

## 93 BOMB SQUADRON



### MISSION

#### LINEAGE

93 Aero Squadron organized, 21 Aug 1917

Demobilized, 31 Mar 1919

93 Bombardment Squadron constituted, 1 Mar 1935

93 Aero Squadron reconstituted and consolidated with 93 Bombardment Squadron, 14 Oct 1936

Activated, 20 Oct 1939

Redesignated 93 Bombardment Squadron (Heavy), 6 Dec 1939

Redesignated 93 Bombardment Squadron, Very Heavy, 28 Mar 1944

Inactivated, 1 Apr 1944

Activated, 1 Apr 1944

Redesignated 93 Bombardment Squadron, Medium, 10 Aug 1948

Redesignated 93 Bombardment Squadron, Heavy, 1 Jul 1961

Discontinued and inactivated, 1 Feb 1963

Redesignated 93 Bomb Squadron and activated in the Reserve, 1 Oct 1993

#### STATIONS

Kelly Field, TX, 21 Aug-29 Sep 1917

England, 29 Oct 1917

Beaulieu, England, Jan-24 Jun 1918

Issoudun, France, 7 Jul 1918

Vaucouleurs, France, 28 Jul 1918

Lisle-en-Barrois, France, 24 Sep 1918  
Foucaucourt, France, 6 Nov 1918  
Colombey-les-Belles, France, 15 Dec 1918  
Romorautin, France, 2 Feb 1919-4 Mar 1919  
Garden City, NY, 13-31 Mar 1919  
March Field, CA, 20 Oct 1939  
**Albuquerque, NM, 2 Jun-27 Sep 1941**  
**Albuquerque, NM, 2 Jun-4 Oct 1941**  
Clark Field, Luzon, 23 Oct 1941  
Batchelor Field, Australia, 19 Dec 1941 (ground echelon on Luzon and Mindanao, 19 Dec 1941-  
May 1942)  
Singosari, Java, 1 Jan 1942  
Melbourne, Australia, 1 Mar 1942  
Cloncurry, Australia, 29 Mar 1942  
Longreach, Australia, 18 May 1942  
Mareeba, Australia, 23 Jul-25 Oct 1942  
Pocatello AAFld, ID, 28 Dec 1942  
Pyote AAFld, TX, 18 Jan 1943-1 Apr 1944  
Great Bend AAFld, KS, 1 Apr-7 Dec 1944  
North Field (later, Andersen AFB), Guam, 16 Jan 1945  
Kadena AB, Okinawa, 27 Jun 1950-18 May 1954  
Pinecastle AFB, FL, 2 Jun 1954  
Homestead AFB, FL, 25 Jun 1956  
Kincheloe AFB, MI, 1 Aug 1961-1 Feb 1963  
Barksdale AFB, LA, 1 Oct 1993

### **ASSIGNMENTS**

3<sup>rd</sup> Pursuit Group, by 28 Jul 1918  
1<sup>st</sup> Air Depot, 11 Dec 1918-4 Mar 1919  
Unkn, 13-31 Mar 1919  
19<sup>th</sup> Bombardment Group, 20 Oct 1939-1 Apr 1944 (ground echelon attached to 5 Interceptor  
Command, 19 Dec 1941-May 1942)  
19<sup>th</sup> Bombardment Group, 1 Apr 1944  
19<sup>th</sup> Bombardment Wing, 1 Jun 1953  
4239<sup>th</sup> Strategic Wing, 1 Aug 1961-1 Feb 1963  
917<sup>th</sup> Operations Group, 1 Oct 1993

### **WEAPON SYSTEMS**

SPAD XIII  
SPAD VII, 1918  
B-18  
B-17  
B-17F  
B-24 and LB-30

B-29, 1944-1954  
B-47, 1954-1961  
B-52, 1961-1963  
B-52, 1993

#### **COMMANDERS**

1Lt Henry T. Fleitman, 1917  
1Lt Max A. Montgomery, 1918  
1Lt Frank M. Condon, May 1918  
Maj Jean Huffer, 1918  
Capt Charles Rockwell, 1918-unkn  
Unknown, 23 Aug 1935-31 Oct 1936  
Inactive, 31 Oct 36-20 Oct 39  
Maj Thomas W. Blackburn, 20 Oct 1939  
Maj Hilbert M. Wittkop, 11 Dec 1939  
Capt Jack W. Wood, Apr 1941  
Capt William E. McDonald, Jun 1941  
Maj Cecil E. Combs, Jul 1941  
Maj James T. Connally, 18 Mar 1942  
Capt W. H. Smith, 27 Apr 1942  
Lt Col Felix M. Hardison, 18 May 1942  
Cpt Robert J. Hughey, 1 Jan 1943  
Capt Bernice S. Barr, 4 Feb 1943  
Capt Richard T. Hernlund, 27 Mar 1943-unkn  
Capt Jesse R. Womble, May 1944  
Capt Lee Free, Jun 1944  
Maj Sam Bakshas, Jul 1944  
Lt Col Leon L. Lowry, 1945  
Capt Earle F. Riley, 12 Oct 1945  
Maj Russell J. Smith, 28 Feb 1946  
Capt Joseph Svejkar, 24 Feb 1947  
Maj Edsel L. Lyon, Mar 1947  
Maj Walter B. Sams, 27 May 1947  
Lt Col Dalson E. Crawford, Aug 1947  
Maj David L. Henderson, 13 Nov 1947  
Capt John Alexander, 6 May 1949  
Lt Col Earl L. Johnson, 8 Jul 1949  
Maj Jack W. Williams, 6 Nov 1949  
Lt Col Douglas H. Hatfield, 28 Mar 1950  
Lt Col William J. Would, 13 Apr 1951  
Lt Col James E. Brewer, 10 Oct 1951  
Lt Col James F. Sapp, 26 Jun 1952  
Lt Col Melvin H. Slate, 30 Dec 1952  
Lt Col Lyle Maritzen, 14 Sep 1953

Lt Col Ralph W. Jones, 24 Apr 1954  
Lt Col Vernon N. Luber, Oct 1954  
Lt Col Winfred O. Craft, 21 Nov 1954  
Lt Col Curtis N. Youngblood, 8 Feb 1955  
Lt Col Ralph W. Jones, Oct 1955  
Lt Col George H. Koehne Jr., Jun 1956-unkn  
Maj Howard Richardson, unkn-Jul 1961  
Lt Col Richard E. Murray, Jul 1961  
Lt Col D. K. Kasselmann, by Jan 1962-1 Feb 1963  
Unkn, 1 Oct 1993-Jul 1994  
Lt Col Lindell Mabus, 4 Jul 1994  
Lt Col Henry B. Kintner, 6 Dec 1998  
Lt Col Steven W. Kirkpatrick, 15 Oct 2000  
Lt Col John D. Lunsford (interim), 23 Sep 2001  
Lt Col Timothy W. Mers (interim), 6 May 2002  
Lt Col John D. Lunsford (interim), 2 Mar 2003  
Unkn, 2004-2009  
Lt Col Keith Schultz  
Lt Col Joseph Jones Aug 2009  
Lt Col David L. Leedom, 6 Mar 2011  
Lt Col James L. Morriss, III, 28 Apr 2013  
Lt Col Robert W. VanHoy II, 6 May 2014  
Lt Col Brent E. Weisner, 3 Jun 2016

## **HONORS**

Service Streamers

World War II American Theater

### **Campaign Streamer**

World War I

Lorraine

St. Mihiel

Meuse-Argonne

World War II

Philippine Islands

East Indies

Air Offensive, Japan

Papua

Guadalcanal

Western Pacific

Air Combat, Asiatic-Pacific Theater

Korean War

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

### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Distinguished Unit Citations  
Philippine Islands, 7 Dec 1941-10 May 1942  
Philippine Islands, 8-22 Dec 1941  
Philippines and Netherlands Indies, 1 Jan-1 Mar 1942  
Philippine Islands, 6 Jan-8 Mar 1942  
Papua, 23 Jul-[24 Oct 1942]  
New Britain, 7-12 Aug 1942  
Japan, 9-19 Mar 1945  
Kobe, Japan, 5 Jun 1945  
Korea, 28 Jun-15 Sep 1950

#### Air Force Outstanding Unit Awards

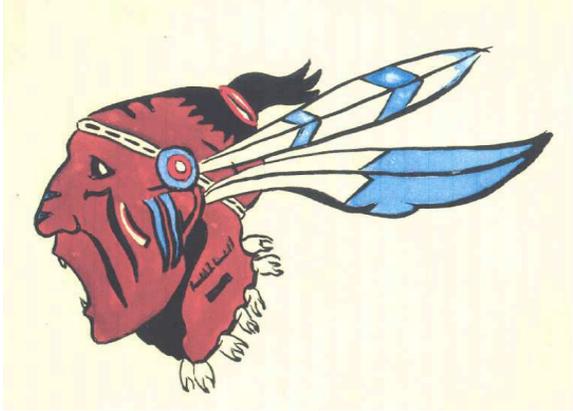
1 Oct 1993-1 Jul 1995  
1 Oct 1997-30 Sep 1999  
1 Oct 2001-1 Aug 2003  
1 Oct 2007-30 Sep 2009

Philippine Presidential Unit Citation (WWII)

Korean Presidential Unit Citation  
7 Jul 1950-27 Jul 1953

#### **EMBLEM**

The Ninety-third Aero Squadron is represented by an Indian head similar to that of the 28th, but in the Reverse direction and bearing two feathers instead of one.



Circa, 1942





On a disc Brown, a plate Argent fimbriated Sable overall a Native American warrior head couped in profile resplendent in battle attire Proper, all within a diminished border of the third. Attached below the disc, a White scroll edged with a narrow Black border and inscribed "93 BOMB SQ" in Black 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 Squadron, formed during World War I, reflects the traditional colors of the Aero Squadron. The Indian's head emphasizes the unit's aggressive warrior spirit and notable history. (Approved, 24 Apr 1942 from World War I emblem, modified, 22 Jul 1996)

## MOTTO

## OPERATIONS

The lineage of the 93 Bomb Squadron began Aug. 21, 1917, with the activation of the 93 Aero Squadron assigned to the 3rd Pursuit Group, 1st Pursuit Wing, 1st Army, at Kelly Field, Texas.

During World War I, the 93 Aero Squadron reached the Front on July 28, 1918, at Vaucouleurs, France, flying Spad XIII aircraft.

The beginning of September brought intense activity in American Army units. The First Army was organized and concentrated in the St. Mihiel sector for its first independent operation. Two miles away from our field was quartered the First Division and a few miles farther on, was the Second Division, both of which, with other divisional units moved up past our camp shortly after. The tramp, tramp, tramp of the doughboys, the purr of the motors and the rumbling of the artillery could be heard most of the night, and all the day too, if the weather was such as to hide the movement from the Boche observers eyes. Other things were noticed, too, from the air—large encampments of American troops, new artillery emplacements, new railroad facilities and new aerodromes. As yet we had received no definite news concerning operations before us, but these signs were proof positive that a big "Push" was coming. Moreover, we

knew that the American Army was overseas for the express purpose of helping to end the war. The general impression seemed to be that the surest and quickest way to end the war was to win it; so we set about to play in the air the part which that all powerful stage manager, G. H. Q., had planned that we should take.

Let it not be supposed, in spite of the uninteresting data which comprises the resume of our first month's work, that our path was entirely smooth and without obstacles. We lacked everything from experience to motors. For almost a week we had barely six pairs of wheels for our entire quota of ships. When one plane returned from patrol, its wheels would be hastily transferred to another machine which had been made ready for the next "show". There was a shortage of motor parts too; even wrenches were scarce. All these little difficulties made the work of keeping our planes in the air a mountainous task, one for which Lt. Boles and the enlisted men under him deserve a deal of praise.

During the first days of September, our need of parts, and planes, was somewhat relieved and veiled orders started coming which pointed very steadily toward the early opening of the expected offensive. Our pilots were still ordered to patrol on our side of the lines for two very good reasons. In the first place in order not to call the attention of the enemy to the concentration of Air Services, which would have awakened his suspicions concerning our intentions. In the second place to avoid giving the impression of a large force of Pursuit planes on the sector, which would cause the enemy to send up additional squadrons of chasse to outnumber our small quantity of fighting planes. The idea was to strike hard when everything was ready, before that to lie low. Naturally this policy of watchful waiting was cause enough for violent excitement among the pilots of the Squadron. The return of each patrol caused a congregation of interested officers who were continually on hand to get the latest reconnaissance reports.

On September 11<sup>th</sup>, we felt that the moment had arrived. We had all felt that for at least two weeks, but this time our expectations were aroused by a very significant order for the Major to report at once to the Group Headquarters. We waited in the mess hall where we were all sitting at dinner, until he returned an hour later with the news we had all been expecting. The big attack was scheduled to start at dawn the following morning, preceded by a three hour artillery bombardment. All planes which could possibly be made serviceable were to be in line with motors running at 4:45 and flight commanders were to have all pilots ready to take off at 5 o'clock. Perhaps with some unpleasant thoughts that tomorrow night would not find us all together in the mess hall, but with a determination to do the coming job well, the pilots went to bed early as a physical preparation for the morrow. Many were awakened about two o'clock by the roar of the big guns which continued their booming until the dawn of that eventful day which furnishes us our first real opportunity to put our Squadron among the list of those organizations which have "done something."

At 4:30 the field was a scene of officers and mechanics busily engaged in making final preparations for take-off. Specific instructions had arrived at the operations office, and the flight leaders had final conferences with their pilots before leaving. The first show was a

straffing mission—"The 93 Squadron will furnish a patrol of six machines to attack with machine guns, a concentration of German troops on the road between Chambley and Waville". Off they went, with Lt. Wright leading, amid the low hanging clouds, across the lines in spite of the barrage of anti-aircraft fire which the Boche put up, and on to their objective. Once past this difficulty that Hell of air work, rifle and machine gun fire from the ground, was encountered. Nevertheless the planes pushed on and carried out their mission, completely demoralizing the enemy, who were scarcely expecting an air attack so far behind their lines.

On the next patrol enemy planes are sighted by a formation consisting of Lts. Rummell, Cox and D'Olive. Several of them were attacked at close range. The full account of this battle we did not learn until the following day, when Lt. Rummell returned. His own story, which follows, will give a better idea of what took place:

"It was on a special reconnaissance mission that I set out at about ten o'clock with Lts. Cox and D'Olive following me. There were clouds at less than 400 meters and a fine rain which stung our faces like needles. I shall hurry over the preliminaries: how I lost Lts. Cox and D'Olive in the clouds, how I gained my objective, made the necessary observations, and started back. It was then that I glanced inside the cowling of my machine at my pressure gauge, and looked up again to find a speck, a German scout I soon decided, among the clouds, above and in front of me. I climbed, turning slightly away from the other machine, which started to climb towards me. He was then some 500 meters away and about on my level, with the clouds above, below and around us both. I recall that I was surprised at that very instant to find how calm and collected I was. I had thought I should be scared stiff; I felt that I ought to be but I wasn't. Nobody is I guess when he gets that far. What followed I did without reasoning. It just seemed the thing to do. The Hun was coming towards me, climbing in such a way to head me off if I kept straight on. Right along side my line of fight was a cloud, a small one, which I saw that I could get around. I turned, dodged around the cloud, climbing all the time, evidently giving the German the impression that I was running away, for when I had completed the circuit, I found the enemy machine going in the direction he had last seen me take. I was now above and behind him, and, most important of all, unnoticed. The rest was easy. I came down on him, opening with both guns at a distance of 75 yards. The tracer bullets I could see enter his cockpit and forward part of his fuselage. As I reached a point about thirty yards away from him, he seemed to pull the nose of his machine up; I followed with my tracers and became so intent on keeping those yellow streams flowing into him, that I almost drove my plane into his. Suddenly I did the only thing left to do. I dove underneath with full motor.

When I looked back he had fallen into the clouds below us, lost to sight. Then I was scared; and lost. I could see the ground only at intervals, and could recognize no landmarks. I resorted to the compass, and what I could see of the sun, keeping as much in the clouds as I could to avoid possible attack from enemy planes. Incidentally, those fifteen minutes I spent flying in the grey mist of the clouds, with no idea of where I was, and almost as little of where I was going, with the minutes of flying getting fewer as the gas became less, were a bit startling. My compass led me too far east, to where the front turned south toward Nancy. As I was flying south, I merely flew parallel to the lines for a while, until, in one of my periodical dips, I discovered the

trenches, and crossed over and picked out the only available spot for a landing. This spot was I found later, on a slope of the Vosges Mountains. I crashed the machine, but not myself; and later, when our troops moved up, got confirmation on my first enemy plane. I was reported missing, too, because it wasn't till late that night that I got word to the squadron.

Lt. D'Olive, having lost the patrol as Lt. Rummell went through the clouds sighted a Boche near our lines, and opened fire on him as the Hun retreated toward Germany. D'Olive saw the enemy plane go down in a steep dive, and later received official credit for its destruction. This made our score for the first day, two enemy planes shot down, convoys and troops shot at and demoralized, with no one lost. However Rummell, as has been said, landed and crashed at a distant point. Fuller, too, broke up his plane far from the home field, while Hartman, after having turned back with jammed guns and a missing motor, was chased across the lines by three Hun planes, though he managed to land safely at Luneville.

Lt. Case made his first trip across the enemy lines on a strafing expedition, that memorable 12th of September, and gives an interesting account of what took place. Here is his story:

"My first flight over the lines was the 12th day of September. Always before this we had patrolled up and down behind the lines, not going over into the enemy's territory. The 12th of September, orders were received for all available planes to fly at low altitude and straff the following towns: Vigneulles, St. Benoit, Dampvitoux and Chambley, and roads, and all concentrations of troops we saw. Lt. Gude could not go any farther than the lines on account of motor trouble, so we three that were left went on over and completed our mission. I did not know any of the enemy territory so I flew close to Lt. Merz, who was leading. I watched him and fired on almost every target he fired on. At one time we flew over a very small town, where there were, to the best of my judgement, about 3000 troops in the streets and outside of the town, together with many motor lorries. I piqued down and fired on the troops in the street which caused utter confusion, a great many of them trying to enter one door at once. I concentrated my fire on that door killing and wounding many of them, I am sure, for I could see them fall, being at that time less than fifty meters high. Things were getting pretty hot for us there and we moved on. I saw a company of riflemen about a half mile and a second later I thought my time had come for I could see the smoke coming from their rifle barrels. I piqued on them, firing both guns until I was about 150 feet from them, then had to pull up to keep from hitting the ground and crashing. At a very short distance from them I saw several motor trucks going north. I opened fire on one of them and saw the driver jump from one side and another chap from the other; the truck hit a tree and stopped. I fired on numerous other small formations of the enemy. On our way home there was a great deal of rifle and machine gun fire and archies directed at us, luckily no one in the formation being touched, but Lt. Merz had a longeron shot in two by rifle or machine gun fire. Lt. Carruthers also picked up two bullets in his machine. Neither I nor my machine were touched. Being out of ammunition we returned to the aerodrome to await further orders, which came that afternoon."

September 13th is marked with red letters in the history of our pilots. About 17 o'clock, after an observation mission some kilometers behind the lines, one of our formations became

somewhat split up. Lt. D'Olive met a patrol of the 103rd Squadron, just as the latter was about to engage in combat with several enemy planes. D'Olive attacked one Fokker with Lt. Furlow of the 103rd, and last saw the blacked crossed machine vrrilling at an altitude of about 100 meters. D'Olive climbed hurriedly and attacked another Fokker with Lt. Furlow, at an altitude of about 500 meters. This enemy plane was seen to crash near St. Benoit. Again D'Olive climbed up to about 500 meters, attacking a third time. He followed his adversary down till he saw him crash not far from the second plane. With three planes to his credit, D'Olive flew home, there to be congratulated by an admiring group of comrades, and, later, to be recommended for the D.S. Lts. Carruthers and Harding attacked a formation of three Pfalz scouts near Jonville, sending one down in flames. The other Boches evidently heeded this evidence of allied marksmanship, for they headed northeast with wide-open motors. The 13th closed with four more Huns to the credit of the 93, all of which, it might be well to add, were shortly afterwards confirmed or officially credited. The Squadron just missed getting credit for another Fokker, which Lt. Wright attacked in the region of Buxieres. He was, however, chased off by a reserve of five Fokkers, and forced to take refuge in a cloud.

On a strafing expedition, early in the day, Lt. Lindsley had an experience which was at once thrilling and amusing. He was flying low, at about 100 meters, in the region of Mars-la-Tour, busily engaged in shooting up troops moving back from the lines. Suddenly he saw a huge truck, and as suddenly recognized it as a beautiful target. It must have been a gasoline tank, for, after having received a few shots, it exploded with violence, damaging everything in the close vicinity. Lindsley returned unhurt. On a similar mission, Lt. Merz chased a German Officer on horse-back, and gleefully watched the Boche gallop for cover. It was while engaged on this same mission that Lt. Nash was last seen, apparently all right. When he failed to return, his Squadron brothers made inquiries through the Red Cross, but for many weeks failed in their attempt to get news of him.

On the 14th the German pilots evidently did little flying, for none of our patrols succeeded in gaining contact with the enemy, though one Boche formation was observed over Metz. Lt. Wright attacked a German sausage, but did not succeed in firing it, largely because his eleven millimeter gun jammed after a hundred rounds.

The following day, September 15th, gave us a change to add one more Hun to the list of our victories. In the late afternoon, a patrol of ten of our machines encountered about eight enemy planes. A general Melee ensued, during which one Boche went down in a vrille, and was later confirmed and credited to Lts. Wright and Lindsley. The rest of the Fokkers, who had the advantage in altitude on our planes, hurried off towards Metz when more Spads dove out of the sun towards the fight.

At about 13 o'clock on September 16th, Lts. Wright and Lindsley found a German bi-place hovering over Pont-a-Mousson at about 3000 meters. They attacked and drove the observation plane down to about 300 meters, though Lt. Wright's guns jammed continually and Lt. Lindsley had a bullet in his motor. The German plane seemed to be badly damaged, but our pilots, unable to report that it had come down behind our lines, were properly disgusted. Lindsley was

forced to land not far from the fight, and Wright came home cursing the Armament officer, the Kaiser, and all his friends. Perhaps his display of righteous indignation did the trick, for several days later the report reached us that the bi-place had landed in our lines, and that both observer and pilot were taken prisoner. Confirmation and official credit soon followed, bringing our score up to eight official planes.

It took part in 157 war missions, fought 64 combats and received official confirmation for 32 enemy planes brought down. The Ninety-third suffered 8 casualties, consisting" of 2 killed, 1 wounded, and 5 prisoners. This squadron ceased to function December 11.

The 93 Aero Squadron was demobilized on March 31, 1919. In 1936, the 93 Aero Squadron was reconstituted and consolidated with the 93 Bombardment Squadron. The unit was activated on Oct. 20, 1939, flying B-17 and B-18 aircraft with the 19th Bombardment Group from bases in Australia. During the initial stages of World War II, the squadron also flew L-30 aircraft in support of campaigns in the Philippine Islands, East Indies, Japan, Papua and Guadalcanal.

Constituted in the Regular Army on 8 May 1929 as the 93 Attack Squadron, assigned to the 33rd Attack Group and allotted to the Eighth Corps Area.

Reorganized and redesignated 93 Bombardment Squadron on 1 March 1935, relieved from the 33rd Attack Group, and assigned to the 19th Bombardment Group.

Organized on 23 August 1935 with Organized Reserve personnel as a RAI unit at Fort Crockett, TX. Withdrawn from the Eighth Corps Area on 5 June 1936 and allotted to the Sixth Corps Area. Inactivated on 31 October 1936 at Fort Crockett by relief of Reserve personnel. Chicago, IL, designated as headquarters location on reorganization, but the unit was never reorganized at that location.

Redesignated as the 93 Bombardment Squadron (Heavy) on 20 October 1939 and organized at March Field, CA. Transferred in June 1941 to Albuquerque, NM.

Departed from the port of San Francisco on 4 October 1941 on the U.S.A.T. Willard A. Holbrook and arrived at Manila, PI, on 23 October 1941. Transferred to Clark Field, PI, the same day. Transferred on 6 December 1941 to Del Monte Field, PI.

On De 28, 1942, the unit rotated back to the United States and was assigned to Pocatello, Idaho. Due to its combat experience, the 93's mission was to train aircrew replacements for deployment to the European and Pacific theaters.

The 93 Bomb Squadron returned to combat on Jan. 16, 1945, flying B-29s in the Western Pacific and Asiatic-Pacific theaters. When World War II ended, the unit remained in occupied Japan until 1954, when it was reassigned to Pinecastle Air Force Base, Fla., as part of the 19th Bombardment Wing.

The 93 Bomb Squadron continued to fly the B-29 until 1956 when it moved with the 19th Bombardment Wing to Homestead Air Force Base, Fla., and began flying the B-47. In 1961, the 93 was assigned to the 4239th Strategic Wing, Kincheloe Air Force Base, Mich., and flew the B-52 until the squadron's deactivation on Feb. 1, 1963.

The unit was reactivated Oct. 1, 1993, as the 93 Bomb Squadron under the 917th Wing at Barksdale Air Force Base, La. The 93 is the first-ever B-52 unit in the Air Force Reserve, thus beginning a new chapter in Air Force history.

When the 917th Wing's 93 Bomb Squadron at Barksdale Air Force Base, La., acquired its first eight B-52s on Dec 7, 1993, they were configured to support a nuclear mission. The aircraft were never needed for that role — that is, until now. The 917th has been tasked to join its regular Air Force partner at Barksdale in the nuclear mission under a Total Force Integration initiative between Air Combat Command and Air Force Reserve Command. TFI is a means to increase the Air Force's capabilities by having members of the regular and reserve components work together.

The squadron achieved combat-ready status July 1, 1995, and flew its first demonstration of worldwide strategic attack, with a Global Power mission to the United Kingdom July 18, 1995. The unit scored another first in December 1997 by successfully completing the first Reserve B-52 Conventional Operational Readiness Inspection. The 93 Bomb Squadron was the only bomber unit in Air Combat Command to ever fly 113 percent of the IG tasked sorties.

In October 1995, the 93 proved itself a true partner in the Total Air Force by edging out its active-duty competitors to win the B-52 competition at Gunsmoke '95. Gunsmoke is the Air Force's annual worldwide composite force competition. In August 2001, they dropped the first operational Block 1A Conventional Air Launch Cruise Missile.

In 1999, the 93 participated in Operation Tandem Thrust and Cope Thunder, and then in 2001 they participated again in Operation Tandem Thrust. In September 2001, the 93 received a war tasking order and deployed personnel and aircraft to a forward operating area in support of Operation ENDURING FREEDOM. During this deployment, they integrated with active duty personnel and made up the 20th Aerospace Expeditionary Forces.

In the first three months, the B-52s and other bombers flew more than 23 percent of the total combat missions over Afghanistan. They dropped nearly 7,000 tons of munitions – 75 percent of the total tonnage dropped in country, damaging or destroying nearly three-quarters of planned targets.

From September 2001– January 2002, the 93 flew 88 combat missions for a total of 1,229 flying hours. During this time, they dropped 1,000 Joint Direct Attack Munitions, 1,600 General Purpose Bombs and 800 Cluster Bombs.

The 93 Bomb Squadron re-deployed to Barksdale in January 2002. In May 2002, they then deployed again to a forward operating area for four additional months. During this deployment they integrated with active duty personnel and made up the 40th Aerospace Expeditionary Forces. In September 2002, the 93 Bomb Squadron returned home from a forward operating area, and activated reservists were demobilized.

In March 2003, the 93 Bomb Squadron deployed approximately 200 aircrew and support personnel to Royal Air Force Fairford (integrating with the 16th Aerospace Expeditionary Wing) and to the British island of Diego Garcia (again as the 40th Aerospace Expeditionary Forces) with four B-52s. Flying the B-52s, the crews flew the initial "night one" strikes into Iraq. In April 2003, two B-52s were equipped and certified on the LITENING Pod targeting system; they both were deployed to RAF Fairford in support of Operation IRAQI FREEDOM. Later that month, the B-52s and the 917th Wing personnel assigned to Fairford relocated to Diego Garcia.

In this six month period (March-August 2003), they flew over 100 sorties and dropped over 1 million pounds of munitions consisting of 3,000 Joint Direct Attack Munitions, 1,000 Wind Corrected Munitions Dispensers, 4,000-M117s, 1,000-N129s and 50 Conventional Air Launch Cruise Missiles. In August 2003, the 93 returned to Barksdale.

In September 2001, the 93 Bomb Squadron received war-tasking orders and deployed in support of Operation Enduring Freedom. At the same time security policemen, firefighters, maintenance personnel and various other personnel from the 917th Wing were also activated in support of Operations Enduring Freedom and Noble Eagle.

In September 2002, the 93 Bomb Squadron returned home from a forward operating area and activated reservists were demobilized.

Approximately 300 airmen with the 93 Bomb Squadron. Barksdale AFB, La., deployed in January to Guam to fulfill an Air and Space Expeditionary Force (AEF rotation of heavy bombers to the region. They relieved an active duty unit, also from Barksdale. In recent months. USAF has sent bomber units to Andersen AFB Guam, at the request of US Pacific Command, to bolster the US military presence in the Pacific. The Reservists of the 93 BS. which is USAF's only Air Force Reserve Command B-52 unit, will serve its rotation at Andersen. The unit took six B-52s to the US territory in the Western Pacific, a 17-hour flight from Louisiana. 2005

In May 2006, the 93 Bomb Squadron participated in Red Flag- Alaska at Eielson Air Force Base, which provided joint offensive counter-air, interdiction, close-air support and large-force employment training in a simulated combat environment. In July the 93 BS became the first B-52 squadron to complete the necessary training requirements for combat use of the LITENING AT targeting pod which uses high definition electro-optical sensors and airborne lasers to aid the aircrew with target detection, identification and weapons guidance precision.

The 917th Wing's 93 Bomb Squadron at Barksdale Air Force Base, La., is the first B-52 squadron in the entire Air Force to complete the necessary training requirements to use the Litening AT

targeting pod in combat. The squadron achieved this status July 13. The Litening AT uses high-definition electro-optical sensors and airborne lasers to help the aircrew detect and identify targets and guide weapons more accurately. Although new to the B-52, this type of targeting pod is also used on other combat aircraft and was first approved for testing on the Stratofortress in 2002. In 2003, another test led to follow-on development and testing of training and tactics techniques and procedures. "This is a major milestone for the B-52 and the 93 Bomb Squadron," said Lt. Col. William Floyd, Weapons and Tactics Flight commander. "This unit has invested over 10 years of effort, dedication and persistence to achieve probably the most combat-relevant enhancement to the current B-52 mission. The B-52 targeting pod integration program is a perfect example of a total-force effort that involved every facet of the B-52 community." "This new mission capability is a first for the B-52 and gives the combatant commander another weapon in his arsenal in the Global War on Terrorism," said Brig. Gen. Bob Tarter, 917th WG commander. "This precision capability will give the theater commander the capability to have a precision weapon platform airborne in the battle area for long periods of time, which will help in attacking targets that are time sensitive and fleeting." 2006

November 2007 marked the completion of the new 93 BS operations facility, the event drew influential Louisiana politicians.

In January 2008, the 93 Bomb Squadron put the total force initiative into practice by providing the initial qualification training with 2d Bomb Wing active-duty to get advanced targeting pod capability mainstreamed on the B-52 bomber. The training improved the integration of the jet, upgrading the pod controllers and display, writing/updating academics, training and lesson plans, along with developing tactics and techniques. From January - March 2008, the 93 Bomb Squadron instructors have qualified flyers from Barksdale's 49th Test Squadron, 340th Weapons Squadron and 2d Operations Support Squadron.

In December 2008, the 93 Bomb Squadron took top honors at the five day Buff Smoke competition held at Barksdale. They won four out of the five top award; Best Squadron, Best Crew, Best Aircraft Maintenance Unit, and Best Crew Chief Awards.

On July 7, 2009, the 93 BS received 11 B-52s, approximately 320 maintenance/40 operations personnel from Regular Air Force. The move placed the 93 in a joint capacity with Regular Air Force in the nuclear mission under the total force initiative. At the same time the squadron transitioned from a combat-coded unit to the B-52 formal training schoolhouse, alongside the 11th Bomb Squadron.

On October 16, 2009, the 93 BS graduated their first class of students after becoming the new B-52 formal training schoolhouse.

In July 2010, the 93 displayed a B-52 Bomber at it first air show in Berlin and then September 2010, they took the first B-52 to the Czech Republic at an air show in Ostrava.

Barksdale Reservists Reorganizing Air Force Reserve Command officials are making organizational changes at Barksdale AFB, La., to improve Reservists' support of B-52 bomber operations there. On Jan. 1, AFRC will inactivate Barksdale's 917th Wing, which consists today of B-52 squadrons and an A-10 ground-attack unit, wing spokeswoman Jessica d'Aurizio, told the Daily Report Monday. At the same time, the command will reactivate the 307th Bomb Wing, a unit with a Cold War heritage, to subsume those B-52 units: the 93 Bomb Squadron, 343rd BS, plus maintenance and support elements. The 93 BS is the Air Force's sole B-52 schoolhouse, while 343rd BS airmen support the operations of Barksdale's active duty 2nd BW. Meanwhile, the inactivating 917th Wing's A-10s of the 47th Fighter Squadron will remain at Barksdale, but transfer to the organizational control of AFRC's 442nd Fighter Wing at Whiteman AFB, Mo., said d'Aurizio. These moves will "make us more efficient and allow us to concentrate on the B-52 mission," she said. The 47th FS is transitioning from a training unit to combat-coded status, she noted. Barksdale will host a ceremony on Jan. 8, with Lt. Gen. Charles Stenner, Air Force Reserve chief, presiding, to mark these changes, she said. 2010

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