

36th FIGHTER SQUADRON



MISSION

The 36th Fighter Squadron is a combat ready Block 40 F-16/C/D squadron with the capability to conduct air interdiction, close air support and counter-air missions in both day and night conditions. The squadron's mission is to lead the combat air forces as the most lethal fighter squadron of motivated, expertly trained warriors focused on the defense of the Republic of Korea and regional stability and prepare for and execute immediate air combat operations to dominate any aggressors threatening U.S. or ROK interests.

LINEAGE

36th Aero Squadron organized, 12 Jun 1917

Demobilized, 7 Apr 1919

Reconstituted and redesignated 36th Pursuit Squadron, 24 Mar 1923

Activated, 2 Oct 1930

Redesignated 36th Pursuit Squadron (Fighter), 6 Dec 1939

Redesignated 36th Pursuit Squadron (Interceptor), 12 Mar 1941

Redesignated 36th Fighter Squadron, 15 May 1942

Redesignated 36th Fighter Squadron, Two Engine, 19 Feb 1944

Redesignated 36th Fighter Squadron, Single Engine, 1 Apr 1946

Redesignated 36th Fighter Squadron, Jet, 1 Jan 1950

Redesignated 36th Fighter Bomber Squadron, 20 Jan 1950

Redesignated 36th Tactical Fighter Squadron, 1 Jul 1958

Redesignated 36th Fighter Squadron, 7 Feb 1992

STATIONS

Camp Kelly, TX, 12 Jun–11 Aug 1917
Etampes, France, 19 Sep 1917
Issoudun, France, 24 Sep 1917
Cazaux, France, 21 Feb 1918
St Jean–de–Monts, France, 5 Nov 1918
St Nazaire, France, 16 Feb–14 Mar 1919
Garden City, NY, 25 Mar–7 Apr 1919
Selfridge Field, MI, 2 Oct 1930
Langley Field, VA, 13 Jun 1932
Mitchel Field, NY, 15 Nov 1940–26 Jan 1942
Brisbane, Australia, 6 Mar 1942
Lowood, Australia, 13 Mar 1943
Townsville, Australia, 4 Apr 1942
Port Moresby, New Guinea, 26 Apr 1942
Townsville, Australia, 30 Jun 1942
Milne Bay, New Guinea, 18 Sep 1942
Mareeba, Australia, 22 Feb 1943
Port Moresby, New Guinea, 22 May 1943
Nadzab, New Guinea, 22 Dec 1943
Finschhafen, New Guinea, 9 Jan 1944
Nadzab, New Guinea, 14 Mar 1944
Owi, Schouten Islands, 17 Jun 1944
Morotai, 19 Sep 1944
Dulag, Leyte, 5 Nov 1944 (operated from Morotai, 5–30 Nov 1944)
San Jose, Mindoro, 20 Dec 1944
Ie Shima, 6 Aug 1945
Fukuoka, Japan, 24 Nov 1945
Ashiya AB, Japan, 22 May 1946
Itazuke AB, Japan, 6 Sep 1946
Ashiya AB, Japan, 14 Apr 1947
Itazuke AB, Japan, 25 Mar 1949
Tsuiki AB, Japan, 11 Aug 1950
Suwon AB, South Korea, 5 Oct 1950–27 Oct 1950
Kimpo AB, South Korea, 29 Oct 1950
Pyongyang AB, North Korea, 25 Nov 1950
Seoul AB, South Korea, 3 Dec 1950
Itazuke AB, Japan, 10 Dec 1950
Kimpo AB, South Korea, 25 Jun 1951
Suwon AB, South Korea, 24 Aug 1951
Itazuke AB, Japan, 19 Oct 1954
Yokota AB, Japan, 13 May 1964
Kunsan AB, South Korea, 15 May 1971
Osan AB, South Korea, 13 Nov 1971

DEPLOYED STATIONS

Korat RTAFB, Thailand, 9 Aug–5 Oct 1964

Takhli RTAFB, Thailand, 6 Mar–4 May 1965 and 26 Aug–28 Oct 1965

Osan AB, South Korea, 1 Oct–24 Nov 1968, 18 Feb–24 Mar 1969, 27 May–1 Jul 1969, 9

Sep–18 Oct 1969, 27 Dec 1969–31 Jan 1970, 10 Apr–9 May 1970, 20 Jun–11 Jul 1970, 4

Sep–2 Oct 1970, 27 Nov–26 Dec 1970

ASSIGNMENTS

Unkn, 12 Jun–Sep 1917

Third Aviation Instructor Center, Sep 1917

French Aerial Gunnery School, Feb 1918

American Aerial Gunnery School, Nov 1918–Feb 1919

Unkn, Feb–7 Apr 1919

2nd Bombardment Wing (attached to 1st Pursuit Group), 2 Oct 1930

8th Pursuit Group (attached to 1st Pursuit Group), 1 Apr 1931

18th Pursuit Group (attached to 1st Pursuit Group), 30 Jun 1931

8th Pursuit (later, 8th Fighter; 8th Fighter-Bomber) Group, 15 Jun 1932

8th Fighter-Bomber (later, 8th Tactical Fighter) Wing, 1 Oct 1957

41st Air Division, 18 Jun 1964

6641st Tactical Fighter Wing, 1 Apr 1965

41st Air Division, 15 Nov 1966

347th Tactical Fighter Wing, 15 Jan 1968

3rd Tactical Fighter Wing, 15 May 1971

8th Tactical Fighter Wing, 16 Sep 1974

51st Composite Wing (Tactical) (later, 51st Tactical Fighter Wing) 30 Sep 1974

51st Fighter (later, 51st Operations) Group, 1 Oct 1990

ATTACHMENTS

8th Fighter-Bomber Wing, 1 Feb–30 Sep 1957

4th Air Division, 13 May–17 Jun 1964

2nd Air Division, 9 Aug–5 Oct 1964 and 6 Mar–4 May 1965

2nd Air Division, 26 Aug–28 Oct 1965

WEAPON SYSTEMS

A-17

F-4, 1967–1989

F-4E

F-16, 1988

F-16C

F-16D

F-51D

F-80, 1949–1950, 1950–1953

F-80C

F-86, 1953–1957

F-100, 1957-1963
F-105, 1963-1966
O-2H
O-27
P(later F-)51, 1946-1950, 1950
P-1
P-6A, 1936-1937
P-6E
P-12C, 1932-1936
P-12D
P-12E
P-12F
P-16
P-36A
P-38L, 1944-1946
P-39, 1941-1943
P-39D
P-39N
P-39Q
P-40, 1940-1941
P-40G
P-47, 1943-1944
P-47D
P-51D
P-51K
P-400, 1942-1943
PB-2A, 1937-1939
YP-37
AC347

COMMANDERS

Maj Thorne Duell, Jul 1917
1Lt Edward R. Kenneson, 1917
1Lt Quentin Roosevelt, 1917
1Lt Hamilton Coolidge, 1917
1Lt Isabel, 1917
1Lt Edward R. Kenneson, 1917
1Lt John W. Bailey, 1918
1Lt Henry Mayers, 1918-1919
1Lt Marion L. Elliott, 2 Oct 1930
Cpt Ennis C. Whitehead, 13 Jul 1931
1Lt Jack C. Hodgson, 4 Jun 1932
2nd Lt. Henry W. Dorr, 25 Jun 1932
Cpt Marion L. Elliott, 1933

Maj. Rex K. Stoner, 20 Apr 1935
Cpt Clarence D. Wheeler, 1936
Maj. Ned Schramm, 7 Jul 1936
Capt. Frederic H. Smith, Jr., 1 Feb 1940
1Lt Earl B. Young, 20 Jan 1941
Maj. Norman D. Sillin, Feb 1941
Cpt William T. Hundell Jr., 24 Feb 1941
Cpt Edward G. Hillery, 1941
Maj Joe K. McNay, 24 May 1942
Maj Robert L. Harriger, 21 Nov 1942
Cpt Robert C. Smith, 22 Dec 1943
Cpt Warren R. Danson, Jan 1944
Maj Donald J. Campbell, 15 Mar 1944
Cpt Kenneth G. Ladd, 1 Sep 1944
Cpt Thomas R. Huff, 14 Oct 1944
Maj Allen E. Hill, 16 Nov 1944
Maj Harold B. Graham, Jun 1945
Cpt Andrew J. Alexander, Dec 1945
Maj Robert E. Dawson, c. 1948
Cpt Milton K. McAuley, 21 May 1948
Maj Robert M. Fry, Feb 1949
Maj Richard A. McNeese, 25 Mar 1949
LTC William J. O'Donnell, 19 Jul 1950
LTC James H. Buckey, Dec 1950
LTC W. H. Bethea, c. Feb 1951
Maj Ernest T. Burnett, 1951
Maj John F. Tullock Jr., c. Aug 1951
LTC Robert A. Tylor, Nov 1951
Maj Jack S. Wilson, Apr 1952
Lt Col Robert C. Ruby, c. May 1952
LTC James A. McIlroy, c. 1953
Maj Nolan I. Jones, c. 7 Jul 1954
LTC Leroy V. Grosshuesch, Jun 1955
Maj Lonnie W. Hicks Jr., 15 Jun 1958-unkn
Maj Peter J. Stewart, c. 1959
LTC Henry L. Wheelhouse, 4 Mar 1959
Maj Raymond W. Jeffrey, 9 Jun 1960
LTC Rufus Woody Jr., 6 Jul 1960
Maj Nelson J. MacDonald, 12 Sep 1961
LTC Ray L. Obenshain Jr., 18 Sep 1961
Maj Nelson J. MacDonald, 3 Jun 1963
LTC Donovan L. McCance, 18 Jun 1963
LTC Howard F. Hendricks, 26 May 1965
Maj Dean A. Pogreba, 30 Aug 1965

LTC Howard F. Hendricks, 6 Oct 1965
Maj Henry Shudinis, 25 May 1966
LTC Walter L. Mapes Jr., 4 Jun 1967
LTC William L. Janssen, 19 Jun 1967
LTC Walter L. Mapes Jr., 21 Aug 1967
Maj Dennis R. Fanning, 20 Oct 1967
LTC Gordon H. Scott, 21 Nov 1967
LTC Edward E. Nowogroski, 9 Dec 1968
LTC Charles J. O'Connell, 16 Sep 1970
LTC Jacob Kratt Jr., 15 May 1971
LTC Lloyd O. Reder, 26 Jul 1971
LTC Willis A. Boyd, 7 Feb 1972
LTC John L. Glossbrenner, 26 Aug 1972
LTC William J. McClelland, 24 Nov 1972
LTC Hugh M. Milton III, 4 May 1973
LTC Fred M. Cooper, 25 Mar 1974
LTC Joe R. Steen, c. 28 Aug 1974
LTC Max F. Cameron, 9 Aug 1975
LTC Clarence J. Savelle, 22 May 1976
LTC Tracy K. Dorsett, 15 Nov 1976
LTC George E. Thompson, 8 Mar 1977
LTC John R. Maakestad, 21 Jun 1978
LTC Gary P. Baber, 16 Dec 1978
LTC Joseph E. Hurd, 13 Nov 1979
LTC William D. Atkins, 24 Jul 1981
LTC Thomas M. Messett, 1 Jul 1983
LTC James E. Little, 26 Jun 1984
LTC Donald F. Hayes, 28 Jun 1985
LTC Calvin C. Griffin, 7 Nov 1986
LTC William L. Schwetke, 17 May 1988
LTC Albert D. Spitzer Jr., 6 Jan 1989
LTC Gary B. Schmidt, 21 Jun 1991
LTC Jeffrey B. Smith, 12 Nov 1992
LTC James Sandbothe, 16 Apr 1993 (interim)
LTC Edward L. Kasl, 26 May 1993
LTC Daryl W. Hausmann, 13 Jul 1994
LTC Robin Rand, 17 Jul 1995
LTC Michael J. Lepper, 3 Jul 1997
LTC James J. Jones, 10 Aug 1998
LTC Scott West, 18 Oct 1999
LTC Thomas Webster, 2 Jul 2001
LTC Carl L. Farquhar, 23 Apr 2003
LTC Mark D. DeLong, 20 May 2005
LTC Brandon E. Sweat, 30 Jun 2006

LTC Stephen B. Waller, 15 Jun 2007
LTC Robert C. Swaringen, 13 Jun 2008

HONORS

Service Streamers

World War I Theater of Operations

Campaign Streamers

World War II

East Indies

Air Offensive, Japan

China Defensive

Papua

New Guinea

Bismarck Archipelago

Western Pacific

Leyte

Luzon with Arrowhead

Southern Philippines

China Offensive

Korea

UN Defensive

UN Offensive

CCF Intervention

First UN Counteroffensive

CCF Spring Offensive

UN Summer-Fall Offensive

Second Korean Winter

Korea, Summer-Fall, 1952

Third Korean Winter

Korea, Summer 1953

Vietnam

Vietnam Advisory

Vietnam Defensive

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations

Papua, [Sep] 1942–23 Jan 1943

New Britain, 26 Dec 1943
Philippine Islands, 26 Dec 1944
Korea, 16 Sep–2 Nov 1950

Presidential Unit Citation
Vietnam, 26 Aug–28 Oct 1965

Air Force Outstanding Unit Awards
12 May 1963–21 May 1964
1 Apr–30 Jun 1965
15 Apr 1969–15 Apr 1971
1 Jul 1972–31 Dec 1973
30 Sep 1974–31 Mar 1976
1 Apr 1983–20 Apr 1984
1 May 1984–30 Apr 1985
1 Jul 1985–30 Jun 1987
1 Jul 1987–30 Jun 1989
1 Oct 1992–30 Sep 1994
1 Nov 1995–31 May 1997
1 Oct 2002–30 Sep 200

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citations
27 Jun 1950–31 Jan 1951
1 Feb 1951–31 Mar 1953
19–20 Aug 1972

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966–14 May 1971

EMBLEM



36th Fighter-Bomber Squadron emblems



36th Tactical Fighter Squadron emblems

36th Fighter Squadron emblem: On a disc Tenné, the head of a “flying fiend” couped Proper, armed Argent, eyed, langued and embued Gules, wearing an aviator’s helmet Azure charged with a pair of goggles of the second detailed Sable, all within a narrow border Blue. Attached below the disk, a White scroll edged with a narrow Blue border and inscribed “36TH FIGHTER SQ” in Blue letters. **SIGIFICANCE:** 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 fiend represents the unit's endurance, courage, passion, strength, valor, determination, boldness and fury. On a Golden Orange disc bordered Blue, the head of a "flying fiend" couped proper Armed and eyed Argent langued and embrued Gules wearing a helmet Azure charged with a pair of goggles White with Black rims. (Approved, 13 Jun 1931; reinstated, 5 Aug 1968; replaced emblem approved, 8 Dec 1967)

MOTTO

The Night Time is the Right Time

NICKNAME

Flying Fiends

OPERATIONS

The 36th Aero Squadron was formed at Kelly Field, Texas on 12 June 1917 by a group of aviation pioneers who desired to go to Europe and prove the value of air power in World War I. By August, they had relocated to New York and continued their training and other preparation for their overseas assignment. En route, they drilled and paraded at Texarkana, Arkansas; Chattanooga, Tennessee; and Hagerstown Maryland.

By the light of a full moon on 23 August 1917, the 36th sailed for Europe, specifically Liverpool, England aboard the S.S. Baltic. Additional ships in the convoy were met at Halifax, Nova Scotia. The voyage would not be completely without incident. While rounding the coast of Ireland, a large explosion was felt aboard the Baltic and immediate fears were that a German "U-Boat" was in the area.

The convoy continued into Southampton, where the 36th set up a temporary rest headquarters. While there, the fifty flyers assigned to the unit spent two days TDY, or as they called it the, *detached duty*, with the Royal Flying Corps for training. Other personnel continued preparations for the move to France.

By 18 September 1917 the 36th had reached LeHavre, France. German Prisoners of War at LeHavre refused to believe that the men of the 36th were part of the US Army. They had been certain that German submarines were blockading all attempts to move US troops overseas.

Two days later the men of the 36th received a royal welcome at the town of Etamps, France. Civic leaders and military officials conducted a welcoming ceremony. Each man of the 36th received a ticket, which was good for one free drink, which could be used at any café in town. The men soon found out that they could present the ticket, imbibe one drink, and then ask for the ticket back to keep as a souvenir. This process was repeated throughout the night, and as the town had about 74 cafes, the squadron was temporarily immobilized.

The 36th Squadron was dispersed to various French airplane factories and motor schools for continued training: One detachment went to Paris, another to Lyon, while the Commander and

his headquarters element remained at Issoudum, France. Commanding the 36th at this time was 1Lt Quentin Roosevelt. In a letter to his father, the former President of the United States, Theodore Roosevelt, the young Lieutenant stated: *Father, I command a wilder bunch of roughnecks that your roughriders ever dared to be...* And rough they were. Food was scarce at Issoudun. Often, a meal consisted of three pieces of hard tack, a cup of coffee, and a spoonful of beans. The coffee was especially good. However, it was flavored with a distinct wine taste, caused in no small part by the fact that old wine barrels were considered good water carriers by 36th personnel. In addition, the men enjoyed the fruits of the surrounding orchards.

Being able to survive with limited rations was thing, however, when General John J. Pershing inspected their unit in late October 1917, the men of the 36th let him know in no uncertain terms that they would like their pay. It had been more than three months since their last payday. Two days later, a paymaster arrived at 10L00 in the evening and help pay call.

Through 1918 the 36th was assigned to various aerial gunnery schools, and other training areas. Men were often sent to other units for combat duty or other duties, as required. The 36th did not get into combat as a unit during the war. Barracks were constructed entirely through self-help, at La Corneau, France, and hydroplanes were repaired at that facility, along with an occasional Nieuport. A gunnery school was also established at St. Jean de Monts, France.

After World War I, the 36th returned to the United States aboard the SS Mancuria and on 7 April 1919 were demobilized at Garden City, New Jersey.

Reconstituted in the Regular Army on 24 March 1923 as the 36th Pursuit Squadron, assigned to the 8th Pursuit Group and allotted to the Sixth Corps Area. Designated Active Associate was the 95th Pursuit Squadron 1923-27. Withdrawn from the Sixth Corps Area on 28 February 1927 and allotted to the Ninth Corps Area. Withdrawn from the Ninth Corps Area on 1 September 1928 and allotted to the Eighth Corps Area. Organized by June 1929 with Organized Reserve personnel as a RAI unit with headquarters at Kelly Field, TX. Organized Reserve officers assigned to the unit participated in summer training at Kelly Field 1929-31. Activated on 2 October 1930, less Reserve personnel, at Selfridge Field, MI.

Time was spent training pilots and developing new tactics for air warfare. Pilots did enjoy air shows and other pastimes, while thoughts of actual combat dealt with visions of Baron von Richtofen and Eddie Rickenbacker.

The 36th also represented the 1st Pursuit Group in Air Corps exercises at Dayton, Ohio. The 1st Group later received a letter of commendation from Maj Gen Douglas MacArthur, Chief of Staff, for a *highly efficient* performance during the exercise.

On 10 May 1932 the 36th flew 19 P-12's to Langley Field, Virginia for use by the 8th Pursuit Group. The 36th was subsequently assigned to the 8th Pursuit Group. The 8th Pursuit would later be redesigned the 8th Fighter-Bomber Group, 8th Fighter-Bomber Wing, and is now the 8th Tactical Fighter Wing. While stationed at Langley Field, the 8th provided men and supplies as well as the

airplanes for reviews, ceremonies, and other celebrations and special occasions in Washington, D.C.

Operating out of various stations in the Eastern United States, the 36th flew airmail for the US Postal Service. Pilots flew in open cockpits; very often in bad weather during night or day without instruments and other needed equipment. The 36th, unlike some other units assigned similar duties, did not lose a single pilot or plane in their four months of duty with the Postal Service.

In early 1935, the Air Corps was trying hard to prove the feasibility of operating under field conditions as self-contained units. Aiding the cause, the 36th participated in exercises the Southeastern US, specifically designed to test those theories

13 December 1935 A U.S. Army Air Corps officer is killed in the crash of a Boeing P-12F, 32-100, of the 36th Pursuit Squadron, 3 miles E of Dale, South Carolina, while en route from Langley Field, Virginia, to Miami, Florida for an air race and exhibition.

In early 1940 the 36th began preparations for possible action in the war in Europe. By November the squadron had relocated to Mitchell Field, New York. During 1941, the 36th conducted extensive gunnery training in the Eastern US with P-40 aircraft. When the US officially entered World War II in December, the 36th deployed to Stratford, Connecticut and provided a portion of the air defense of the Eastern Seaboard.

In late 1942 the 36th moved to San Francisco, California in preparation for a deployment to the Asian Theater of Operations. The squadron sailed for Brisbane, Australia aboard the SS Mauri on 12 February 1942, a voyage that took 24 days. The unit trained with P-39s at Lowood, Queensland and later at Antil Plains near Townsville, Australia. On 20 April 1942, the squadron moved to Seven-Mile Drome near Port Moresby, New Guinea, which was the last remaining allied stronghold north of Australia. The first contingent flew up in transports on the 26th, and the pilots flew the P-39s up on the 28th. They encountered severe weather and lost 15 planes en route. It was a staggering blow to both Americans and Australians. Another 26 P-39s arrived safely on the 30th.

The first combat mission of WWII for the 36th took place on 30 April 1942. Tasked with a strafing mission at La Salamana, New Guinea, the aircrews encountered 15 to 20 Japanese Zeros. The ensuing dogfight lasted all the way back to Port Moresby. Two pilots of the 36th, Captain Paul G. Brown and Captain James J. Bevloek, were forced to land. Capt Brown claimed probable destruction of one Zero. During WWII the 36th would lose 56 men listed as killed or missing in action.

From April through June 1942 more than 300 enemy planes flew sorties over Seven-Mile Drome in an effort to soften Allied defenses and eliminate Allied air power in that area, prior to a major Japanese invasion effort. The 36th defended the Drome and claimed 21 enemy planes destroyed during 94 individual combat engagements. The squadron lost 10 planes, but five pilots were

saved. Rations were destroyed for the most part and the aircrews lived on bread, jam and tea. 1Lt Donald G. McGee was credited with the squadron's first confirmed victory when he shot down a Zero over the Seven-Mile Drome on 1 May 1942. While the 36th was establishing its ground echelon force at Port Moresby, the battle of the Coral Sea was underway. In this decisive naval engagement, the Japanese were rebuffed in their efforts to land an invasion force in the vicinity of Port Moresby, thereby marking the beginning of Allied efforts to stem the tide of Japanese conquest.

After three months of heavy combat operations, the pilots and ground crews of the 36th got some welcome relief from another squadron and returned to their former camp near Townsville. Some of the men were suffering from malaria and dengue fever. The reunion of the squadron at Townsville was a cause for great celebration. The kitchen was opened with coffee and sandwiches, a huge stack of mail was waiting to be opened, and in the middle of the room were three large barrels of beer...and the party ended at 3:00 AM.

The Japanese sent several planes to bomb Townsville in late July 1942. After the first incident, the pilots of the 36th took to the skies to defend the city. Unfortunately, local anti-aircraft batteries make it very dangerous to pursue enemy aircraft. After closer coordination with ground forces, the 36th attacked the invaders on the night of 1 August 1942 and sent the attacker hurtling to the ground in flames.

By September 1942 the 36th was located at Milne Bay, New Guinea, and equipped with P-39s. They performed patrol and reconnaissance missions, escorted transports, protected Allied shipping to the area of Milne Bay, and during December 1942, patrolled the area between Port Moresby and Buna, New Guinea. Enemy opposition was encountered on only two occasions, the 7th and 28th of December. On the anniversary of the attack on Pearl Harbor, Lt George S. Welsh, who had destroyed four enemy aircraft one year earlier, shot down three enemy aircraft near Buna.

After another rest and recovery period, the 36th relocated to Ward's Drome, Port Moresby in the spring of 1943 and operated from this location until December 1943. While there, the unit escorted transports to Wau, the Markham Valley and Nadzab, and occasionally escorted bomber missions. However, enemy aircraft had, for the most part, retreated north. Only fourteen aircraft were encountered in seven months. On 10 September 1943, the 36th converted to P-47s.

In late December 1943, while stationed at Nadzab, New Guinea, sixteen P-47s encountered between 50 to 75 enemy Vals, Oscars and Zeros near Kokopo Point. During the ensuing battle, the 36th destroyed five enemy planes and lost two P-47s. Gen George C. Kennedy later commended the squadron and the War Department awarded the unit the Distinguished Unit Citation for bravery in action.

As 1944 began, the 36th was stationed at Finschhafen, New Guinea, flying P-38s. From that vantage point, pilots strafed and dive-bombed Japanese facilities along the northern coast of New Guinea. Targets included buildings, barges, ships, communication stations and enemy

personnel gatherings at WeWak, Alexishafen, and Hansa Bay. By the summer of '44, the 36th had leapfrogged its way north to Oui Island and Wake Island. The squadron was decimated by an epidemic of scrub typhus, a disease carried by mites, which infested Oui. Preventative measures included burning the mite infest areas and rigidly enforcing the wearing of clothing impregnated with a chemical solution. In the words of the Squadron Historian: *In its initial stages, the Oui campsite was terrible. But, by the end of July, the whole area had been transformed into a highly respectable and sanitary base; quite a contrast to the stagnation, rot and disease we found at the dirty Eden...*

For the rest of the year, the 36th escorted bombers and dive-bombed and strafed airfields and other targets in the Halmaharas, Beram and Celebes. Included in this period was the first mission of the 36th to the Philippines on 2 September 1944. Staging through Middleburg Island, next to Sanapor on the Vogelkop Peninsula, the P-38s escorted the B-24s to bomb the airfields at Davao on Mindinao. Following this mission, three pilots claimed destruction of a Japanese bomber; the question ultimately resolved by the remainder of 1944, the 36th performed air patrol and escort mission to Ballikpapan, Borneo, when his P-38s encountered a flight of enemy aircraft. Captain Ladd dove into the formation and destroyed two Japanese Oscars. However, he received fire from a Tojo and crashed into the sea. Two weeks later, led by Captain William K. Giroux, eleven P-38s of the 36th destroyed six enemy aircraft on the ground at Sandakan, Borneo. Then the formation located enemy shipping near the harbor. Capt Giroux flew in at deck-height and fired on a 10,000-ton enemy tanker, causing a fire. He returned for a second pass and the tanker slipped from view. He led an attack against two other tankers on the trip home, but a shortage of fuel caused termination of the mission.

The 36th participated in the Leyte Campaign in November 1944 by flying against enemy airfields, attacking enemy aircraft formations and providing air escort. The 36th claimed aerial destruction of 30 enemy aircraft over the Philippines and had its first Aces, Capt William K. Giroux and 1Lt John S. Dunaway.

1Lt John S. Dunaway destroyed four planes during a single engagement on 6 November 1944, for which he was later awarded the Distinguished Service Cross. The squadron history recorded his exploits as follows: *Lieutenant Dunaway sighted a Zeke flying over Fabrica Airfield and immediately attacked it, firing a 10 degree deflection shot from a range of 200 yards. The Zeke burst into flames and crashed. His next sighting was another Zeke-type, which received a 5 degree deflection shot fired at approximately 200 yards closing to 50 yards. This Zeke followed the pattern of the former and crashed in flames. About seven miles east of Fabrica Strip, Lt Dunaway spotted a lone Tony flying at about 5,000 feet. Overtaking the enemy aircraft in a rear attack, he managed a 30 degree deflection shot, which scored and sent the enemy down in flames. Three victories failed to still his vigilance. His reward appeared soon enough in the form of an enemy Kate, flying south of the enemy airdrome. In a steep bank, he began firing on the enemy aircraft from a 90 degree deflection and closed in to 10 degrees. Flames encircled the wing sections fairly quickly and the Kate went crashing into the ground near Fabrica.*

Prior to entering the Lazon Campaign in December 1944, the 36th received new P-38 *Lightnings*

and set up a ground echelon near San Jose at Hill Strip. A portion of the ground echelon force accompanied the assault forces which invaded Mindoro. Approximately 0900 on 15 December 1944, at a point just off Mindoro, the LST which was carrying these men was attacked by a Japanese suicide pilot. The enemy plane hit the side of the LST 2Lt Kenneth W. Wheeler supervised the sumping of all ammunition drums, and when the *abandon ship* order was given, searched the burning vessel to determine that all personnel were evacuated safely. The 36th lost only one man.

Pilots of the 36th flew their new P-38s from Leyte to Mindoro, and as they prepared for initial landing on the Hill Strip, they were attacked by 12 to 15 enemy aircraft. Led by Capt Allen E. Hill, their Squadron Commander, 36th pilots destroyed six enemy fighters and seriously damaged several more.

On the anniversary of the 36th's distinguished action during the invasion of New Britain, it won another Distinguished Unit Citation for outstanding performance. On the evening of 26 December 1944, the 8th Group received intelligence that an enemy task force was approaching Mindoro. Pilots of the 36th hurriedly took off from Hill Strip and attempted to locate and strafe the enemy ships. Lt Herald B. Lowery found them in the darkness and circled about the convoy with his landing lights on - thus exposing himself to anti-aircraft fire, while other pilots attacked the ships. One destroyer was sunk and two were damaged, thus halting the enemy until light bombers and dive bombers could enter the battle.

While on patrol four days later, Capt James A. Moss sighted an Oscar making a suicidal dive at a Liberty Ship. Without concern for his own safety, Capt Moss dove his ship through intense enemy naval anti-aircraft fire and hit the enemy aircraft with close fire, causing it to explode. Ground fire hit Moss' plane and it crashed into the sea where he was killed.

From January through July 1945, the 36th performed patrol missions in areas north and east of Philippines, with some flights over the Central Islands. Deploying bombers were escorted through their sectors by 36th aircraft. Some air support was provided to ground forces. Of course, while on patrol the aircrews strafed and dive-bombed ships, troop concentrations, motor vehicles, railroads and rolling stock, airfields, gun emplacements, bridges and ammunition and fuel dumps located chiefly on Luzon. Occasionally, they would hit targets on other island of the Philippines and on Formosa, Indochina, North Borneo and China.

The 36th moved northward to Ie Shima, Ryukyu Island in August 1945. On August 10th through 12th, the 36th flew against Kyushu, Japan. The strafing and dive-bombing sorties flown against enemy airfields and bridges were the last combat missions flown by the 36th during World War II. Official kill totals as credited by Headquarters Fifth Air Force showed the 36th destroyed 95 enemy aircraft in aerial engagements. With the Peace Treaty signed, the 36th moved to Fukuoka, Japan and became the only functioning squadron of the 8th Fighter Group.

The 36th converted to P-51s (later designated F-51s) in early 1946. The squadron moved back and forth among many bases in Japan during the next three years. Primary training was centered

around squadron assumed *Alert* commitments for Japan.

22 May 1946 The squadron began hopping back and forth between Ashiya and Itazuke Air Bases, performing dive-bombing and strafing practice and participating in Japan-wide exercises.

On 22 December 1949, the 36th landed its first F-80 at Itazuke. Maj Richard A. McNees, the commanding officer, and three other pilots had flown F-51s to Misawa AB where they exchanged them for the F-80s for the return trip home.

On 25 June 1950, the 36th was alerted for possible combat duty in South Korea due to the invasion of Communist Forces. The next day, the squadron flew protective cover near Kimpo AB, while American personnel were being evacuated by transport aircraft. Three North Korean aircraft were sighted, but US aircraft held their fire. On 28 June 1950, F-80s of the 36th attacked advancing North Korean forces, hitting tanks, trucks, artillery and troops.

On 30 June 1950, the 36th recorded its first enemy aircraft kill of the Korean War as 1Lts John B. Thomas and Edwin T. Johnson narrowly escaped death in his F-80 which was damaged by anti-aircraft fire and hit overhead cables following an attack against the marshaling yards near Suwon. The history of the 8th Group described his encounter and resulting predicament as follows: Both his tip tanks and the ends of each wing had been torn completely off. Each wing had three or four gashes almost all the way through. Most of his canopy and windscreen were gone. The upper half of his rudder and vertical stabilizer had been sliced off, as had half of the left elevator and horizontal stabilizer. At 13,000 feet, with the entire tail section moving back and forth as though it was about to fall off, Lt Johnson bailed out, hitting the right horizontal stabilizer, breaking it free from the plane. He landed near Suwon and was picked up and airlifted back to Itazuke that same afternoon, with one tremendous headache.

On 11 August 1950, the squadron moved to Tsuiki, Kyushu, Japan and converted back to F-51 aircraft. They were considered better than F-80s for useful operations over Korea. Following the success of the United Nations counter-invasion in September 1950, the 36th began a move into Korea. On 5 October 1950, about one-half of the squadron moved by train to Ashiya, Japan and then by transport to Suwon, Korea. On 29 October 1950, the remaining portion of the 36th and its F-51s moved to Kimpo AB, Korea, where the element that had been at Suwon joined them.

On 24 November 1950, the 36th relocated to Pyongyang (now located in North Korea), following the successful UN offensive. However, as a result of an enemy counter-offensive in December, the 36th moved south to Seoul AB and later to Itazuke, Japan. Once there, the squadron converted back to F-80s.

On 25 June 1951, the anniversary of the North Korean Invasion, the 36th completed its 9,000th sortie of the war and moved back into Kimpo AB. Twelve F-80s of the 36th encountered twelve Mig-15s over North Korea on 3 October 1951. Final score for the 36th: two Mig-15s killed, one damaged; Reds - zero!

In a one-day strike on 11 March 1952 against enemy troop and supply concentrations in the Mulgae-Ri area of Korea, the 8th Group flew 254 sorties and delivered 153 tons of bombs, 124 tons of napalm and 46,000 rounds of ammunition, heavily damaging and killing dumps, buildings, troops, anti-aircraft positions and vehicles. Two months later, the group destroyed positions near Pyongyang. On 23 June 1952, the 36th successfully bombed the Suiho hydroelectric plant on the Yalu River and one of the chosen hydroelectric plants in northeast Korea. The raids were highly successful and electric power was cut off for industrial areas of North Korea and Manchuria. On 29 August 1952, the 8th Group flew 166 combat sorties against targets near Pyongyang.

By February 1953, the 36th had converted to F-86 aircraft. Their first deep thrust into North Korea was against the Army General Headquarters and radio broadcasting stations at Pyongyang. During June and July, the 36th was tasked with heavy bombing and strafing missions against enemy airfields to prevent any possible reinforcements of air elements during cease-fire negotiations.

Following hostilities, the 36th remained at Suwon AB and conducted training operations. That training was primarily fighter-bomber oriented. On 19 October 1954, the 36th returned to Itazuke, Japan and participated in Fifth Air Force operations and exercises for the next ten years.

In January of 1957, the 36th began converting to F-100 aircraft. In March of that year, the 8th Fighter Wing flew F-100s to Bangkok, Thailand where it participated in a series of air exercises with other nations. The 36th received numerous excellent reports for their participation in those exercises.

The next jet fighter to join the 36th arsenal was the F-105. That conversion took place during May 1963, when the squadron moved to Yokota AB, Japan. In June the following year, the 36th and the 8th Tactical Fighter Wing were assigned to the 41st Air Division. For two years, the squadron participated in exercises over Korea.

On 6 August as a result of the Gulf of Tonkin Crisis, the 36th deployed to Korat, Thailand by way of Clark AB, Philippines. On alert at Korat Royal Thailand AFB, the 36th flew missions on 14 and 18 August 1964 to escort rescue aircraft and suppress anti-aircraft fire during rescue operations. It was the unit's first action in what would become the Vietnam War.

When the 36th returned to Yokota in December of that year, it participated in a huge ceremony. On 7 December 1964, the Japanese Government presented retiring General Curtis E. LeMay, USAF Chief of Staff, Japan's First Order of the Grand Cordon of the Rising Sun. In a flyover that followed, the 36th formed the letters " C E L " in the General's honor.

The 36th was deployed TDY to Takhli RTAFB, Thailand twice during 1965. During the first deployment, the 36th flew mostly interdiction and armed reconnaissance missions. Numerous aircraft received battle damage; however, none were lost. During the second deployment, flying the same types of missions, four pilots were lost and listed as missing-in-action. One of those missing was Major Dean A. Pogreba, who was later awarded the Air Force Cross. In May 1966,

the F-105s and nearly all of the men of the 36th were reassigned to the 34th Tactical Fighter Squadron, only one airman and the commander remained. Supplies and equipment were assigned to other USAF units at Yokota AB. Thus, the 36th began accumulating technical orders and equipment for F-4C aircraft.

The F-4Cs arrived during December 1967, and personnel and equipment resources began increasing throughout 1968. The 36th continued to support tactical air operations and air sector defense in Japan and Korea for the next three years.

In 1971, due to increased commitments, a reduction in the number of aircraft, and a move to a Forward Operating Location (FOL) at Kunsan AB, Korea (on a rotating basis) the squadron faced a period of extreme hardship. Individuals were confronted with turbulence in their work environment and made large individual sacrifices for the sake of the mission.

In February 1971, with the transfer of the 36th TFS to the 3rd Tactical Fighter Wing, the 36th became the only remaining fighter squadron in the 347th Tactical Fighter Wing. The squadron was divided into two sections; A and B. In March 1971, Section A moved to Kunsan AB, to assume *alert* duties. Section B moved to an FOL at Osan AB. As the year progressed, each month the squadron's two sections would switch assignments, with an occasional return to Yokota AB. By mid-May 1971, the 36th was officially reassigned from Yokota AB to Kunsan AB as a part of the 3rd Tactical Fighter Wing. In July preparations began for moving the 36th to Osan AB. The greatest problems were the installment of runway barriers and briefing Osan AB personnel on coordination of high performance aircraft with normal air traffic in that sector. However, those problems were overcome and the 36th moved to Osan AB on 13 November 1971.

In late November 1971, the F-4Cs were housed in hardened arches/shelters, called *Wonder Arches* by maintenance personnel. The primary mission of the 36th was to maintain a combat ready posture, assume alert requirements and continue aircrew training.

On 19 August 1972, torrential rains caused all flying operations to cease, and aircraft and aircrews were briefed on plans to evacuate aircraft to Japan in case of flooding. Fortunately, rains subsided and evacuation plans were canceled at the last minute. The 36th, supporting the 314th Air division Operations, was later awarded the ORK Presidential Unit Citation for the aid it rendered the Korean people during the storms.

The 36th TFS changed over from the F-4C to the F-4D aircraft in 1972. In June 1974, the squadron changed to the F-4E model. In late September, the 36th TFS was reassigned to the 51st Composite Wing and moved permanently to Osan AB, Korea. Some of the F-4Ds were previously bedded down in Taegu AB. To maintain that constant state of combat readiness, the 36th participates in a myriad of exercises. They include: Cope Thunder, Cope Jade, Cope Strike, Cope Cat, Cope CAS, Cope Sage, Team Spirit, Foal Eagle, DACT, and the normal ORI/Stan Eval/and UEI visits from higher headquarters.

14 Jul 1975 F-4Es participated in the Sin Gal Highway Airstrip Landing Exercise, the first of its kind in South Korea during Team Spirit 75. Several highways in South Korea are designed for emergency use as landing strips.

On 18 August 1976, the Fiends and their F-4Es were placed on *alert* following the murder of the United Nations Command Guards at Panmunjom, referred to as the *Tree Cutting Incident*. The next time the Fiends went on alert was in September 1988 to provide *prompt response* during the 88' Olympic Games in Seoul.

1 Jan 1977 The mission of the 36th was primarily air superiority, with air to ground being secondary.

7 Jan 1978 The 36 TFS deployed aircrews without aircraft to Cope Thunder 78-2. The eight aircrew flew 3 TFW aircraft in the first Fiend deployment of this type.

24 Jan 1978 Eight F-15s from the 1 TFW arrive at Osan AB for DACT with the 36 TFS. It is the first operational deployment of the F-15s since their introduction to the USAF.

30 Apr 1984 The 36 TFS participated in exercise "Pitch Black," held in Australia.

25 Oct 1984 An F-4E aircraft of the 36 TFS was lost off the West coast of Korea. Both crew members ejected safely.

28 Feb 1987 An F-4E tail number 551 skidded off the runway at Clark AB and received extensive damage. It was subsequently repaired and returned to the Fiends.

15 Sep 1988 The 36 TFS places F-4Es on alert to provide a prompt response during the 88 Seoul Olympic Games.

7-14 Oct 1988 Osan's runway closes for repairs. The 36 TFS deploys to Kadena.

7 Nov 1988 Valiant Blitz 89-1 involved 36 TFS crews and pilots flying close air support, DACT, and night intercept sorties with US Marine and Navy aircraft plus ROK Navy and Marine surface ships and ground personnel.

The 36th ushered in the era of the "Viper" on Aug. 10, 1988, when squadron commander Lt. Col. Al Spitzer landed the first F-16C "Fighting Falcon" at Osan.

December 19, 1989 was a black day for the Fiends when tail #7251 landed gear up at Osan. This following an engine flameout due to a trapped fuel situation.

14-23 Mar 1989 Team Spirit '89 held.

15 Apr 1989 F-16C/D conversion complete.

2 Jun 1989 36th deployed to Cope Thunder 89-7.

30 Aug 1989 The 36th Tactical Fighter Squadron's hardened operations facility was completed and the squadron occupied its new office and training space, vacating Building 1185.

2 Nov 1989 36th Tactical Fighter Squadron conducted a 101 sortie surge ding.

19 Dec 1989 F-16C #7251 landed gear up on Osan's runway following an engine flameout.

16-36 Jan 1990 Cope Thunder 90-3

20 Apr-7 May Cope Jade 90-2 1990

4-15 Jun 1990 Cope Thunder 90-7

21 Jul 1990 An F-16 with a brake malfunction crashed into a parked C-130 on the MAC ramp.

6-16 Aug 1990 HQ PACAF UEI

13 Aug 1990 An F-16 departs runway due to brake failure.

2-18 Nov 1990 36 TFS deploys six aircraft to Cope West exercise in Thailand.

5 Nov 1990 Last 10 nav pods arrive at Osan AB

21-26 Nov 1990 36 TFS deploys four aircraft to Kunsan AB for higher HQ tasking.

4 Jun 1991 Cope Tora bombing competition held at Osan AB. 36 TFS team wins the coveted golf trophy.

7-16 Jun 1991 Osan's runway closes and the 36th deploys to Kunsan AB.

17 Jun 1991 Phase I ORI. Wing receives a marginal.

13 Aug-14 Sep Air-to-air deployment to Paya Labar, Singapore for 1991 Commando Sling 91-2.

30 Aug 1991 First targeting pod arrives.

3 Sep 1991 36th becomes the first operational F-16 unit to practice laser targeting.

4-9 Nov 1991 Foal Eagle 91.

Throughout late 1991 to December 1992, the Fiends showed remarkable flexibility in mission training and combat capability with the addition of the targeting pod and increased emphasis on

CAS. This is a testament of its ability and desire to carry the load and do it right. With the upcoming conversion to the F-16C (blk 40) the pace won't slow down. But in fine *Fiend* fashion, the 36FS will excel as usual.

19 Nov-9 Dec Cope West 92-1 at Butterworth AB, Malaysia. 1991

1 Apr 1992 DACT with F-15's from Kadena.

3 Aug 1992 16 Vipers deployed to Cope Thunder in Alaska.

1 Sep 1992 ORE Beverly Midnight

17 Sep 1992 Deployed to Kunsan for runway repairs.

2 Nov 1992 Foal Eagle combined Forces exercise.

13 Nov 1992 Six aircraft deployed to Singapore (Commando Sling) and then to Butterworth AB, Malaysia for Cope Bengal 92-3.

21 Jan 1993 Deployed 6 aircraft to Kadena for DACT with the F-15s.

2 Dec 1994 Actor Tom Cruise receives incentive flight. Afterward rewards the squadron with an industrial strength popcorn machine.

9 Mar 1995 14 F-16s deploy to Eielson AFB, AK for Cope Thunder.

24 Aug 1995 The squadron evacuates Osan and flies to Kunsan AB for Tropical Storm Janice.

23 May 1996 Mig-19 Farmer defects into Suwon.

21 Jan 1997 While on a training mission over Pilsung, an F-16 loses its engine. Pilot successfully SFO's into Wonju uneventfully.

29 Apr 1997 Fiends' first Night Vision Goggle sortie, flown with 4949L NVG's.

25 Mar 1998 Capt Keith 'Sandman' Sands is killed when his F-16 crashes into the Yellow Sea on a training mission in R-80.

29 Jul 1998 Fiends deploy 6 F-16's to Paya Labar Airbase to participate in Commando Sling 98-6.

24 Aug 1998 F-16 tail number 519 loses its engine in the northern part of Pilsung range. Pilot is recovered in the East Sea uninjured.

The squadron's combat capabilities were transformed in 1993 when the Fiends converted to the

Block 40 Low Altitude Navigational and Targeting Infrared for Night (LANTIRN) F-16C/D. The addition of LANTIRN gave the Fiends the current ability to fly at low levels and deliver precision guided munitions during nighttime conditions. Upgrades to the Block 40 in recent years have included GBU-31 JDAM capability for all weather precision engagement.

Airmen from the 36th Fighter Squadron at Osan AB, South Korea, deployed to Singapore in June to train with the Republic of Singapore Air Force during exercise Commando Sling 04-3. The exercise provides both a US presence in Southeast Asia and realistic dissimilar aircraft air-to-air combat training for the forces of both nations. The exercise included F-16s from Osan and Singapore F-5s, A-4s, and F-16C aircraft. The initial exercise sorties were dedicated to orientation missions pitting one aircraft against another in basic fighter maneuvers to help pilots familiarize themselves with the new airspace and procedures, the exercise quickly evolved into more complex air combat maneuvering with flights of up to eight aircraft for each force.

On 29 May 03 at 2002L (1102Z), an F-16CG, S/N 89-2052, crashed at Osan Air Base, Republic of Korea. The F-16 was assigned to the 36 FS, 51 FW, Osan AB, and was number two of a continuation training night 2 versus 2 tactical intercept sortie. The pilot, 1Lt Shawn Kellett, safely ejected from the aircraft and sustained minor injuries. The aircraft was destroyed on impact. A Korean National driving near the runway at the time of the mishap also sustained minor injury to the arm from flying debris. Additionally, flying debris from the wreckage damaged the Korean National's car and an Air Force officer's car. Shortly after taking off, the pilot reported seeing a grayish object flash in front of him followed by a loud bang and an apparent fire in front of his aircraft. The pilot then experienced severe deceleration causing him to be thrown forward in the cockpit. The pilot initiated emergency procedures for an engine fire by raising the nose of his aircraft and depressing the "stores jettison" button to release his external fuel tanks. He then moved his throttle to assess engine response. After assessing that the engine was not responding properly to his throttle inputs the pilot decided that the aircraft was no longer capable of sustained flight and initiated ejection. The pilot ejected approximately twelve seconds after liftoff from the runway. There is clear and convincing evidence that the primary cause of the mishap was a bird strike to the aircraft's engine causing it to fail. 1Lt Kellett saw a gray flash in front of his aircraft just before the mishap. Among his first utterances upon being approached by the first responders were words to the effect of "I hit a bird". Witnesses reported hearing a loud noise or "pop" and then seeing sparks fly out of the aircraft's engine before the mishap. Results of the engine analysis are consistent with damage caused by ingestion of a large bird. Multiple duck remains were found on the runway following the mishap. Additionally, testing revealed foreign matter found in the engine after the mishap to be the organic remains of a Spot-billed Duck, a species common near Osan Air Base and the surrounding area. These facts support the conclusion that the F-16 intake ingested a Spot-billed Duck on takeoff resulting in catastrophic engine failure.

Engine failure and a subsequent engine stall caused the crash of an F-16 fighter northeast of Kunsan AB, South Korea, on March 21, announced Pacific Air Forces officials on Aug. 16. They cited the findings of the newly released report from the command's accident investigation board. The investigators determined that the fighter's engine malfunctioned following the liberation of two fifth-stage compressor blades due to higher than normal high-cycle and vibration-induced

fatigue, states the report's executive summary. The pilot's actions to recover the engine were "focused, precise, and appropriate," but the engine continued to degrade, states the summary. The pilot ejected safely and sustained no injuries. However, the F-16, tail number 90-0771, was lost at a cost of \$21.6 million. The Air Force had to spend another \$187,419 on the environmental cleanup. The F-16 was assigned to the 36th Fighter Squadron at Osan Air Base. It was on a routine training mission when the mishap occurred. 2012

Osan F-16 Crashes: An F-16C assigned to the 36th Fighter Squadron at Osan AB, South Korea, crashed on Wednesday near Kunsan Air Base in that country during a routine training mission, announced Kunsan officials. The pilot safely ejected before the F-16 crashed into a rice field, they said. "We are grateful the pilot is safe and that no one was injured," said Col. Patrick McKenzie, commander of Osan's 51st Fighter Wing, parent unit of the 36th FS. He added, "Our main priority now is conducting an investigation to determine what happened." The Air Force will provide additional details as they become available, said the Kunsan officials. 2012

F-16s from the 36th Fighter Squadron Osan AB, Korea, will launch this year's first cooperative training exercise with the Republic of Korea Air Force on Tuesday, officials announced. Osan pilots and maintainers relocated to nearby Seosan Air Base for a week of bilateral interoperability training with KF-16s from the ROKAF's 20th Wing. Buddy Wing 16-1 will include integrated combat scenarios, bilateral tactics, planning, and critique. Pacific Air Forces fighter units at Osan and Kunsan AB, South Korea, routinely conduct bilateral deployments to hone their ability to jointly defend the Peninsula in the event of North Korean aggression. Both bases hosted and participated in several events with ROKAF fighter units last year. Buddy Wing 16-1 runs Jan. 26-29. 2016

Landry, Howard J.	1Lt	36 FS	1.0	MiG-15 F-80	17 Mar 51
Smith, Robert E.	2Lt	36 FS	1.0	MiG-15 F-80	1 Dec 51
Thomas, John B.	1Lt	36 FS	1.0	Yak-9 F-80	30 Jun 50
Wurster, Charles A.	1Lt	36 FS	1.0	Yak-9 F-80	30 Jun 50
Kees, Elwood A.	2Lt	36 FS	1.0	Yak-9 F-80	19 Jul 50
McKee, Robert D.	1Lt	36 FS	1.0	Yak-9 F-80	19 Jul 50
Wurster, Charles A.	1Lt	36 FS	1.0	Yak-9 F-80	19 Jul 50

Air Force Order of Battle

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