

7 FIGHTER TRAINING SQUADRON



MISSION

LINEAGE

7 Pursuit Squadron (Interceptor) constituted, 20 Nov 1940
Activated, 15 Jan 1941
Redesignated 7 Fighter Squadron, 15 May 1942
Redesignated 7 Fighter Squadron, Single-Engine, 20 Aug 1943
Redesignated 7 Fighter Squadron, Two-Engine, 6 Nov 1944
Redesignated 7 Fighter Squadron, Single-Engine, 8 Jan 1946
Redesignated 7 Fighter Squadron, Jet Propelled, 1 May 1948
Redesignated 7 Fighter Squadron, Jet, 10 August 1948
Redesignated 7 Fighter-Bomber Squadron, 1 Feb 1950
Redesignated 7 Tactical Fighter Squadron, 8 Jul 1958
Redesignated 7 Fighter Squadron, 1 Nov 1991
Redesignated 7 Combat Training Squadron, 17 Jun 1999
Redesignated 7 Fighter Squadron, 22 Jul 2005
Inactivated, 15 Dec 2006
Activated, 15 May 2008
Inactivated, 2 May 2014
Redesignated 7 Fighter Training Squadron, 7 Sep 2021
Activated, 12 Nov 2021

STATIONS

Selfridge Field, MI, 15 Jan 1941
Morrison Field, FL, 23 May 1941–4 Jan 1942
Melbourne, Australia, 2 Feb 1942
Bankstown, Australia, 16 Feb 1942
Batchelor, Australia, 9 Apr 1942
Port Moresby, New Guinea, 19 Sep 1942
Dobodura, New Guinea, 15 Apr 1943
Gusap, New Guinea, 16 Nov 1943
Finschhafen, New Guinea, 27 Apr 1944
Hollandia, New Guinea, 3 May 1944
Biak, 5 Jun 1944
Tacloban, Leyte, 24 Oct 1944
San Jose, Mindoro, 30 Dec 1944
Lingayen, Luzon, 25 Feb 1945
Okinawa, 17 Aug 1945
Atsugi, Japan, 15 Sep 1945
Chitose AB, Japan, 20 Feb 1946
Misawa AB, Japan, 2 Apr 1948
Itazuke AB, Japan, 14 Aug 1950
Taegu AB, South Korea, 28 Sep 1950
Kunsan AB, South Korea, 1 Apr 1953
Itazuke AB, Japan, 2 Nov 1953
Misawa AB, Japan, 7 Aug 1956
Chitose AB, Japan, 1 Jul–10 Dec 1957
Etain/Rouvres AB, France, 10 Dec 1957
Spangdahlem AB, Germany, 25 Aug 1959–15 Jul 1968
Holloman AFB, NM, 15 Jul 1968-15 Dec 2006
Holloman AFB, NM, 15 May 2008

DEPLOYED STATIONS

Ramstein AB, Germany, 10 Sep–6 Oct 1971 and 2 Mar–4 Apr 1973
Takhli RTAFB, Thailand, 11 May–12 Aug 1972
Bitburg AB, Germany, 2 Apr–3 May 1974 and 4 Oct–6 Nov 1975
Ramstein AB, Germany, 23 Aug–25 Sep 1976
Holloman AFB, NM, 15 May 2008-2 May 2014
Joint Base Langley-Eustis, VA, 12 Nov 2021

ASSIGNMENTS

49 Pursuit (later, 49 Fighter; 49 Fighter Bomber) Group, 15 Jan 1941
49 Fighter-Bomber (later, 49 Tactical Fighter; 49 Fighter) Wing, 10 Dec 1957
49 Operations Group, 15 Nov 1991-15 Dec 2006
49 Operations Group, 15 May 2008-2 May 2014
1 Operations Group, 12 Nov 2021

ATTACHMENTS

49 Fighter Bomber Wing, 9 Jul–17 Aug 1950 and 7 Aug 1956–15 Apr 1957
4 Fighter Day Wing, 15 Apr–10 Dec 1957
26 Tactical Reconnaissance Wing, 10 Sep–6 Oct 1971
86 Tactical Fighter Wing, 2 Mar–4 Apr 1973
36 Tactical Fighter Wing, 2 Apr–3 May 1974 and 4 Oct–6 Nov 1975
86 Tactical Fighter Wing, 23 Aug–25 Sep 1976

WEAPON SYSTEMS

P-35, 1941
P-40, 1942
P-47, 1943–1944
P-38, 1944–1946
P-51, 1946–1949
F-80
F-84, 1951
F-86, 1956–1957
F-100
F-105, 1962–1966
F-4,
F-15, 1977–1991
AT-38, 1992
AT-38, 2021

COMMANDER

Lt Allen Bennett
Lt Col Robert L. Morrissey, 24 Dec 1941
Maj William P. Martin, 1943-unkn
Maj Arland Stanton, 1944-unkn
Maj Edward A. Peck, 1944-unkn
Maj Robert W. Aschenbrener, Mar 1945
Maj Clayton M. Isaacson, 17 May 1945
Maj James A. Watkins, Jul 1945-unkn
Capt Martin C. Johansen, 1948
Capt Wesley I. McKee, Dec 1948
Maj Frederick H. Michel, Jan 1949
Maj Vincent J. Graves, Feb 1949
Lt Col Jack R. Brown, 21 Jun 1949
Lt Col Paul M. Hall, 13 Apr 1951
Maj Bernard K. Seitzinger, Nov 1951
Lt Col J. Ross Adams Jr., Dec 1951
Maj Arthur W. Gebaur Jr., May 1952
Lt Col Clifford C. Gould, 1952

Maj Charles W. Reed, Jan 1953
Lt Col Jack D. Stevens, Apr 1953
Maj Julian R. Onsrud, 16 May 1953
Lt Col Jack A. Blacker, 4 Jul 1953-unkn
Unkn, 1954-1956
Maj Bruce W. Carr, by Jan 1957
Lt Col Sam Malone, by Jan 1958
Lt Col Robert W. Maloy, 15 Nov 1958
Maj Arnold W. Braswell, 3 Jun 1960
Maj Brooks J. Liles, c. 1961
Maj Fred H. Henderson, 15 Nov 1961
Lt Col Francis B. Clark, 1 Aug 1963
Maj William N. Dillard, 28 Aug 1964
Maj James E. Baldwin, 1965
Lt Col Homer R. Charlton Jr., 1966
Lt Col Miguel Encinias, 13 Oct 1967
Lt Col Drury Callahan, 13 Dec 1969
Col Robert A. Walters Jr., 1 Jul 1971
Lt Col George O. Watts, 4 Dec 1972
Lt Col Roderick G. Beckett, 15 May 1974
Lt Col Jeremy C. Thomas, 23 Dec 1974
Maj John E. Cunningham, 1 Apr 1977
Lt Col Clifton C. Clark Jr., Oct 1977
Lt Col Peter D. Robinson, 15 Jan 1979
Lt Col Joseph S. Rodero, 18 Jan 1980
Lt Col Willard K. Mincey, 2 Jul 1981
Lt Col John A. Judd, 20 May 1983
Lt Col William Guth, 25 Jun 1985
Lt Col Conley V. Bradford, 7 Nov 1986
Lt Col Bron A. Burke, 2 Dec 1988
Lt Col Thomas T. Young, 20 Nov 1989
Lt Col William D. Carpenter, 20 May 1991
Lt Col James D. Wessler, 11 Sep 1992
Lt Col James R. Phillips Jr., 1 Jul 1993
Lt Col Gregory M. Nicholl, 9 Nov 1994
Lt Col Richard A. Dunham III, 7 Oct 1996
Lt Col Andrew W. Papp, 27 Feb 1998
Lt Col Richard Wright, 11 Jun 1999
Lt Col Joseph M. Skaja, 26 Feb 2001
Lt Col Angelo B. Eiland, 13 Feb 2003
Lt Col Christopher G. Knehans, 18 Feb 2005-15 Dec 2006
Lt Col Shawn Anger, #2014

HONORS

Service Streamers

Campaign Streamers

World War II

East Indies

Air Offensive, Japan

China Defensive

Papua

New Guinea

Western Pacific

Leyte; Luzon

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 Ceasefire

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

Australia, 14 Mar–25 Aug 1942

Papua, [c. 25 Sep] 1942–23 Jan 1943

Biak, 15 May 1944

Philippine Islands, 27 Oct–7 Dec 1944

Korea, [14 Aug]–25 Nov 1950

Korea, 9 Jul–27 Nov 1951

Air Force Outstanding Unit Award with Combat "V" Device

5 May–6 Oct 1972

Meritorious Unit Awards

30 Apr 2008–1 May 2009

1 Jun 2010-31 May 2011
20 Apr-19 Jun 2012
20 Jul 2012-23 Jan 2013

Air Force Outstanding Unit Awards

1 Mar 1964-28 Feb 1966
1 Mar 1966-30 Jun 1967
1 Jan 1971-15 Apr 1972
1 Jun 1995-31 May 1997
1 Jun 1998-31 May 1999
2 May 2004-31 May 2005
1 Jun 2011-31 May 2013
1 Jun 2013-31 May 2014
1 Jun 2015-31 May 2016

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citations

[14 Aug] 1950-7 Feb 1951
8 Feb 1951-31 Mar 1953

Republic of Vietnam Gallantry Cross with Palm

8 May-24 Aug 1972

EMBLEM





7 Fighter-Bomber Squadron emblems





7 Fighter Squadron emblem: On a Yellow disc, edged with a Black border, an aborigine "bunyap" affronte Light Brown, eyes Green, pupils Red, fangs and claws White, tipped with blood. Originating in Australia, the Bunyap myth was told to new settlers by the aborigines. It was said the Bunyap was a strange creature living in a deep water hole, destroying everyone who camped nearby. Many early settlers to Australia believed this story and besides never camping near a Bunyap hole, were careful not to disturb the monster when collecting water. Since the outcome of awaking the Bunyap was the same as an aerial contest with the 7 Fighter Squadron, it was only appropriate the two go into combat as wingmen. (Approved, 13 May 1944)



MOTTO

Bunyaps

The 7 Fighter Squadron, originally called the "Screamin Demons", adopted a new mascot during the Pacific Campaign. Chosen was the "Bunyap", which over time came to be known as the "Bunyap", a name still used to this day.

OPERATIONS

Squadron received one PT-17 Stearman, one PT-13 Ryan Basic Trainer, three P-35 Seversky Advanced Trainer fighter aircraft and one P-40C Curtiss Warhawk for training purposes.

1 February 1942 Arrived at Melbourne, Australia equipped with P-40s.

On 4 March 1942, Wurtsmith asked Captain Morrissey of the 7 Pursuit Squadron how many pilots were combat ready. He advised Wurtsmith that he had 11 men who were combat ready. On 7 March 1942, Morrissey and his 11 men left Bankstown at daybreak headed for Horn Island. There were no USAAF ground crews at Horn Island at that stage, so the line chief, Master Sergeant Hays issued small tool kits, spark plugs and some simple instructions to each of the pilots. The armorers also issued instructions on how to load the six .50" caliber wing guns.

The 7 Squadron was moved to Horn Island, off the northern tip of Cape York. On 14 March, when the Japanese made a bombing raid over the Island, the flight participated in its first air engagement. Five of the enemy planes were downed: and no losses were sustained by the pilots of the 7 Squadron. In that air battle, Lieutenant A. T. House, Jr. exhibited the skill, daring, and courage which characterized the pilots of the 49 Group. After shooting down his first enemy plane, Lieutenant House began to fire on a second. His guns jammed, but the Lieutenant, undaunted, maneuvered his P-40 over the Zero and suddenly dipped his plane's right wing tip into the Zeros cockpit. The enemy fighter, almost ripped in two, plummeted to the earth. With two feet of his planes wing tip torn away, Lieutenant House had difficulty in

keeping his P-40 from rolling, but, in an excellent display of flying skill, managed to bring his plane home safely.

On 15 February 1942, the HQ squadron under Major Hutchinson and the 7 Pursuit Squadron under Captain Morrissey took much the same route but headed for Bankstown airfield, west of Sydney in New South Wales. Hutchinson set up his Headquarters in the golf clubhouse across the road from the airfield. The 7 Pursuit Squadron camped in tents in the surrounding bush or shared some barracks with RAAF personnel.

An 80-man team from the 49 Pursuit Group moved by rail to Amberley airfield west of Brisbane. This team was led by Lieutenant George Hermanson of the 7 Pursuit Squadron, Dick Illing of the 8th Pursuit Squadron, Lieutenant Fred Hollier of the 9th Pursuit Squadron and Lieutenant Paul Werner from the HQ Squadron. The P-40 Kittyhawks (Warhawks) were fitted out at Amberley.



Captains Nate Blanton and Bill Hennon, along with Lieutenant Lester Johnsen became new flight leaders in the 7 Pursuit Squadron under Commanding Officer Morrissey.

15 September 1942 Squadron arrived at Port Moresby, New Guinea, flying its initial mission on 19 September 1942.

The 7 Fighter Squadron moved up to New Guinea in mid-September 1942, and on 19 September flew its first mission from Port Moresby. Before that unit was joined by the rest of the Group, it flew strafing and dive-bombing missions against various targets in New Guinea.

The squadron was successful in knocking out the Wairopi bridge, which helped to stall the Japanese drive toward Port Moresby, the last allied stronghold in New Guinea.

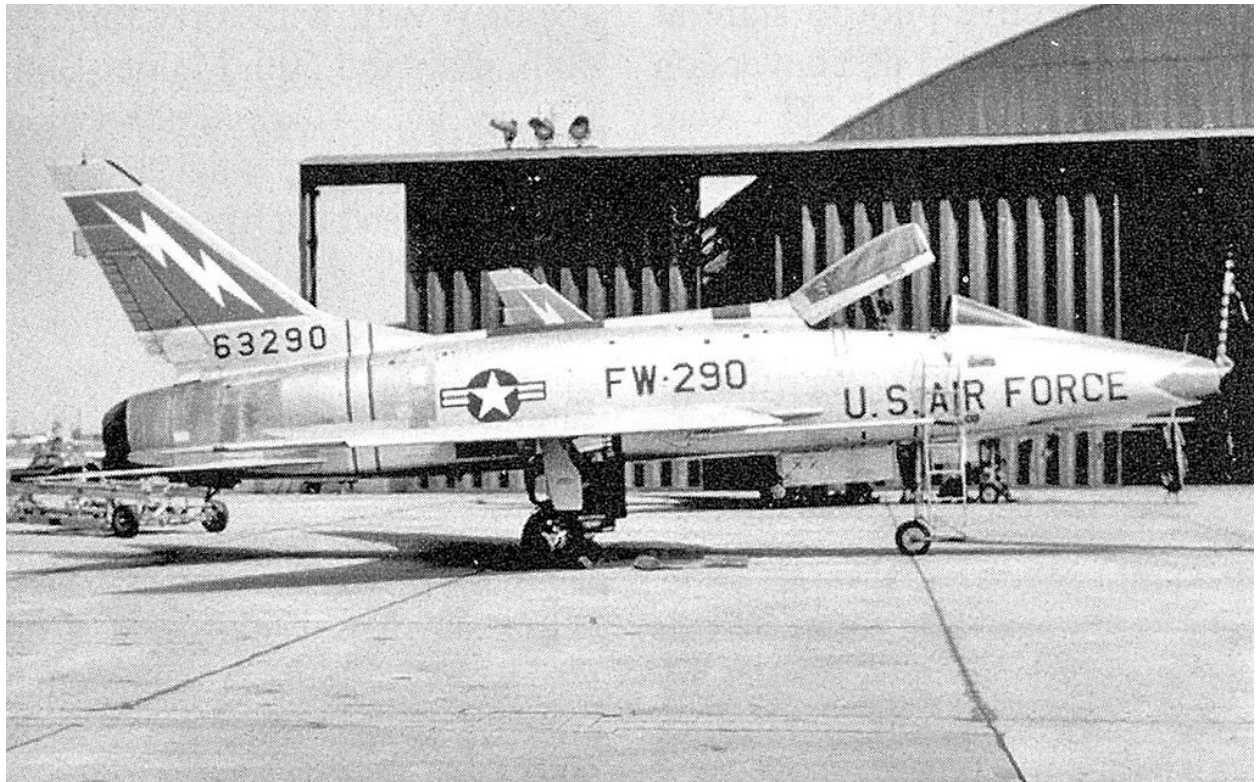
On 27 October the air echelons of the 7 and 9th Squadrons flew from Biak to Tacloban, Leyte. Their aircraft were the first American land-based fighter planes in the Philippines since early in 1942.

06 January 1943 Helped break up an enemy convoy of 4 transports and six escort vessels attempting to move into the area of Lae, New Guinea. The 7 took part in 72 sorties flown against the enemy in which one transport was claimed as destroyed by Lts A.T. House, Jr. and Claude S. Burnette.

25 June 1950 With the outbreak of hostilities in Korea, the unit assisted in flying cover missions for the evacuation of civilians from Kimpo and Suwon, Korea. 01 October 1950 Moved to Taegu, Korea. Was part of the first combat fighter outfit to operate on a combat basis from a base in Korea, conducting attacks against enemy forces along the 38th-parallel



7th Fighter-Bomber Squadron F-80C taking off from Itazuke AB





04 May 1972 Deployed to Takhli RTAFB, Thailand after North Vietnam invaded South Vietnam.

13 - 19 April 1971 Deployed to England AFB, LA for CORONET ORGAN IV.

11 March 1973 Deployed to Bitburg AB, Germany for Victor Alert.

19 - 29 May 1973 Deployed to Bergstrom AFB, TX, to participate in Gallant Hand.

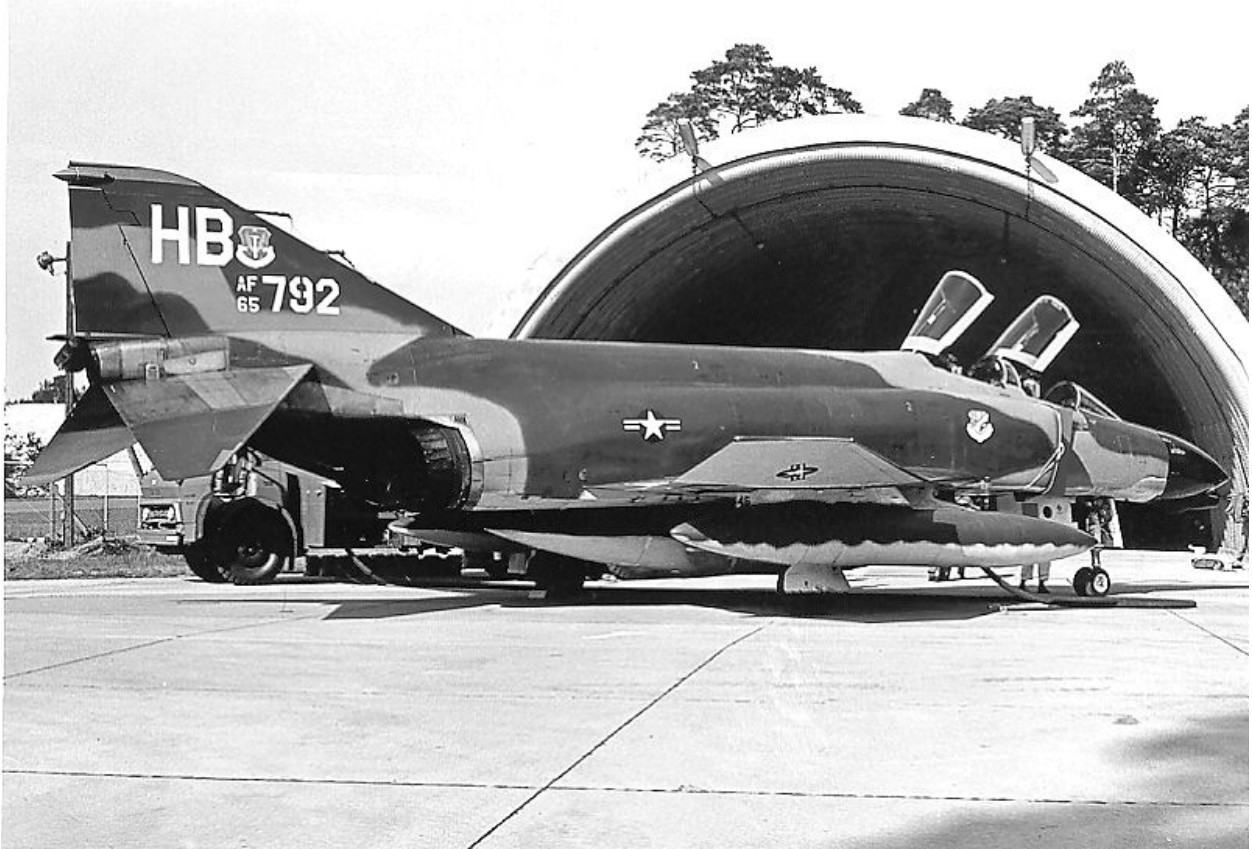
11 - 17 June 1973 Deployed to Eglin AFB, FL for Coronet Organ VIII.

29 July- 04 August 1973 Participated in Combat Echo at Eglin AFB, FL.

14 - 18 August 1973 Coronet Organ IX.

09 - 15 September 1973 Participated in Coronet Sharpshooter at Nellis AFB, NV.

02 October 1975 Deployed for Crested Cap 75 to Bitburg, Germany.



17 October 1975 Lts Donald Maynard and John Roberts were killed as their F-4 impacted the ground on a close air support mission. The aircraft board stated the cause as "undetermined."

30 November 1975 Deployed to Eglin AFB, FL or Combat Echo.



26 January 1976 Participated in operation BOLD EAGLE.

22 February 1976 Participated in Combat Echo at Eglin AFB, TX.

29 May 1976 Supported 9 TFS at Nellis AFB, NV for operation RED FLAG.

14 August 1976 Deployed to Ramstein AB, Germany for Crested Cap.

07 May 1977 Participated in RED FLAG 77-6 at Nellis AFB, NV.

18 March 1978 Deployed to Nellis AFB, NV for RED FLAG. First exercise with F-15s.

09 September 1978 Became the first 49 TFW to deploy to Michael Army Air Field, UT as part of RED FLAG 78-9.

12 - 15 March 1979 Participated in the 12 AF Composite Force Exercise "Sea Strike".

18 August - 11 September 1979 Deployed to Nellis AFB, NV for RED FLAG 79-9.

2nd Qtr 1980 Deployed to CFB North Bay, Ontario, Canada for Fabric Braue 80-2.

18 June 1980 Participated in RED FLAG 80-4.

22 -26 September 1980 Deployed to Nellis AFB for SAC exercise BUSY PRAIRIE.

14 - 17 October 1980 Participated in SEA STRIKE 81-1 at Gila Bend Range, AZ.

31 October - 02 November 1980 Deployed to Albuquerque NM to participate in CROWN ROYAL.

1st Qtr 1981 Participated in RED FLAG 81-2.

3rd Qtr 1981 Deployed to Lahr CFB, West Germany for CORONET SLOOP, deployed to Tinker AFB, OK for CORONET SENTRY V.



07 - 21 August 1982 The 49 TFW was the host unit for RED FLAG 82-5 being held at Nellis AFB, NV. The 7 TFS was a participant.

05 February 1983 Participated in RED FLAG 83-2 at Nellis AFB, NV.

09 May 1983 F-15 770094 was lost due to an accident. Pilot survived.

26 August 1983 Deployed several aircraft to Lahr CFB, Germany in support of the NATO exercise COLD FIRE.

03 - 31 March 1984 Participated in Combined Force Training, GREEN FLAG 84 at Nellis AFB, NV.

18 August - 01 September 1984 Participated in RED FLAG 84-5 at Nellis AFB, NV.

05 - 19 January 1985 Deployed to Hickam AFB, HI for SENTRE TIGRE.

11 - 18 April 1985 Hosted BUSHWACKER, flying against AT-38s from the 479 TTW.

03 - 14 June 1985 Entire squadron deployed to Decker Field, Wendover, UT for RED FLAG 85-4

Over 320 personnel deployed, the largest deployment for the 49 TFW since May 1983.

23 August 86 Supported BLUE HORIZON with 8 F-15s.

12 October - 18 November 1989 Deployed to Howard AFB, Panama in support of Operation JUST CAUSE.

11 June - 9 July 1990 Deployed 12 F-15s to Gilze-Rijen AB, the Netherlands for a NATO exercise, CENTRAL ENTERPRISE.

02 December 1993 Took over the mission of training F-117A Stealth pilots from the 417 Fighter Squadron which was deactivated.

30 September - 18 October 1994 Deployed 4 F-117s and 59 people to Lakenheath Air Base, England for training missions. This marks the first deployment to the United Kingdom.

14 September 1997 F-117 81-793, lost its left wing at 1500 hrs. during a pass over Martin State Airport, Middle River, Maryland during the Chesapeake Air Show and crashed into a residential area of Bowley's Quarters, Maryland damaging several homes. Four people on the ground received minor injuries and the pilot, Maj. Bryan "B.K." Knight, 36, escaped with minor injuries after ejecting from the aircraft. A month-long Air Force investigation found that four of 39 fasteners for the wing's structural support assembly were apparently left off when the wings were removed and reinstalled in January 1996, according to a report released 12 December 1997.

On 8 March 2003, at 1:39 p.m. local time, a T-38, Serial Number 68-8141, was destroyed during an approach to land on runway 19 at Eglin Air Force Base (AFB), Florida. The mishap aircraft was number two in a two-ship formation of T-38s. The mishap pilot (MP 2) ejected from his aircraft, receiving only a minor foot injury. The mishap aircraft's (MA) loss is valued at \$3,800,000. Two private residences were substantially damaged in the mishap, however, no civilian injuries resulted from the mishap. MP 2, assigned to the 7 Combat Training Squadron, 49 Fighter Wing, Holloman AFB, NM, was the wingman in a two-ship navigation/instrument proficiency cross-country training mission consisting of MP 2 and his flight lead, MP 1. The mishap sortie occurred on the second day of the four-day mission and was the second of six planned sorties for each aircraft. There is clear and convincing evidence that the cause of this mishap was MP 2's failure to adequately monitor his airspeed after being directed to accomplish a drag maneuver and permitting his airspeed to decrease to the point that his aircraft stalled. As MP 2 attempted to recover from the stall, the aircraft impacted several large trees. The impact

simultaneously made MP 2 decide to eject from the MA and caused both of the MA's engines to fail due to ingested tree debris. Post mishap analysis revealed all of the MA's systems were operating normally prior to impacting the trees. Additionally, there is substantial evidence that complacency contributed to the mishap by degrading both mishap pilots' ability to successfully execute the final approach to Eglin AFB. Before entering their aircraft to depart on the mishap sortie, both pilots knew that MP 2 did not have the required instrument approach plates for the next three planned sorties, but neither made an effort to obtain them. Nearing Eglin AFB, with the local cloud ceiling significantly lower than expected, complacency impacted MP 1's ability to accurately assess the weather as unsuitable for a drag maneuver and led to his failure to select another option to safely land both aircraft. MP 1 directed the drag maneuver approximately two nautical miles from the runway threshold at an altitude of approximately 500 feet above runway elevation. At this short distance, it was impossible for MP 2 to achieve the required spacing prior to crossing the runway threshold.

Holloman AFB, N.M., received the first two of its 40 planned F-22s on June 2. "It's a big day. We're very proud to have the aircraft finally here" said Lt. Col. Mike Hernandez, commander of Holloman's 7 Fighter Squadron, who flew in one of the two Raptors. Col. Deff Harrigian, commander of the base's 49 Fighter Wing, piloted the second F-22. "I'm really proud of what everyone did to make this happen," Harrigian said. Gen. Michael Moseley, Chief of Staff, will hold an official arrival ceremony at the base on Friday (June 6). Holloman is the third of four bases on tap to host combat-ready Raptors under the Air Force's current 183-aircraft program of record. Already Langley AFB, Va., is home to two fully populated squadrons, and Elemendorf AFB, Alaska, is in the midst of standing up its two units. Hickam AFB, Hawaii, early next decade, will be the last base to receive its Raptors--in this case, just one squadron. The 7 FS is the first Holloman unit that will receive its complement of 20 F-22s. More aircraft are set to arrive at the beginning of 2009 en route to the squadron achieving operational status by November 2009. The yet-to-be-reactivated 8th FS will then receive its 20 F-22s, according to a 49 FW spokeswoman. The 7 FS and 8th FS (as well as a third unit, the 9th FS) formerly operated F-117 stealth strike aircraft from Holloman. The base retired the last of its F-117s in April to make way for the new F-22s.





7 FTS AT-38

JOINT BASE LANGLEY-EUSTIS, Va. –

U.S. Air Force Lt. Col. Joshua Dorr, 7th Fighter Training Squadron commander, assumed command of the newly reactivated 7th FTS during a ceremony at Joint Base Langley-Eustis, Va., Nov. 12, 2021. Previously based out of Holloman Air Force Base, NM, the 7th FTS ‘Screamin’ Demons’, formerly designated as the 7th Fighter Squadron, was inactivated in May of 2014 with a primary mission of providing air dominance and global air superiority via the F-22 Raptor.

The 7th FTS will receive personnel and equipment transferred from the 71st Fighter Training Squadron here at JBLE. The 7th FTS will then assume the adversary air mission, which utilizes T-38 Talons to help prepare F-22 Raptor pilots for real-world combat scenarios.

“This is a great opportunity to be able to represent the men and women of the newly reactivated 7th FTS here at JBLE,” Dorr said. “There’s no doubt in my mind we will continue to enhance the 1 FW’s combat capability by providing world class F-22 Adversary Air support.”

The 7th FTS has a history steeped in tradition dating back to World War II, where the squadron conducted air defense missions in the Pacific Theater flying the P-40 Warhawk, P-47 Thunderbolt and P-38 Lightning in Australia and New Guinea. The 7th FTS mascot and emblem, the ‘Screamin’ Demons’, was derived from the Australian Aboriginal’s death demon, the ‘Bunyap’.

“We’re all extremely fired up about bringing a squadron back to life that has a history dating back to WWII. Many squadron members have been counting down the days until we transition from the ‘Ironmen’ to the ‘Screamin’ Demons’,” said Lt. Col. Timothy Swiechowicz, 71st FTS assistant director of operations. “In the grand scheme of things, it will be a smooth and

seamless transition, and we're fully prepared to carry on the history and traditions of the 'Screamin' Demons'."

DEPARTMENT OF THE AIR FORCE 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 history. *49 Tactical Fighter Wing, History in Review. 1940-1972.*

USAF Accident Investigation Board Reports.