

163rd FIGHTER SQUADRON



LINEAGE

365th Fighter Squadron constituted, 20 Dec 1942
Activated, 1 Jan 1943
Inactivated, 7 Nov 1945
Redesignated 163rd Fighter Squadron, and allotted to ANG, 24 May 1946
163rd FS (SE) extended federal recognition, 11 Oct 1947
Redesignated 163rd Fighter Interceptor Squadron, 1955
Redesignated 163rd Tactical Fighter Squadron, Jul 1959
Redesignated 163rd Fighter Squadron, 15 Mar 1992

STATIONS

Richmond AAB, VA, 1 Jan 1943
Baltimore, MD, 28 Apr 1943
Millville AAFld, NJ, 29 May 1943
Camp Springs AAFld, MD, 3 Jul 1943
Richmond AAB, VA, 16 Aug-26 Sep 1943
Goxhill, England, 20 Oct 1943
Leiston, England, 3 Dec 1943
Raydon, England, 2 Feb 1944
High Halden, England, 13 Apr 1944
Cretteville, France, 3 Jul 1944
Pontorson, France, 14 Aug 1944
Vitry-le-Francois, France, 15 Sep 1944 (operated from St Dizier, France, 12-17 Oct 1944)
Mourmelon, France, 17 Oct 1944
Toul, France, 20 Nov 1944

Sandhofen, Germany, 7 Apr 1945
Reims, France, 23 Jun-10 Jul 1945
La Junta AAFld, CO, 4 Aug-7 Nov 1945
Fort Wayne, IN

ASSIGNMENTS

358th Fighter Group, I Jan 1943-7 Nov 1945

WEAPON SYSTEMS

Mission Aircraft

P-40, 1943
P-47D, 1943
F-51D
F-80C, 1954
F-86A, 1957
F-84F, 1958
RF-84F, 1962
F-84F, 1964
F-100D, 1971
F-100F
F-4C, 1979
F-4E, 1989
F-16C, 1991
F-16D

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-51D
44-73541
45-11584

F-84F				
51-1628	51-1699	51-9540	52-6426	52-7021
51-1657	51-1781	51-9542	52-6458	52-7023
51-1673	51-9383	51-17077	52-6475	52-7043
51-1676	51-9385	51-17080	52-6520	
51-1689	51-9400	51-17086	52-6543	
51-1695	51-9518	52-6404		

F-4C
63-7513
63-7474

F-4E
68531

XX480
68-444
XX445
68-517
63-7564
63-7565
68-0411
68-0512

F-16				
83130	84300	85417	85501	85494
83159	84310	85418	85554	85556
83165	84315	83122	86234	85565
84236	84331	84226	85498	85487
84238	84374	84326	85503	86208
84244	84377	84264	85504	86235
84257	85403	84388	86207	
84266	85413	84394	85483	
84298	85416	85573	85548	

ASSIGNED AIRCRAFT TAIL/BASE CODES

F-4: FW

F-16: FW

F-16: IN

UNIT COLORS

163d Tactical Fighter Squadron - Red band on vertical stabilizer tip.

FIN CAP DARK BLUE WITH GOLD STRIPE W/INDIANA IN GOLD SCRIPT

F-100 The unit markings consisted of a yellow tail band that was trimmed in white. INDIANA was stenciled in black just

The word INDIANA was changed to yellow, and the I was painted as a silhouette of the state.

F-4E, fin cap was painted dark blue, edged with a gold stripe. INDIANA was painted on the fin cap in gold script. The same gold script was used for the crew names that were painted on the canopy rails.

Blue and gold

COMMANDERS

HONORS

Service Streamers

American Theater

Campaign Streamers

Offensive, Europe
Air Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
Ardennes, 24 Dec 1944-2 Jan 1945
ETO, 19-20 Mar 1945
Germany, 8-25 Apr 1945

French Croix de Guerre with Palm

EMBLEM

MOTTO

NICKNAME

OPERATIONS

Combat in ETO, 20 Dec 1943-8 May 1945.

On 10 November 1947, federal recognition was granted to the 163rd Tactical Fighter Squadron at Baer Field, Fort Wayne, Indiana, under the command of Major William R. Sefton. Flying the "Mustangs," the unit was federally activated during the Korean Conflict from 1951-1952.

By 6 November 1961 the 163d Tactical Fighter Squadron with twenty-six F-84Fs, all from Baer Field, had arrived at newly reactivated Chambley AB. The wing's C-47 and two T-33As arrived on 19 November after flying the North Atlantic route. On 1 December the Rear Detachment arrived, and all guardsman assembled for an estimated stay of ten months. The personnel at Chambley now consisted of regular air force and air guard officers; enlisted men from the regular air force, air guard, and air force reserve selective assignees; and local French employees. Selective assignees are mobilization augmentees; individuals recalled from the Air Force Reserve to fill specific jobs. All units and personnel coalesced into a smoothly working organization to make the air base operational and comfortable for the forthcoming damp winter season in France.

To accomplish the wing's primary mission of close air support, up to thirty sorties a day were flown by the squadron when weather permitted. Usually four sorties daily were scheduled against Seventh Army ground targets under the direction of Ground Forward Air Controllers (GFAC). GFAC training was a repetitive task with one fighter pilot rotating every fifteen days with Army

units in West Germany. During 1962, the 163d TFS flew a total of 208 sorties for 425 hours to develop its close air support skills. Four pilots found time to attend the two-week Air Ground Operations School conducted by the Seventeenth Air Force at Ramstein Air Base.

A more interesting exercise was the exchange of four pilots and four airmen from the 163d TFS with four pilots and airmen of the West German Air Force's 32d Fighter-Bomber Wing. These fighter pilots successfully flew training missions with each other's squadrons from 3 through 15 April. This exchange greatly increased understanding of NATO air integration and terminology.

The 163d TFS flew a total of 3,625 hours during the first six months of 1962. Of these, 910 hours were actual weather instrument flying. Two gunnery exercises were conducted at Wheelus AB. It was the only place where air-to-air gunnery could be conducted since there was insufficient space for an air-to-air range in continental Europe. Approximately three hundred square miles are required for range safety. Air-to-ground gunnery, rocket firing, dive bombing, and LABS delivery was conducted at the Suippes range in France and the Siegenberg range in West Germany. All squadron pilots were qualified in conventional weapons delivery and 50 percent maintained special weapons delivery qualifications. Up to a dozen sorties were flown daily to accomplish this training. One F-84F was lost locally to engine failure, and one T-33A was lost on base in a landing accident.

These flying hours were possible because of the high quality support provided by the top-notch air-craft maintenance, armament, and electronics maintenance squadrons; in 1962, F-84F in-commission rates averaged 80 percent except for one month. In March an aircraft grounding technical order TCTO 1F-84F-802 directed replacement of all aileron control rods. This cut flying to 450 hours for the month. The wing's eight-year-old Thunderstreaks had an average total airframe time of 1,280 hours each and J-65 engine total time averaged 220 hours. All shops had greatly improved facilities and received their necessary equipment and tools since their arrival the previous November, which increased maintenance production.

On 17 July 1991, the unit entered the high-tech jet age with the arrival of the first four F-16C from Hahn Air Base, Germany. Twenty additional aircraft were received: twelve more from Hahn Air Base, seven from Shaw Air Force Base, South Carolina, and one from McConnell Air Force Base, Kansas. In the Fall of 1992, the 122FW completed its conversion to the F-16C/D.

In February 1993, the 122FW successfully completed its first overseas deployment with the F-16C. The exercise, "Coronet Avenger," took place in Egypt, and served as a training exercise, testing the capability of the unit to deploy and operate at an overseas location.

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Wing briefly deployed to Afghanistan to meet close air support needs driven by the withdrawal of partner nation CAS in Afghanistan, a "temporary but urgent requirement for additional CAS during the most recent period of base closures or transfers," and other "transition operations" as the US and NATO forces wind down their combat presence in the country and transition to an advise and assist role, said Sholtis. The aircraft will now operate under the recently reactivated 332nd Air Expeditionary Group, which previously stood down in 2012 after years of supporting combat operations in Iraq. 2014

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Air Force A-10s have dropped some 500 bombs and air-to-ground missiles and fired 50,000 rounds in support of Operation Inherent Resolve since deploying to the Persian Gulf region in November 2014, according to a 386th Air Expeditionary Wing release. The 163rd Expeditionary Fighter Squadron began its deployment at Bagram Airfield, Afghanistan, before transitioning to the 332nd Air Expeditionary Group, under the 386th AEW, late last year, said Lt. Col. Bill Leahy, the 163rd EFS commander. Although A-10 maintainers and aircrews only had half a dozen tents and no power or communications when they first transitioned from Bagram to the freshly activated AEG, Leahy said they were flying combat operations over Iraq and Syria within a week. Squadron officials said the A-10s have flown close air support, interdiction, and combat search and rescue missions since their arrival. Airmen also are working closely with coalition partners operating from the same location, he added. CMSgt. Larry Chandler, the 332nd Expeditionary Aircraft Maintenance Squadron day shift chief, said he shares "facilities, parts, and knowledge" with coalition partners supporting air taskings. 2015

440107	P-47	42-8552	Osborn		
440220	P-47	42-74748		Farbstein	
440229	P-47	42-75169		Tusing	
440714	P-47	42-26350			
430503	P-47D	42-22267	CREF	Ross, Frank M	8 Mi W Annapolis, MD
430507	P-47D	42-8018K	CREF	Tolan, James E III	AAB, Baltimore, MD
430507	P-47C	41-6491L	LAC	Hackler, James F Jr	Baltimore AAB, MD
430513	P-47D	42-22371		KCRLoC	Scroggie, Dean E Galesville, MD
430516	P-47D	42-22343		TAC	Grey, James D Baltimore AAB, MD

430525	P-47D	42-22274	MACOB	Green, Joseph L Jr	3 Mi E Churchill, MD
430601	P-47D	42-22267	BLMF	Osborn, Mark A	AAB, Millville, NJ
430605	P-47C	41-6664	BLEF	Grey, James D	Millville, NJ
430606	P-47C	41-6463	TAC	Gurley, Howard L	Millville, NJ
430614	P-47C	41-6647	LACMF	Farbstein, Arnold N	Millville, NJ
430701	P-47C	41-6649	LACMF	Grey, James D	AAF, Millville, NJ
430719	L-4A	43-36593	TACGC	Dickson, John W	Camp Springs AAF, MD
440114	P-47D	42-74617	LAC	Atkinson, Joseph (NMI)	Leiston/Sta 373
440208	P-47D	42-8501	TAC	Manor, Leroy J	Raydon/Sta 157
440215	P-47D	42-74713	TOA	Manor, Leroy J	Raydon/Sta 157
440225	P-47D	42-74713	LAC	Lowman, Raymond P	Raydon/Sta 157
440420	P-47D	42-76586	TOA	Woodyard, Jean K	High Halden/Sta 411
440422	P-47D	42-76519	LAC	Lowman, Raymond P	High Halden/Sta 411
440426	P-47D	42-76601	TAC	Floyd, Paul D	High Halden/Sta 411
440428	P-47D	42-76561	LAC	Wright, Clarence O	High Halden/Sta 411
440501	P-47D	42-8593	TAC	RAF Manston #9	
440507	P-47D	42-25526	GL	Hunt, George W Jr	RAF Bolt Head
440521	P-47D	43-25575	TOA	Floyd, Paul D	High Halden/Sta 411
440522	P-47D	42-76148	LAC	Lickteig, Robert J	High Halden/Sta 411
440522	P-47C	41-6582*	LAC	Garrett, Eugene E	High Halden/Sta 411
440617	P-47D	42-26132	TOA	Biggers, Robert T	High Halden/Sta 411
440809	P-47D	42-26940	GL	Schroeder, Otto H	Cretteville/A-14
440916	P-47D	42-26315	LAC	Boze, Leslie C	Pontorson/A-28
441011	P-47D	42-28534	TAC	Flowers, Donald S	St Dizier/A-64
441021	P-47D	42-28534	KCRLEF	Hedberg, David M	Mourmelon-le-Grand/A-80
441117	P-47D	42-28691	LAC	Dunn, William J	Mourmelon-le-Grand/A80
441126	P-47D	42-26343	TAC	Gencur, Rudolph R	Toul/A-90
441218	P-47D	42-8525	TOAEF	Curran, Hugh C	Toul/A-90
441223	P-47D	42-76541	KLAC	Donlon, Peter J	Toul/A-90
441228	P-47D	42-76362	GACF	Newton, John A	Toul/Croix-de-Metz (A-90)
450102	P-47D	44-20215	LAC	Cencur, Rudolph R	Tantonville/Y-1
450105	P-47D	42-29342	LAC	Heald, Everett H	Toul/A-90
450129	P-47D	42-27226	LACEF	Scott, Henry E	Toul/A-90
450313	P-47D	42-75036	LAC	Carrels, John A	Toul/A-90
450418	P-47D	42-28926	GLTO	Curran, Hugh C	Mannheim/Y-79
450421	P-47D	44-32953	LAC	Clayton, Harold (NMI)	Mannheim/Y-79
450515	L-4A	42-36480	LAC	Knowles, Graham M	Fahrnau
450814	P-47D	44-49296	TOAMF	Faehl, James N	LaJunta AAF, CO
450814	P-47D	44-90399	TOAEF	Day, Robert L	LaJunta AAF, CO
500319	F-51D	45-11488	SF	Cunniff, David D.	10 Mi S Napoleon
500805	F-51D	44-63541	LACGL	Jahn, Roy G.	Baer Field
500818	F-51D	44-72733	MACT	Olcott, Richard L.	Grayling AFB



Air Force Order of Battle

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Sources

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Air Force News. Air Force Public Affairs Agency.