

## 22<sup>nd</sup> FIGHTER SQUADRON



### LINEAGE

22<sup>nd</sup> Pursuit Squadron (Interceptor) constituted, 22 Dec 1939  
Activated, 1 Feb 1940  
Redesignated 22<sup>nd</sup> Fighter Squadron, 15 May 1942  
Redesignated 22<sup>nd</sup> Fighter Squadron, Single Engine, 20 Aug 1943  
Inactivated, 31 Mar 1946  
Activated, 15 Oct 1946  
Redesignated 22<sup>nd</sup> Fighter Squadron, Jet Propelled, 27 Oct 1947  
Redesignated 22<sup>nd</sup> Fighter Squadron, Jet, 17 Jun 1948  
Redesignated 22<sup>nd</sup> Fighter-Bomber Squadron, 20 Jan 1950  
Redesignated 22<sup>nd</sup> Fighter-Day Squadron, 9 Aug 1954  
Redesignated 22<sup>nd</sup> Tactical Fighter Squadron, 8 Jul 1958  
Redesignated 22<sup>nd</sup> Fighter Squadron, 1 Oct 1991

### STATIONS

Langley Field, VA, 1 Feb 1940  
Losey Field, Puerto Rico, 6 Jan 1941  
Vega Baja, Puerto Rico, 13 Dec 1941 (detachment operated from Waller Field, Trinidad, 6 Dec 1941–Oct 1942)  
Waller Field, Trinidad, Oct 1942 (detachments operated from Aruba, 2 Sep 1942–Apr 1943; Curacao, 2 Sep 1942–Apr 1943 and Zandery Field, Surinam, 16 Sep 1942–16 Feb 1943)  
Morrison Field, FL, 27 May 1943  
Mitchel Field, NY, 4 Jun 1943  
Charleston, SC, 21 Jun 1943

Alamogordo AAFld, NM, 17 Sep 1943  
Scribner AAFld, NE, 26 Nov 1943–Mar 1944  
Kingsnorth, England, 5 Apr 1944  
Brucheville, France, 3 Aug 1944  
Le Mans, France, c. 5 Sep 1944  
Athis, France, 23 Sep 1944  
Juvincourt, France, 5 Oct 1944  
Le Culot, Belgium, c. 27 Oct 1944  
Aachen, Germany, 28 Mar 1945  
Niedermennig, Germany, 8 Apr 1945  
Kassel/Rothwesten, Germany, 21 Apr 1945–15 Feb 1946  
Bolling Field, DC, 15 Feb–31 Mar 1946  
Howard Field, CZ, 15 Oct 1946–c. 25 Jul 1948  
Furstenfeldbruck AB, Germany, 13 Aug 1948  
Bitburg AB, Germany, 28 Oct 1952  
Spangdahlem AB, Germany, 1 Apr 1994

#### **ASSIGNMENTS**

36<sup>th</sup> Pursuit (later, 36<sup>th</sup> Fighter) Group, 1 Feb 1940–31 Mar 1946  
36<sup>th</sup> Fighter (later, 36<sup>th</sup> Fighter-Bomber; 36<sup>th</sup> Fighter-Day) Group, 15 Oct 1946  
36<sup>th</sup> Fighter-Day (later, 36<sup>th</sup> Tactical Fighter, 36<sup>th</sup> Fighter) Wing, 8 Dec 1957  
36<sup>th</sup> Operations Group, 31 Mar 1992  
52<sup>nd</sup> Operations Group, 1 Apr 1994

#### **ATTACHMENTS**

36<sup>th</sup> Fighter-Day Wing, 1 Oct 1956–7 Dec 1957

#### **WEAPON SYSTEMS**

X/YP-37, 1940  
P-36, 1940–1942  
P-40, 1941, 1942–1943  
P-39, 1941–1943  
P-47, 1943–1945  
P-47, 1946–1947  
P(later F-)80, 1947–1950  
F-84, 1950–1953  
F-86, 1953–1956  
F-100, 1956–1961  
F-105, 1961–1966  
F-4, 1966–1977  
F-15, 1977

#### **ASSIGNED AIRCRAFT SERIAL NUMBERS**

#### **ASSIGNED AIRCRAFT TAIL/BASE CODES**

F-16: SP

## **UNIT COLORS**

### **COMMANDERS**

Cpt Glenn O. Barcus, 1 Feb 1940  
Col Cecil Wells, 1941-1942  
Maj John D. Stevenson, unkn  
LTC Frank S. Perigo, 1943  
LTC Joseph K. Kirkup, by Jun 1943  
LTC Hallock P. K. Walmsley, 17 Aug 1944  
Maj Ray S. McClung, 8 Oct 1944  
Cpt Cyril G. Browne Jr., 20 Jan 1945  
Maj Wilton H. Earle, Feb 1945  
Maj Richard N. Phelps, 9 Jul 1945-unkn  
LTC Benjamin F. Preston Jr., 15 Oct 1946  
Maj Younger A. Pitts Jr., 1949  
LTC Paul Douglas, 1949  
Maj Herbert H. Jordan, Dec 1949  
LTC George H. Christ, unkn  
LTC Harmon E. Burns, Jan 1952  
Maj William H. Norris, unkn  
LTC Darrell S. Cramer, 14 May 1953  
Maj Erwin B. Elrod, 9 Dec 1953  
Maj Norman P. Phillips, Jul 1955  
Maj Moss K. Fletcher, 12 Jul 1958  
Maj Van E. Chandler, 12 Sep 1959  
LTC William H. Nelson, 26 May 1961  
LTC Richard O. Ransbottom, 25 May 1962  
LTC Robert M. White, 17 Jun 1964  
LTC Ralph C. Reynolds, 1 Jul 1964  
LTC Walter H. Baxter III, 12 Jun 1967  
LTC Phillip C. Davis, 28 May 1969  
LTC Harry A. Spannuas, 15 Jan 1971  
LTC Donald L. Miller, 28 Oct 1971  
LTC David M. Taylor, 3 Jan 1973  
LTC James F. Knight, 24 Jun 1974  
LTC Philip W. Handley, 28 May 1976  
LTC Richard F. Stamm, 30 Jun 1978  
LTC Robert G. Pollock, 22 Feb 1980  
LTC Robert J. Casey, 9 Jul 1982  
LTC John D. Lauher, 23 Jun 1983  
LTC Theodore Hailes IV, 23 Jun 1985  
LTC James C. Watkins, 2 Feb 1987  
LTC William R. Looney, 27 Jan 1988  
LTC David L. Sonnenburg, 3 Jul 1989  
LTC Stephen D. Randolph, 22 Oct 1990

LTC Donald O. Ross, 22 May 1992  
LTC Michael C. Henchey, 7 Jun 1993  
LTC Kenneth S. Callicut, 1 Apr 1994  
LTC Dennis A. Rea, 19 Dec 1994  
LTC John K. Roll, 7 Jan 1997  
LTC Charles W. Lyon, 29 Apr 1998  
LTC Jonathan E. Bitler, 21 Jun 1999  
LTC Timothy W. Strawther, 11 Jun 2001  
LTC Henry M. Reed III, 20 Dec 2002  
LTC John M. Sepanski, 19 May 2004  
LTC Russell J. Quinn, 5 Aug 2005  
LTC Julian M. Chesnutt, 12 May 2006  
LTC Douglas J. Nikolai, 14 Mar 2008

LTC Harmon E. Burns, #1952

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

World War II  
Antisubmarine, American Theater  
Air Offensive, Europe  
Normandy  
Northern France  
Rhineland  
Ardennes-Alsace  
Central Europe  
Air Combat, EAME Theater

### **Armed Forces Expeditionary Streamers**

None

## **Decorations**

Distinguished Unit Citations  
France, 1 Sep 1944  
Germany, 12 Apr 1945

### **Air Force Outstanding Unit Awards**

May 1956–May 1958  
1 Jan–31 Dec 1968  
1 Dec 1973–30 Apr 1975  
1 Jul 1975–30 Jun 1977  
1 Jul 1977–30 Jun 1979  
1 Jul 1986–30 Jun 1988

1 Jul 1988–30 Jun 1990  
1 Sep 1990–31 Jul 1991  
30 Jun 1992–[31 Mar] 1994  
[1 Apr] 1994–30 Jun 1995  
1 Aug 1995–31 Jul 1997  
1 Jul 1997–30 Jun 1999  
24 Mar–10 Jun 1999  
1 Jul 1999–30 Jun 2001  
1 Jul 2001–30 Jun 2003  
1 Jul 2003–30 Jun 2005

Cited in the Orders of the Day, Belgian Army  
1 Oct–17 Dec 1944  
18 Dec 1944–15 Jan 1945

Belgian Fourragere

#### **EMBLEM**

On a Grayed Medium Blue disc, a caricatured, pugnacious, Black, Brown, and Yellow bumblebee with White wings, in flight toward dexter, wearing Brown boxing gloves, and leaving White speed lines toward rear. (Approved, 27 Jun 1945)

#### **EMBLEM SIGNIFICANCE**

#### **MOTTO**

#### **NICKNAME**

#### **OPERATIONS**

Antisubmarine operations, c. Mar 1942–15 May 1943; combat in ETO, 8 May 1944–8 May 1945. Maintained combat fighter proficiency in Europe.

The 22nd Pursuit Squadron (Interceptor) was activated Dec. 22, 1939, at Langley Field, Va. Flying the P-36 Hawk, the unit relocated to Puerto Rico prior to World War II, and after the outbreak of the war deployed to the Pacific flying antisubmarine patrols. In 1943, the squadron moved to Liverpool, England, flying the P-40 Warhawk in Europe. It supported Gen. George Patton's 3rd Army, flying combat missions in support of D-Day and the Battle of the Bulge and Bastogne. For its distinguished World War II records, the unit received numerous citations and campaign ribbons.

Inactivated after the war, the 22nd was activated in 1946 in the Canal Zone flying the F-80 Shooting Star. It was relocated to Furstenfeldbruck, Germany, in 1948, flying the F-84 Thunderjet. The 22nd FS helped form the Skyblazers, the first jet-equipped Air Force aerial demonstration team and a forerunner of the U.S. Air Force Thunderbirds.

In 1952, the unit moved to Bitburg Air Base, Germany, first flying the F-86F Sabre, then the F-

100 Supersabre, F-105D Thunderchief and F-4D Phantom. Then in 1977, the 22nd "Stingers" converted to the McDonnell Douglas F-15, providing air defense for NATO's Central Region. The record-setting Eagle, capable of 2.5 Mach at altitudes above 50,000 feet, has an excellent long-range radar and carries four AIM-120 AMRAAM or AIM-7 Sparrow radar missiles, AIM-9 Sidewinder infrared missiles and a 20mm cannon.

In 1987, 1988 and 1990, the 22nd FS was awarded the Commander in Chief of the U.S. Air Forces in Europe trophy recognizing the unit as the most outstanding tactical fighter squadron in Europe. Additionally, the 22nd FS was named the Hughes Achievement Award Winner for 1988 as the best air superiority squadron in the U.S. Air Force.

During Operation Desert Storm, members of "The Big 22" flew and fought from both Al Kharj Air Base, Saudi Arabia, and Incirlik Air Base, Turkey. The 22nd FS amassed more than 7,000 combat hours during the conflict and was the only squadron in the coalition to achieve kills on both fronts.

As part of the drawdown at Bitburg AB, the unit's F-15s were sent to Royal Air Force Lakenheath, England, in the spring of 1994. The squadron was transferred to Spangdahlem Air Base, Germany, April 1, 1994, to become the new standard of the former 480th FS. The squadron flies the Block 50 F-16CJ, the Air Force's latest version of the Fighting Falcon. In 1998, the 22nd FS transitioned from a primary general-purpose air interdiction squadron to its new primary mission as a "Wild Weasel" unit performing suppression of enemy air defenses (SEAD). The Stinger's most current version of the F-16, outfitted with the high-speed anti-radiation missiles (HARM), GPS guided-inertial aided munitions, and the HARM targeting system (HTS) pod, is a lethal platform against enemy air defense systems.

The 22nd FS was quickly put into combat with its new capability when it deployed to Operation Northern Watch in January 1999, and engaged Iraqi radars with 12 HARMs while protecting coalition assets during heightened tensions with Iraq. \

After three months at ONW, the squadron was retasked and returned to Spangdahlem AB where they flew combat missions into northern Yugoslavia protecting F-117s and B-2s striking key military targets in and around Belgrade, Yugoslavia, in support of Operation Allied Force. The pilots of the 22nd FS flew combat missions over Yugoslavia and fired 202 HARMs at Serbian radars. In addition, the squadron performed its secondary and tertiary missions, employing 16 MK-84s on key military targets while providing air superiority.

In December 2000 to March 2001, the squadron was assigned to Air Expeditionary Force 9. The Stingers regularly fly combat missions in support of Operations Northern and Southern Watch.

In September 2001, America endured a terrorist attack upon the World Trade Center. In response to U.S. presidential directives, "The Big 22" provided fighter escort to C-17 aircraft over Afghanistan during humanitarian relief missions, within 100 hours of notification, as part of Operation Enduring Freedom. This effort served as the template for USAFE's Euro Lightning operations concept.

In January 2003, the squadron forward deployed as the 22nd Expeditionary Fighter Squadron to Southwest Asia in support of U.S. Central Command and flew combat missions during Operation IRAQI FREEDOM. The squadron played a key role during the 27-day air war by fulfilling its "Wild Weasel" mission of suppressing enemy air defenses and destroying Iraqi radar sites.

The men and women of the 22nd Fighter Squadron continue to serve while proudly embracing the "Wild Weasel" motto of "First In and Last Out!"

22 FIGHTER SQUADRON DEPLOYED TO INCIRLIK AB TO TRAIN TURKISH AIR FORCE F-16 AIRCRAFT CREWS IN PREPARATION FOR RED FLAG. 1997

F-15C AIRCRAFT OF 22 FIGHTER SQUADRON, BITBURG AIR BASE, GERMANY, CRASHED NEAR CRAILSHEIM, GERMANY KILLING THE PILOT. 1992-1993

#### 22d Aero Squadron

Capt. Bridgman won the first victory for the Americans seven hours after we opened up against the Huns entrenched along the line St. Mihiel, Montsec, Flirey, Pont-a-Mousson. The Captain was scouting alone above the light film of clouds at 800 meters. Through the slight rifts he caught a glimpse of a Hannoveraner bi-plane which, upon spotting the Spad, immediately dove for home with the Captain following shooting. Result—one Hannoveraner diving through a layer of mist to its crash.

Another combat similar to this very nearly took place directly after this one but this time the Boche got a head start while the Captain was interested in the battle below. Then a bullet from the ground, in the battle below, (either American or German, in those days both sides fired indiscriminately) put the Spad's engine out of commission and the Captain was forced to land on, what a few hours before had been enemy territory

Lieut. Vaughn McCormick was killed in a crash upon returning to the airdrome from an early morning patrol. This was the first casualty for the 22nd. He was a man of excellent character, companionable and capable. He was buried with honors at the plot near Evacuation Hospital No. 1 where several of his friends are buried also, among whom are Lieuts. Herman Schultz and David Putman.

The next week patrols, of Allies and German became more concentrated, as the weather lifted somewhat from the tiresome murkiness of low clouds, gusty wind, and rain, to real "flying weather." On September 13th, the air was full of French, English and American planes, and the various layers of clouds did not prevent constant patrolling. Attached to several of our formations at this time were a number of 11th and 20th Squadron D.H.4 "Liberty's." At high altitude these ships were good rear protection, but near the earth the Spads ran away from them, so they were impractical for our work. Protection Missions were also carried out, Salmsons from the 1st, 12th and 91st Squadrons taking photographs and making reconnaissances while the Spads kept the

Pfalz and Fokkers at a distance.

The 14th of September was clear, and ideal with the rush on the ground at its victorious height, and our work in the air maintaining supremacy over that of the Huns. Morning and afternoon patrols were carried out. The first big fight between Fokkers and the Spads of the 22nd, which later became common on the Verdun Front, took place over Mars-la-Tour, just after 3: o'clock in the afternoon.

The Spads were to meet a photographic Salmson coming out over Mars-la-Tour at 3: p.m. (or 15 hours, as the French report teaches the time). The usual orders were always to clear the sky of Germans in the area for a depth of 9 to 11 kilometers in advance of our front lines. The Hun played safe and conservatively still further beyond this range. At the time our planes were "en haut" the Boche had a string formation in 3 groups extending along the line Metz-Fresnes. At 3 o'clock our patrol was over the Salmson rendezvous going towards the center group of Boche. No Salmson was in sight but if it had been it is doubtful if about six Spads left in formation would have protected it against three batches of Fokkers, numbering five, six, and twelve planes. Strangely enough other Allied Chasse ships were scarce at this hour.

The patrol was "jumped" by the last collection of twelve. All except two members appeared to be sane and dived to approximate safety. Lieut Kimber was engaged and his plane unreasonably shot to pieces, himself surviving by several miracles. Lieut. Hassinger disappeared entirely from the fight as it was beginning, and it is practically certain that he fought a glorious fight against large odds, for if he did remain above to continue the struggle, the number against him became overwhelming due to the approach of the middle group of E.A.

Lieut. Brooks, riding as deputy in the first left position, went into the cross-fire of the swarm of Fokkers descending from the upper right region. He then went through the most exciting ten minutes of his life when he fought eight or ten of the red-nosed crew, maintaining his 5000 meters to Lake Lachaussee, where he manoeuvred down through 3000 meters accounting for several oppressors during the interim. With many bullets in his plane, right rudder control shot away, and one gun jammed by a bullet, he landed behind our lines and now has a tendency to date his life from September 14th.

#### AIR FORCE BOARD FAULTS PILOT FOR F-16 CRASH

Pilot mistakes caused an F-16CJ to crash Sept. 14 near a German village, according to an Air Force accident investigation board.

The pilot, 1st. Lt. Trevor Merrell of the 22nd Fighter Squadron, Spangdahlem Air Base, Germany, safely ejected from the crippled plane after steering it toward an unpopulated area.

The board found that Merrell flew too low while trying to land at Spangdahlem. As he guided the jet on its approach, the fighter's left main landing gear struck a "far field monitoring antenna that was part of the airfield's instrument landing system.

Merrell aborted the landing and discovered the landing gear was broken. Air Force and Lockheed Martin experts looked at ways Merrell could safely land. The decision was that Merrell should make a "controlled bailout."

After he rocketed out of the cockpit, the plane made an unexpected turn and crashed into a field



near the village of Oberkail. No one on the ground was injured.

The investigation board faulted Merrell for approaching the Spangdahlem runway at too low an altitude. Investigators noted that Merrell's unfamiliarity with the southern approach may have led him to misjudge his altitude.

36th Tactical Fighter Wing  
Bitburg AB, WGER  
22 TFS Red

History. Wheelus Field; The Story of the US Air Force in Libya. The Early days 1944-1952. R. L. Swetzer. Historical Division Office of Information USAFE. 15 Jan 1965

On 7 June 1951, the cycle was resumed when the 22d Fighter-Bomber Squadron arrived at Wheelus. The following day, an F-84 of the 22d Fighter-Bomber Squadron experienced a flame-out and made a crash landing in the Mediterranean. A crash boat was standing by and picked up the pilot, who had minor injuries only, a scant six minutes after he hit the water. On 26 June the 23d Fighter-Bomber Squadron replaced the 22d.

Throughout the rest of 1951, USAFE's F-84's continued to use Wheelus for gunnery training and transition flying. On 1 Aug the 526th Fighter-Bomber Squadron arrived to replace the 23d Fighter-Bomber Squadron, which had left for home on 18 July. One of the 526th's F-84's crashed just short of the new Wheelus Field perimeter wall on 15 August after an engine failure. The pilot escaped with minor injuries.

36th Fighter Day Wing

The 36th Fighter Group was activated in February of 1940 and allocated four squadrons: the 22nd, 23rd, 32nd and 53rd. After extensive training with P-36, the group was re-equipped with P-39s and P-40s. In 1943 it was once again re-equipped, this time with the P-47 which it operated until 1947.

In 1947 the group re-equipped with the P-80 and in 1948 the entire unit moved from Panama to Germany to become part of USAFE. The unit went through a series of designations including the 36th Fighter Bomber Group in 1950 (F-84E) and 36th Fighter Day Wing on 9 August 1954 (F-86F/F-100C) and finally the 36th Tactical Fighter Wing on 8 July 1958.

During the Summer of 1955, the first two RF-100As arrived in Germany for an operational evaluation and on 12 March 1956, the first F-100Cs landed at Bitburg Air Base, Germany. The F-100Cs were at first assigned to the 45th Day Fighter Squadron at Sidi Slimane, Morocco, since the 45th was responsible for F-100 transition training for the USAFE units.

The 23rd Fighter Day Squadron was the first to become fully equipped with the F-100C, after flying their aircraft back from Morocco. They were quickly followed by the 22nd and 53rd Squadrons.

The 36th Wing's four squadrons were the 22nd (Red), 23rd (Blue), 32nd (Green) and 53rd (Yellow). All were based at Bitburg except the 32nd Squadron which was based at Soesterberg in the Netherlands. On 15 August 1956 the first Super Sabre arrived at Soesterberg for the squadron and the aircraft carried Insignia Red fins, horizontal stabilizers and rear fuselage areas. During December of 1957 the 461 Fighter Day Squadron was assigned to the wing and based at Hahn, Germany. The squadron chose Black and Yellow for its squadron colors.

Squadron markings applied to the F-100Cs consisted of a solid intake color with three diagonally applied broad tail bands, also in the appropriate squadron color. All squadrons carried White borders on these markings except the 53rd Squadron which carried Black and the 461st which carried Yellow. Squadron badges were carried on both sides of the fuselage below the cockpit.

In 1959, the 32nd TFS came under the control of the Netherlands and so the squadron replaced the green intake and tail bands with the Red, White and Blue (the colors of the Netherlands flag). The 36th TFW Commander's aircraft (54-1996) had a Green intake and tail bands of Red, Blue, Green, Yellow and Black (top to bottom) representing the squadrons he commanded. An F-100C (54-2013) of the 461st Squadron was painted with a Black intake band and tail bands of Green, Red, Blue, Yellow and Black (top to bottom). An F-100C (54-2000) with the Buzz Number FW-000 was flown by the commander of the 461st Squadron.

The 36th TFW formed the "Skyblazers" aerial demonstration team in May of 1949 and controlled it until it was taken over by the 48th Fighter Bomber Wing. The 36th TFW once again regained control from October of 1956 until 1962, during which time the F-100Cs were painted in very striking Red, White and Blue markings with the "Skyblazers" badge on the port side of the fuselage and the USAFE insignia on the starboard side.

During 1959, the 461st Squadron was deactivated and, in 1960, the 32nd Squadron became an Interceptor Squadron assigned to the 86th Fighter Interceptor Wing (F-102s). The remaining three squadrons retained their F-100Cs until 1961 when they were re-equipped with F-105s.

#### Known Aircraft:

22nd TFS: 54-1931

23rd TFS: 54-1865, 54-1926 and 54-2015

32nd TFS: 54-1871, 54-1878, 54-1877, 54-1885, 54-1888, 54-1901,

54-1904, 54-1923, 54-1996 and 54-2015 53rd TFS: 54-1955, 54-1962, 54-1972 and 54-2007

461st TFS: 54-1982, 54-1997, 54-1895, 54-1899, 54-2013 and 54-2000

F-16s of the US Air Forces in Europe began a two-month rotational assignment at Incirlik AB, Turkey, in January, after a hiatus of more than sixteen years. F-16 pilots from the 52nd Fighter Wing's 22nd Fighter Squadron at Spangdahlem AB, Germany, arrived 3 January. They were replaced when pilots from the 23rd FS arrived on 2 February. More than 650 sorties were flown between the two squadrons. The successful rotational training concluded at the end of February. Access to the Konya AB bombing range was granted by Turkish officials. The weather in Turkey was considerably better than the winter weather in Germany, which improved the quality of the training flights. 2007

### 22nd Fighter Squadron

Activated as the 22nd Pursuit Squadron (Interceptor) on 1 February 1940 at Langley Field, Virginia, this unit, like several others, departed the U.S. bound for Ponce, Puerto Rico aboard the USAT "Chateau Thierry" from Norfolk for what turned into 29 months of overseas service, taking station at Ponce (later Losey Field) on 6 January 1941.

While the main body came by U.S. Army Transport vessel, the flight component flew down as part of the 36th Pursuit Group (Interceptor), this mass flight consisting of the entire strength of the Group - 17 Curtiss P-36A's, two North American AT-6's and a single Martin B-10BM. Veterans of these early days at Ponce recalled living and operating conditions there as "exceedingly difficult."

During the following 11 months, the Squadron gradually made at home at Ponce and began the process of converting from the P-36A to P-40's although, between June and November, the unit had one P-39D as well as five P-40E's. On 7 December 1941, the Squadron was placed on 24 hour alert status and, immediately prior to Pearl Harbor, the Squadron's relatively new P-40E's were flown down to Panama to reinforce the defense units there and were replaced entirely with Bell P-39D's flown into Puerto Rico from the U.S., joining the single example which had been on hand since at least June 1941. The Squadron numbered 25 officers and 153 other ranks at the time.

On 6 December 1941, the day before the U.S. was rudely awakened to war, a detachment of nine P-39D's from the Squadron had been dispatched to Waller Field, Trinidad. This detachment, from that date on, carried out the bulk of the Squadron's operations, and the few aircraft remaining at Ponce and Vega Baja consisted of three veteran P-36A's, five P-39D's and a single AT-6.

On 13 December, the unit Headquarters moved from Ponce to Vega Baja Field, an auxiliary aerodrome, to provide better interception coverage for the island. Dawn and dusk patrols were flown over the sea and around the island sectors that fell under the Squadrons responsibility, and the conditions at Ponce started to look pretty good, as the men were now living at Vega Baja "under field conditions." The detachment at Waller Field was in scarcely better digs.

Operations during most of the remainder of 1942 are vague, but involved very extensive over-water flying and many scrambles in response to reported sub sightings, the vast majority of which turned up negative. A detachment of three P-39D's was operating at Beane Field, St. Lucia by 28 February 1942 while the detachment at Waller Field still had nine P-39D's, although three of these were unserviceable. The unit was redesignated as the 22nd Fighter Squadron on 15 May 1942.

On 2 September 1942, a detachment of the 32<sup>nd</sup> Fighter Squadron which had been stationed at Curacao and Aruba (consisting of two pilots and two P-39D's each) was transferred outright to the 22nd FS, but continued on at their stations on special assignment. The detachment at Aruba (P-39D's 41-6903 and 41-6916) was further attached to the 12th Bomb Squadron (M) and the detachment at Curacao was attached to the 59th Bomb Squadron (M). The larger 22nd FS detachment in Trinidad engaged in what can only be described as extensive anti-submarine activities and several subs were actually sighted and attacked by the nimble P-39D's (which were, unfortunately, carrying 500 pound "iron" bombs at the time). Predictably, no sinkings were claimed, but this certainly must be one of the very few times that the otherwise maligned "Airacobra" was employed during the war as a dedicated anti-submarine aircraft! In connection with this, the pilots of the P-39's were not altogether lacking in preparation for this type of duty, as all had been trained with host bomb units as co-pilots. This may also be unique.

On 14 September 1942, six Curtiss P-40C's (with their pilots) stationed at Zandery Field were transferred to the 22nd FS from the 43rd Fighter Squadron there. While at Zandery, this new detachment was further attached to the 35th Bomb Squadron (M). At one time or another, every single pilot and supporting ground crew member of this detachment had to be relieved due to malarial infection.

The Squadron headquarters, incredibly, was still maintained back at Losey Field, Puerto Rico (where it had moved again from Vega Baja) but, in October 1942, was moved again, this time (and more realistically) to Waller Field, Trinidad. At year's end, 11 December 1942, the unit numbered 11 P-39D's at Waller (two of which were detached to Hato Field, Curacao), the four P-40C's at Zandery and one other P-39D at Aruba.

With the beginning of the new year 1943, the Squadron headquarters was still at Waller Field, but detachments were still afield at Zandery (now with six pilots and six P-40C's) and at Curacao and Aruba (still each with two pilots and by now up to two P-39D's each). , the Zandery detachment was discontinued on 16 February 1943, although those at Curacao and Aruba continued until April 1943 when the personnel and aircraft of these two stepchild detachments were finally reassigned to the 32nd Fighter Squadron when that unit was transferred to Curacao.

It is not generally known that the unit was once again placed on 24 hour alert in April 1943 to participate in yet another planned seizure of Vichy French Martinique, although of course this didn't occur.

With its usefulness now spent, the Squadron was redeployed home to the United States on 24 May 1943, moving to Morrison Field, Florida by 27 May, ending a brilliant (and little appreciated) anti-submarine campaign and aerodrome defense effort in the Caribbean.

In Puerto Rico, the 25th Bomb Group (H) and the 40th Bomb Group (M) continued to be equipped as before with B-18's and B-18A's. General Andrews and General Bradley had agreed that it would be "a good idea" to send a few B-17's from Panama for the purpose of training the squadrons of the 25th Bomb Group, but with only eight on hand in Panama, it was an obvious impossibility and injudicious to scatter them still more widely. By contrast, the 36th Pursuit Group (I) had a relatively high percentage of modern aircraft, which arrived between June and November 1941. The Group Hqs & Hqs Sq had six Bell P-39D's, while the 22nd Pursuit Squadron had a mix of five P-40E's and 11 P-39D's, the 23rd Pursuit Squadron had at least nine P-39D's and the 32nd Pursuit Squadron, the best equipped in the Group, had at least 18 P-40E's and eight P-39D's. Therefore, with the addition of 50 P-40E's which arrived in October and November, the CAF had at its disposal about 145 P-40's, 34 P-39's and 25 P-36's, about four times the maximum number of pursuit aircraft which had been stationed in the Caribbean only six months previously.

F-4E, 69-236, of the 22nd TFS, 36th TFW. Aircraft sports freshly applied camouflage paint as well as colorful red, white, and blue bi-centennial markings. An SUU 27 weapons dispenser is attached to the left inboard wing pylon.

22nd Pursuit Squadron (36th Pursuit Group) HQ-Not organized 1939-40; Langley Field, VA, 1940-41; Losey Field, PR, 1941 Constituted in the Regular Army on 22 December 1939 and assigned to the 36th Pursuit Group. Activated on 1 February 1940 at Langley Field, VA. Departed 2 January 1941 from the port of Newport News on the U.S.A.T. Chateau Thierry for duty stations in Puerto Rico. Arrived 6 January 1941 at Ponce, PR. Transferred to Losey Field, PR, and, as part of the 36th Pursuit Group, assigned to the Caribbean Defense Command. Location 7 December 1941—Losey Field, PR. Status: Active in the U. S. Air Force as the 22nd Fighter Squadron at Spangdahlem A.B., Germany.  
Commanders, 22nd Pursuit Squadron  
Unknown 1 Feb 40-Aug 40 Maj. Glenn O. Barcus Aug 40-Jan 41  
Capt. John D. Stevenson Jan 41-Jun 42

On 14 September 2006, at 1245 Local (L), the mishap pilot (MP) was the number four aircraft in a four ship of F-16CJ's flying out of Spangdahlem Air Base, Germany. At the end of the second

sortie of the day, the mishap aircraft (MA) collided with the Far Field Monitor (FFM) antenna located just off Runway 05 at Spangdahlem Air Base, striking the pole with the left main landing gear while on a low approach. After the collision, the MP and the other three members of his flight climbed overhead Spangdahlem airfield, contacted the Supervisor of Flying (SOF), followed checklist procedures and concluded the MA could not be landed safely. Guided by advice from his flight, the MP properly executed the procedures for a controlled bailout. During the preparation for the controlled bailout, the MP, directed by other members of his flight, purposefully maneuvered the MA in an effort to avoid damage to life or property on the ground. At 1306L, the F-16CJ, S/N 91-0337, assigned to the 52d Fighter Wing (FW), Spangdahlem AB, Germany, impacted the ground in a grassy field 4 miles north of Spangdahlem AB, Germany, near the town of Oberkail. The F-16CJ MA, S/N 91-0337, was destroyed upon impact. The MP, assigned to the 22d Fighter Squadron (FS), survived with minor injuries. The impact of the MA left a field of debris 1100 feet long by 750 feet wide. There were no injuries or reports of damaged property on the ground, other than the debris field left by the MA. I find by clear and convincing evidence the mishap was caused by the mishap pilot (MP) flying the mishap aircraft (MA) to a point where he collided with the Far Field Monitor (FFM) antenna, and that the energy imparted by the antenna during the collision caused the left main gear bulkhead fitting of the aircraft to fail. I find by clear and convincing evidence that the decision to execute a controlled bailout was appropriate and timely and that the controlled bailout was accomplished professionally, in accordance with prescribed procedures, and resulted in no injuries or loss of life while minimizing loss to property. I find sufficient evidence to conclude that the following human factors substantially contributed to the mishap: visual illusions, misperception, inattention, and task misprioritization. Further, I find sufficient evidence to conclude that the regulations which governed the design of frangible structures in the aircraft clear zone were not specific enough to present the minimum hazard to aircraft; as a result, the FFM antenna structure, while meeting existing regulatory requirements, substantially contributed to the mishap.

14 September 2005 – A US Air Force Lockheed Martin F-16CJ/D Block 50B Fighting Falcon, 91-0337, of the 22d Fighter Squadron, 52d Fighter Wing, based out of Spangdahlem Air Base, Germany, crashes in the nearby village of Oberkail after a landing gear failure prevents it from making a controlled landing. The pilot, 1st Lt. Trevor Merrell, ejects safely after aiming his aircraft towards a vacant cow pasture, where it crashes, causing no injuries.

16 April 1958

U.S. Air Force pilot 1st Lt. Robert Yoshizumi, 26, of Honolulu, survives ejection from his disabled North American F-100C-25-NA Super Sabre, 54-1982, at 300 feet (91 m) altitude. Fighter, of 36th Fighter-Day Wing, 22nd Fighter-Day Squadron, Bitburg Air Base, crashes in eastern suburb of Matzen, West Germany after entering spin. He suffers only minor injuries as his parachute swings one time before landing.

15 May 1953

An errant United States Air Force Republic F-84E-30-RE Thunderjet, 51-628, of the 22d Fighter-Bomber Squadron, 36th Fighter-Bomber Group, collides with two USAF C-119 Flying

Boxcars of the 10th Troop Carrier Squadron, 60th Troop Carrier Group, flying in formation near Weinheim, Germany, sending all three planes down in flames. Fairchild C-119C Flying Boxcar, 51-8235, was struck by the fighter, which then hit struck C-119C, 51-8241, three Flying Boxcar crew killed, three injured. F-84 pilot James W. Chilton parachutes to safety.

30 August 1940

A Curtiss YP-37, 38-476, of the 22d Pursuit Squadron (Interceptor), 36th Pursuit Group, Langley Field, Virginia, piloted by Homer M. Truitt, is moderately damaged in a ground loop on landing at Langley Field.

30 August 1940

A Curtiss YP-37, 38-476, of the 22d Pursuit Squadron (Interceptor), 36th Pursuit Group, Langley Field, Virginia, piloted by Homer M. Truitt, is moderately damaged in a ground loop on landing at Langley Field.

440922	P-47	42-26247	36	22

500529	F-80B	45-8646	22FBS	36FBG	Furstenfeldbruck AB, GER	BOMF	Hearn, James A.	26 Mi SW Furstenfeldbruck AB
500622	F-80B	45-8504	22FBS	36FBG	Furstenfeldbruck AB, GER	MACT	Hurt, Samuel F.	30 Mi E Wheelus Field
500711	F-80B	45-8670	22FBS	36FBG	Furstenfeldbruck AB, GER	TOACBL	Hurt, Samuel F.	Furstenfeldbruck AB
500807	F-80B	45-8688	22FBS	36FBG	Furstenfeldbruck AB, GER	GMAC	Walker, Elvis H.	15 Mi NNE Vilceck
500902	F-80B	45-8636	22FBS	36FBG	Furstenfeldbruck AB, GER	KCRW	McAbee, Charles W.	1 Mi NE Sainte Monohould
500917	F-80B	45-8618	22FBS	36FBG	Furstenfeldbruck AB, GER	TOAMF	Pedigo, John H.	Kaiserslautern AS
500928	F-80B	45-8483	22FBS	36FBG	Furstenfeldbruck AB, GER	CBLMF	White, Loyd E.	Furstenfeldbruck AB
501103	F-84E	49-2224	22FBS	36FBG	Furstenfeldbruck AB, GER	MF	Agnew, Harman C.	Furstenfeldbruck AB
501228	F-84E	49-2232	22FBS	36FBG	Furstenfeldbruck AB, GER	LACW	Dorsett, Leighton L.	Rhein Main AB

510110	F-84E	49-2228	22FBS	36FBG	Furstenfeldbruck AB, GER	KBOSF	Hathaway, John K.	Schweinfurt
510313	F-84E	49-2151	22FBS	36FBG	Furstenfeldbruck AB, GER	BOEFF	Pattillo, Cuthbert A.	6 Mi E Furstenfeldbruck AB
510524	F-84E	49-2160	22FBS	36FBG	Furstenfeldbruck AB, GER	KCREF	Pries, Ralph A.	5 Mi SE Aichnach
510608	F-84E	49-2148	22FBS	36FBG	Furstenfeldbruck AB, GER	TOAEF	Merck, Robert W.	1.5 Mi N Wheelus AB
421215	P-39D	41-6882	22FS Det	36FG	Hato Field, Curacao, DWI	TOA	Anderson, John W Jr	Hato Field, Curacao
500308	F-80B	45-8644	22FS	36FBG	Furstenfeldbruck AB, GER	CRLMF	Daniel, William A.	Furstenfeldbruck AB
430102	P-39D	41-6858	22FS	36FG		TAC	Brown, Billy R	Waller Fld, BWI
430223	P-40C	41-13409	22FS	36FG		LAC	Elling, Harvey G	Waller Fld, BWI
430313	P-40C	41-13408	22FS	36FG		LAC	Perego, Frank S	Waller Fld, BWI
430313	P-40C	41-13408	22FS	36FG		LAC	Perego, Frank S	Waller Fld, BWI
430625	BT-9A	36-101	22FS	36FG	Charleston AB, SC	TAC	McClung, Ray S	Mitchel Field, NY
430806	P-47D	42-22582	22FS	36FG	Charleston AAB, SC	TACGC	Reese, Forney Jr	Charleston AAB, SC
430806	P-47D	42-74755	22FS	36FG	Charleston AAB, SC	TACGC	Barrett, Maurice A	Charleston AAB, SC
430928	P-47C	41-6511	22FS	36FG	Alamogordo AAF, Alamogordo, NM	LAC	Hapeman, Bud J	Alamogordo AAF, Alamogordo, NM
430930	P-47D	42-22279	22FS	36FG	Alamogordo AAF, Alamogordo, NM	CBLMF	Barrett, Maurice A Jr	Alamogordo AAF, Alamogordo, NM
431101	BC-1A	40-734	22FS	36FG	Alamagordo AAB, NM	LACGL	Pierce, Manley S	Alamagordo AAB, NM
431118	P-47D	42-74768	22FS	36FG	Alamogordo AAB, NM	FLEF	Maxwell, Walter L	55 mi NW of Alamogordo AAB, NM



431205	P-47C	41-6567	22FS	36FG	Scribner AAB, NE	LAC	Spencer, Arthur D	Scribner AAB, NE
431207	P-47C	41-6663	22FS	36FG	Scribner AAB, NE	MACB	Fazekas, Frank	Scribner AAB, NE
431207	P-47D	42-22575	22FS	36FG	Scribner AAB, NE	MACB	Bethes, William E	Scribner AAB, NE
431230	AT-23A	42-43456	22FS	36FG	Scribner AAB, NE	LAC	La Roque, Richard W	Scribner AAB, NE
440120	P-47D	42-25153	22FS	36FG	Scribner AAB, Scribner, NE	LAC	Church, John M.	Palacios AAF, Palacios, TX
440123	P-47D	42-74764	22FS	36FG	Palacios AAF, Palacios, TX	LAC	Cortner, Anexander W	Palacios AAF, Palacios, TX
440528	P-47D	42-7879	22FS	36FG	418	CRT	Loring, Charles J Jr	Kingsnorth/Sta 418
440528	P-47D	42-75215	22FS	36FG	418	TOA	Rice, John H	Kingsnorth/Sta 418
440606	P-47D	42-25689	22FS	36FG	418	LAC	Holloway, Clarence R Jr	Kingsnorth/Sta 418
440817	P-47D	42-8592	22FS	36FG	A16	TAC	Kuhlman, Arthur H	Brucheville/A-16
441006	P-47D	42-25956	22FS	36FG	A68	TAC	Johnson, Jack D	Juvin-court/A-68
450129	P-47D	44-20290	22FS	36FG	A89	LAC	Fisher, Richard C	Le Culot/A-89
450129	P-47D	42-28469	22FS	36FG	A89	LAC	Ash, Lauren E	Le Culot/A-89
450214	P-47D	42-26254	22FS	36FG	A89	TAC	Montgomery, Richard L	Le Culot/A-89
450223	P-47D	42-28404	22FS	36FG	A89	TAC	Harrett, Maurice A Jr	Le Culot/A-89
450224	P-47D	44-19784	22FS	36FG	A89	TOA	Benton, Robert L	Le Culot/A-89
450224	P-47D	44-20435	22FS	36FG	A89	LAC	Harrold, Paul C	Le Culot/A-89
450315	P-47D	44-19853	22FS	36FG	A89	TOA	Ash, Lauren E	Le Culot/A-89

450321	P-47D	42-29155	22FS	36FG	A89	LAC	Reddy, John L	Le Culot/A-89
450323	P-47D	42-26254	22FS	36FG	A89	LAC	Hall, William W	Le Culot/A-89
450323	P-47D	42-76240	22FS	36FG	A89	LAC	Horrigan, Richard W	Le Culot/A-89
450402	P-47C	41-6528W	22FS	36FG	A89	TOA	Benson, Ralph A	Le Culot/A-89
450406	UC-78	43-32087	22FS	36FG	Aachen (Y-46)	TAC	Barnes, Harold T	Aachen (Y-46)
450409	P-47D	44-33032	22FS	36FG	Y62	TOA	Sonsini, Frank P	Neidermending/Y-62
450409	P-47D	44-19853	22FS	36FG	Y62	KLAC	Sonsini, Frank P	{G-940631}
450413	P-47D	44-33132	22FS	36FG	Y62	LAC	Jarrell, Robert S	Neidermending/Y-62
450413	P-47D	42-26243	22FS	36FG	Y62	LAC	Blurton, Kenneth G	Neidermending/Y-62
450414	P-47D	44-33532	22FS	36FG	Y62	CBLoG	Cole, Mark (NMI)	Munster/ 1/2mi E {M8148}
461219	P-47N	44-89006	22FS	36FG		MIS	Franklin, Benjamin L	Rio Hato/ 10mi SSW
461219	P-47N	44-88410	22FS	36FG		TCNU	Long, Billy J	Howard Fld/ 2 1/2mi SSW
470403	P-47N	45-50010	22FS	36FG		LAC	Goldsberry, Francis R	Howard Fld
470415	P-47N	44-88856	22FS	36FG		KCR	Bundgaard, Carl H	Vernado Beach/ 6mi NW
470519	P-47N	45-50012	22FS	36FG		BO	Gainer, Hubert W	Rockaway Point
470627	P-47N	45-49988	22FS	36FG	Howard Fld, CZ	CBLEF	Kammerer, George E	Baragua/ 1mi S
470731	P-47N	45-49986	22FS	36FG	Howard Fld, CZ	CRL	Aust, Abner M	2 1/2 mi E
470827	P-47N	44-89115	22FS	36FG	Howard Field, CZ	LAC	Driskell, Eugene B	Howard Field, CZ

471125	P-80B	45-8011	22FS	36FG	Howard Field, CZ	BOEF	Goldsherry, Francis R	4M SSE Balboa, PAN
471129	P-80B	45-8658	22FS	36FG	Howard Field, CZ	LACMF	Corbett, William P	Vernam Field, JAM
471202	P-80B	45-8648	22FS	36FG	Howard Field, CZ	LAC	McNeil, Loyd J	Howard Field, CZ
471216	P-80B	45-8666	22FS	36FG	Howard Field, CZ	KCR	Ward, William H	Howard Field, CZ
440120	P-47D	42-25153	22FS	36FG	Scribner AAB, Scribner, NE	LAC	Church, John M.	Palacios AAF, Palacios, TX
440123	P-47D	42-74764	22FS	36FG	Palacios AAF, Palacios, TX	LAC	Cortner, Anexander W	Palacios AAF, Palacios, TX
441118	P-47D	42-28838	22FS	36FG	A89	TAC	Reddy, John L Jr	Le Culot/A-89
441121	UC-78	43-7783	22FS	36FG	A89	BOMF	Comstock, Harold E	Ciney
450508	P-47D	44-20435	22FS	36FG	R12	LAC	Fisher, Richard C	Kassel/R-12
450708	P-47D	42-27221	22FS	36FG	R12	MAC	Figel, Gene M	
450806	P-47D	42-29155	22FS	36FG	R12	TOA	Reddy, John L	Kassel/R-12
450904	P-47D	44-19784	22FS	36FG	R12	BMAC	Jodoin, Edgar (NMI)	Ehrsten {RC-112117}
450904	P-47D	44-33032	22FS	36FG	R12	KMAC	Lewis, Carroll H	Ehrsten {RC-111138}
451008	L-4J	44-80554	22FS	36FG	R12	CRLEF	Adams, William L	Kassel/R-12
420805	P-39D	41-6854	22FS	36FG	Losey Field, PR	LACMF	Milne, Jack G	Waller Field, Trinidad, TRN
420822	P-39D	41-6880	22FS	36FG	Losey Field, PR	LAC	Reese, Forney Jr	Waller Field, BWI
420902	P-39D	41-6854	22FS	36FG	Losey Field, PR	LACMF	Roan, Virgil H	Waller Field, TRN
421006	P-40C	41-13409	22FS	36FG	Zandery Field, SUR	LACGL	Wood, Henry I	Zandery Field, SUR

421010	P-40C	41-13412	22FS	36FG	Zandry Field, SUR	TACNU	Thomason, Raleigh M	Zandry Field, SUR
421104	P-39D	41-6906	22FS	36FG	Waller Field, Trinidad	BOMAC	Cameron, Archie K	At sea, 5 mi NE of Tobago Island, TRN
421104	P-39D	unknown	22FS	36FG	Waller Field, Trinidad	MAC	McClung, Ray S	At sea, 5 mi NE of Tobago Island, TRN
421119	P-39D	41-6859	22FS	36FG	Waller Field, Trinidad	LAC	Mcculla, Robert W	Waller Field, Trinidad, BWI
421204	P-39D	41-6922	22FS	36FG	Hato Field, Curacao, DWI	LACGL	Ramsey, C E	Hato Field, Curacao

410228	P-36A	38-173	22PI	36PI	Ponce Air Base, PR	LAC	Milne, Jack G	Ponce Air Base, PR
410711	P-40C	41-13403	22PI		Losey Field, PR	LACMF	Stevenson, John D.	Atlanta Municipal Airport, GA

400303	P-36A	38-148	22PS	36PG	Langley Field, Hampton, VA	BOSSP	Truitt, Homer M.	Zuni, VA
400601	P-36A	38-122	22PS	36PG	Langley Field, Hampton, VA	LAC	Truitt, Homer M.	Muni Airport, Huntsville, AL
400830	YP-37	38-476	22PS	36PG	Langley Field, Hampton, VA	LACGL	Truitt, Homer M.	Langley Field, VA
400905	P-36A	38-144	22PS	36PG	Langley Field, Hampton, VA	LAC	Foreman, Wade K.	Langley Field, VA
401115	P-36A	38-141	22PS	36PG	Langley Field, Hampton, VA	TOA	Shapiro, Leonard	Langley Field, VA
410903	RP-40C	41-13362	22PS	36PG	Losey Field, Ponce, PR	LAC	Sorrels, Laurence F	Losey Field, Ponce, PR
411001	P-40E	40-560	22PS	36PG	Losey Field, Ponce, PR	LAC	Root, Frank P	Losey Field, Ponce, PR
411002	RP-36A	38-163	22PS	36PG	Losey Field, Ponce, PR	LACGL	Sorrels, Laurence F	Losey Field, Ponce, PR

411004	RP-40D	40-565	22PS	36PG	Losey Field, Ponce, PR	LAC	Wiley, James R	Losey Field, PR
411028	P-39D	41-6878	22PS	36PG	Losey Field, PR	TAC	Sorrels, Laurence F	Niagara Falls Muni Airport, NY
411212	P-40E	40-553	22PS	36PG	Losey Field, Ponce, PR	LACGL	Matura, Arthur	Howard Field, CZ
420423	P-39D	41-6904	22PS	36PG	Losey Field, PR	KMIS	Root, Frank P Jr	Off Coast of St Lucia, BWI
400923	YP-37	38-482	22PS		Langley Field, Hampton, VA	LAC	Foster, Marion H	Langley Field, VA
410423	P-36A	38-110	22PS		Ponce Air Base, PR	GL	Tucker, Peter H.	Ponce Air Base, PR







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Air Force Order of Battle

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Sources

AFHRA

Unit history. 36<sup>th</sup> Fighter Bomber Wing. @1952