOV 56, no fatalities.
54-2153 - Crashed at Chaumont AB, France, APR 57, no fatalities.
54-2155 - Crashed, approach/bad weather, 3nm NE of Hahn AB, West Germany, JUN 57, 1 fatality.
54-2178 - Crashed, fuel/exhaustion, 13nm E of Chaumont AB, France, AUG 58, no fatalities, ejected.
54-2180 - Crashed, bad night landing on Boulhaut AB, Morocco, DEC 56, no fatalities.
54-2181 - Crashed, engine failure, 6nm S of Chaumont AB, France, SEP 57, no fatalities, ejected.
54-2197 - Salvaged, ran off runway on Chaumont AB, France, DEC 58, no fatalities.
54-2209 - Crashed, engine failure, 22nm E of Wheelus AB, Libya, DEC 57, no fatalities, ejected.
54-2225 - Crashed, engine failure, 9nm SW of Boulhaut AB, Morocco, DEC 56, no fatalities, ejected.
54-2232 - Crashed, bad landing at Chaumont AB, France, JULY 57, no fatalities.
54-2255 - Crashed, bad landing at Chaumont AB, France MAY 57, no fatalities.
54-2258 - Crashed on Sidi Slimane AB, French Morocco, JUN 57, no fatalities.
55-3658 - Crashed, landing/bad weather, at Chateauroux AD, Fr, 11 NOV 56, no fatalities.
56-3202 - Crashed, engine failure, near Wheelus AB, Libya, 5 JULY 56, no fatalities, ejected.
56-3824 - Crashed, engine explosion near Wheelus AB, Libya, 19 OCT 58, no fatalities, ejected.
51-16535 - Crashed, hit hill/weather, 1.3nm SE of Herrenwies, W. Germany, 20 MAY 57, 4 fatalities.
52-9868 - Salvaged, emergency landing at Chaumont AB, France, 22 JAN 59, no fatalities.

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