

160th FIGHTER SQUADRON



LINEAGE

160th Fighter Squadron (SE) extended federal recognition, 1 Oct 1947
Redesignated 160th Tactical Reconnaissance Squadron, Nov 1950
Redesignated 160th Tactical Reconnaissance Squadron (Photo Jet), Jul 1951
Redesignated 160th Tactical Reconnaissance Squadron
Redesignated 160th Tactical Fighter Squadron, 1 Jul 1983
Redesignated 160th Fighter Squadron, 15 Mar 1992

STATIONS

Birmingham MAP (Sumpter Smith Field), AL
Birmingham, AL
Montgomery, AL, 1 Jan 1953

DEPLOYED STATIONS

Lawson AFB, GA
Furstenfeldbruck AB Germany
Neubiberg AB, Germany
Toul-Rosieres AB France

ASSIGNMENTS

WEAPON SYSTEMS

Mission Aircraft

P-51D
RF-51D
RF-80
RF-51D
RF-80A, 1955
RF-84F, 1956
RF-4C, 1971
F-4D, 1982 **1983**

F-16A, 1988
F-16B, 1988
F-16C
F-16D

Support Aircraft

ASSIGNED AIRCRAFT SERIAL NUMBERS

T-33
529579

RF-80A

44-85397	44-85461	44-85330	45-8359	45-8399
45-8384	44-85473	44-85491	45-8394	45-8461
45-8462	45-8390	45-8391	45-8460	
45-8463	45-8466	44-85356	44-85366	

RF-4C

63-758
63-753
64-997

F-4D

66-7656
66-7754

F-16

78042	79395	80529	86363	87336
78061	79396	80530	86365	87367
78102	79405	80531	86366	87370
79303	79418	80625	87218	87373
79331	80496	86051	87219	88398
79336	80510	86326	87220	88399
79353	80512	86346	87223	88400
79355	80521	86349	87263	
79363	80525	86356	87282	

ASSIGNED AIRCRAFT TAIL/BASE CODES

F-16: AL

UNIT COLORS

RB-26C & RF-80A Green bands

RF-4C vertical fin tip marking colors are red and white

F-4D, Fin cap green with yellow lettering.

COMMANDERS

LTC Samuel W. Black Feb 2005 - Sep 2007

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

Snakes

OPERATIONS

Designated a fighter squadron and equipped with P-51Ds when extended federal recognition in Oct 1947, this Alabama unit was redesignated the 160 TRS in Sep 1950.

Called to active duty as part of the Korean War call-up, 10 Oct 1950

In the tactical reconnaissance role, the 160th briefly flew RF-51Ds, but was re-equipped with RF-80As shortly after being activated during the Korean call-up.

It deployed to Europe in Jan 1952 in Germany and France before being returned to state control and temporarily switching back to RF-51Ds. 1 Jan 1953

Called to active duty as part of the Berlin Crisis call-up but remained based at Dannelly Field. 1 Oct 1961. Released from active duty, 20 Aug 1962

First deployed abroad in May/June 1980 when it went to Germany to take part in Best Focus.

The 160th won many honors during this timeframe, including the best reconnaissance unit in the nation in the Photo Finish "81" competition.

It deployed to Germany in Aug 1985 for Coronet Meteor.

Immediately following 11 Sep 2001, 160th had jets in the air flying Combat Air Patrol missions over the largest cities in the southeastern United States. The unit sustained this effort for Operation Noble Eagle for one year following the events of 11 Sep.

On 11 September 2002, at 1440 Central Daylight Time, after completing a practice high altitude dive bomb (HADB) run at the Shelby Range in Mississippi, the Mishap Aircraft (MA) F-16C, S/N 86-0348, experienced an engine failure. The Mishap Pilot (MP) initiated an unsuccessful engine out approach to Bobby L. Chain Municipal Airport, Hattiesburg, Mississippi (Bobby Chain). The MP ejected from the MA when he realized he would not be able to safely land the MA. The MP, assigned to the 160th Fighter Squadron, 187th Fighter Wing, ejected safely. The MA impacted the ground on municipal airport property short of the runway threshold and was destroyed. While completing the recovery phase of the practice HADB run, the MP heard two loud metallic bangs followed by a rapid decrease in the revolutions per minute of his engine. The MP pulled the nose of the MA into a climb while attempting to restart the engine and jettison his two external fuel tanks. The MP turned his aircraft toward Bobby Chain and established an engine out approach. He notified his wingman and requested a visual scan for fire or smoke; the wingman informed the MP that his external fuel tanks had failed to jettison. The MP attempted to jettison the external fuel tanks four times and to restart the engine twice. The MP then emergency extended the landing gear and continued the engine out approach, aware that he might have to eject. As the MP continued the approach, his instruments indicated he would land short of the runway. (The MA's weight and the higher drag caused by gear extension and the external tanks greatly reduced the possibility of a successful engine out landing.) The MP then pointed the MA toward the runway, safely ejecting at 400 feet and landing in his parachute in the trees near the runway, suffering only with minor injuries. Based on post accident technical analysis, the Board determined by clear and convincing evidence that the cause of the mishap was catastrophic engine failure caused by failure of the high pressure turbine (HPT) post, allowing the HPT blades to break free and cause catastrophic damage to the engine.

471203	A-26C 44-35360 FLF	Baker, Alfred C Jr	Birmingham Airport, AL
500524	F-51D 45-11486 LAC	Kelley, Willie E.	Birmingham AFB
500613	F-51D 44-73506 KSSP	Crow, James L O.	7 Mi W Courtland
500720	F-51D 44-73231 LACGL	Huckabee, Hal E.	8 Mi WNW Congaree AFB
501107	RF-51D 45-11666	CBLEF Crawford, James B.	7 Mi W Oglethorpe
501127	RF-51D 45-11557 TAC	Campbell, Harry N.	Lawson AFB
511006	RF-51D 45-11660 TAC	Badolato, Salvatore V.	Barksdale AFB





Air Force Order of Battle

Created: 12 Oct 2010

Updated: 6 Nov 2011

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.