

7th FIGHTER SQUADRON



LINEAGE

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

STATIONS

Selfridge Field, MI, 15 Jan 1941
Morrison Field, FL, 23 May 1941–4 Jan 1942
Melbourne, Australia, 2 Feb 1942
Bankstown, Australia, 16 Feb 1942
Batchelor, Australia, 9 Apr 1942
Port Moresby, New Guinea, 19 Sep 1942
Dobodura, New Guinea, 15 Apr 1943
Gusap, New Guinea, 16 Nov 1943
Finschhafen, New Guinea, 27 Apr 1944
Hollandia, New Guinea, 3 May 1944
Biak, 5 Jun 1944
Tacloban, Leyte, 24 Oct 1944

San Jose, Mindoro, 30 Dec 1944
Lingayen, Luzon, 25 Feb 1945
Okinawa, 17 Aug 1945
Atsugi, Japan, 15 Sep 1945
Chitose AB, Japan, 20 Feb 1946
Misawa AB, Japan, 2 Apr 1948
Itazuke AB, Japan, 14 Aug 1950
Taegu AB, South Korea, 28 Sep 1950
Kunsan AB, South Korea, 1 Apr 1953
Itazuke AB, Japan, 2 Nov 1953
Misawa AB, Japan, 7 Aug 1956
Chitose AB, Japan, 1 Jul–10 Dec 1957
Etain/Rouvres AB, France, 10 Dec 1957
Spangdahlem AB, Germany, 25 Aug 1959–15 Jul 1968
Holloman AFB, NM, 15 Jul 1968–15 Dec 2006
Holloman AFB, NM, 15 May 2008

DEPLOYED STATIONS

Ramstein AB, Germany, 10 Sep–6 Oct 1971 and 2 Mar–4 Apr 1973
Takhli RTAFB, Thailand, 11 May–12 Aug 1972
Bitburg AB, Germany, 2 Apr–3 May 1974 and 4 Oct–6 Nov 1975
Ramstein AB, Germany, 23 Aug–25 Sep 1976

ASSIGNMENTS

49th Pursuit (later, 49th Fighter; 49th Fighter Bomber) Group, 15 Jan 1941
49th Fighter-Bomber (later, 49th Tactical Fighter; 49th Fighter) Wing, 10 Dec 1957
49 Operations Group, 15 Nov 1991–15 Dec 2006
49 Operations Group, 15 May 2008

ATTACHMENTS

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

WEAPON SYSTEMS

P-35, 1941
P-40E, 1942
P-40K
P-40N
P-47, 1943–1944
P-38F, 1944–1946
P-51D, 1946–1949
F-80A

F-80C
 F-84E, 1951
 F-84G
 F-86, 1956-1957
 F-100D
 F-100F
 F-105, 1962-1966
 F-4D,
 F-15, 1977-1991
 AT-38, 1992

ASSIGNED AIRCRAFT SERIAL NUMBERS

F-84E
 51-0565
 51-0622
 51-0584

F-80C
 49-0546

F-84G
 51-10306

OA-10
 43-3262

P-38F
 42-126-26

P-40E				
41-25170	42-45974	42-45972	42-46290	42-9912
41-36492	42-45981	42-46290	42-45985	
41-24818	42-45962	42-46370	42-45968	
41-5325	42-46270	42-45984	42-45972	
41-24868	42-45966	42-46291	42-45227	

P-40K			
42-45974	42-45966	42-45984	42-45968
42-45981	42-45972	42-46291	42-45972
42-45962	42-46290	42-46290	42-45227
42-46270	42-46370	42-45985	42-9912

P-40N				
42-104975	42-105290	42-104920	42-106250	43-23569
42-104982	42-105830	42-106325	42-105343	42-106281
42-105517	42-104955	43-23582	43-23365	43-23461

42-104622	43-23643	42-106250	43-24151
43-24191	43-23414	42-104642	43-23285

P-51D

44-74244	44-64076	44-63297	44-73821	44-74236
44-15006	44-72028	44-63297	44-73821	
44-14948	44-72114	44-72465	44-73375	
44-15126	44-63274	44-73873	44-72685	
44-15046	44-64046	44-73899	44-72690	

OA-10

43-3262

F-80

49-0651

F-80A

49-0523

F-80

49-0651

F-80A

49-0523

F-80C

49-0532	49-0837	49-0800	49-0559	49-0546
49-0468	49-0843	49-0830	49-0527	
49-0523	49-0542	49-0761	49-0540	
49-0557	49-0527	49-0806		

F-84E

51-0565

51-0622

51-0584

F-84G

51-10306

F-100D

54-2250	55-2743	55-3691	56-3300
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54-2278	55-3661	55-3700	56-3314
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F-100F

56-3858

56-3828

56-3861

ASSIGNED AIRCRAFT TAIL/BASE CODES

F-4D: HO

UNIT COLORS

Blue vertical stabilizer/rudder with a white lightning bolt and blue nose band.

COMMANDER

LTC Robert L. Morrissey, 24 Dec 1941
Maj William P. Martin, 1943-unkn
Maj Arland Stanton, 1944-unkn
Maj Edward A. Peck, 1944-unkn
Maj Robert W. Aschenbrener, Mar 1945
Maj Clayton M. Isaacson, 17 May 194
Maj James A. Watkins, Jul 1945-unkn
Cpt Martin C. Johansen, 1948
Cpt Wesley I. McKee, Dec 1948
Maj Frederick H. Michel, Jan 1949
Maj Vincent J. Graves, Feb 1949
LTC Jack R. Brown, 21 Jun 1949
LTC Paul M. Hall, 13 Apr 1951
Maj Bernard K. Seitzinger, Nov 195
LTC J. Ross Adams Jr., Dec 1951
Maj Arthur W. Gebaur Jr., May 1952
LTC Clifford C. Gould, 1952
Maj Charles W. Reed, Jan 1953
LTC Jack D. Stevens, Apr 1953
Maj Julian R. Onsrud, 16 May 1953
LTC Jack A. Blacker, 4 Jul 1953-unkn
Unkn, 1954-1956
Maj Bruce W. Carr, by Jan 1957
LTC Sam Malone, by Jan 1958
LTC Robert W. Maloy, 15 Nov 1958
Maj Arnold W. Braswell, 3 Jun 1960
Maj Brooks J. Liles, c. 1961
Maj Fred H. Henderson, 15 Nov 1961
LTC Francis B. Clark, 1 Aug 1963
Maj William N. Dillard, 28 Aug 1964
Maj James E. Baldwin, 1965
LTC Homer R. Charlton Jr., 1966
LTC Miguel Encinias, 13 Oct 1967
LTC Drury Callahan, 13 Dec 1969
Col Robert A. Walters Jr., 1 Jul 1971
LTC George O. Watts, 4 Dec 1972
LTC Roderick G. Beckett, 15 May 1974

LTC Jeremy C. Thomas, 23 Dec 1974
Maj John E Cunningham, 1 Apr 1977
LTC Clifton C. Clark Jr., Oct 1977
LTC Peter D. Robinson, 15 Jan 1979
LTC Joseph S. Rodero, 18 Jan 1980
LTC Willard K. Mincey, 2 Jul 1981
LTC John A. Judd, 20 May 1983
LTC William Guth, 25 Jun 1985
LTC Conley V. Bradford, 7 Nov 1986
LTC Bron A. Burke, 2 Dec 1988
LTC Thomas T. Young, 20 Nov 1989
LTC William D. Carpenter, 20 May 1991
LTC James D. Wessler, 11 Sep 1992
LTC James R. Phillips Jr., 1 Jul 1993
LTC Gregory M. Nicholl, 9 Nov 1994
LTC Richard A. Dunham III, 7 Oct 1996
LTC Andrew W. Papp, 27 Feb 1998
LTC Richard Wright, 11 Jun 1999
LTC Joseph M. Skaja, 26 Feb 2001
LTC Angelo B. Eiland, 13 Feb 2003
LTC Christopher G. Knehans, 18 Feb 2005-15 Dec 2006
LTC Shawn Anger, #2014

HONORS

Service Streamers

None

Campaign Streamers

World War II

East Indies

Air Offensive, Japan

China Defensive

Papua

New Guinea

Western Pacific

Leyte; Luzon

China Offensive

Korea

UN Defensive

UN Offensive

CCF Intervention

First UN Counteroffensive

CCF Spring Offensive

UN Summer-Fall Offensive

Second Korean Winter

Korea Summer-Fall, 1952
Third Korean Winter
Korea, Summer 1953

Vietnam
Vietnam Ceasefire

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Australia, 14 Mar–25 Aug 1942
Papua, [c. 25 Sep] 1942–23 Jan 1943
Biak, 15 May 1944
Philippine Islands, 27 Oct–7 Dec 1944
Korea, [14 Aug]–25 Nov 1950
Korea, 9 Jul–27 Nov 1951

Air Force Outstanding Unit Award with Combat "V" Device
5 May–6 Oct 1972

Air Force Outstanding Unit Awards

1 Mar 1964–28 Feb 1966
1 Mar 1966–30 Jun 1967
1 Jan 1971–15 Apr 1972
1 Jun 1995–31 May 1997
1 Jun 1998–31 May 1999
2 May 2004–31 May 2005

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citations

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

Republic of Vietnam Gallantry Cross with Palm

8 May–24 Aug 1972

EMBLEM

On a Yellow disc, edged with a Black border, an aborigine "bunyap" affronte Light Brown, eyes Green, pupils Red, fangs and claws White, tipped with blood. Originating in Australia, the Bunyap myth was told to new settlers by the aborigines. It was said the Bunyap was a strange creature living in a deep water hole, destroying everyone who camped nearby. Many early settlers to Australia believed this story and besides never camping near a Bunyap hole, were careful not to disturb the monster when collecting water. Since the outcome of awaking the

Bunyap was the same as an aerial contest with the 7th Fighter Squadron, it was only appropriate the two go into combat as wingmen. (Approved, 13 May 1944)

NICKNAME

Bunyaps

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

OPERATIONS

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

7 April - 23 August 1942 Was part of the Darwin campaign in which 64 enemy planes were shot down with only 16 49er losses. 15 September 1942 Squadron arrived at Port Moresby, New Guinea, flying its initial mission on 19 September 1942.

06 January 1943 Helped break up an enemy convoy of 4 transports and six escort vessels attempting to move into the area of Lae, New Guinea. The 7th took part in 72 sorties flown against the enemy in which one transport was claimed as destroyed by Lts A.T. House, Jr. and Claude S. Burnette. In the same engagement 15 enemy planes were shot down, 3 by Lt (later Maj) Bong, bringing his total to 5, making him an "Ace." 29 October 1944 Lt Milden E. Mathre shot down the 49th's 500th enemy plane.

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

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

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

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

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

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

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

14 - 18 August 1973 Coronet Organ IX.

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

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

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

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

26 January 1976 Participated in operation BOLD EAGLE.

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

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

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

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

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

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

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

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

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

18 June 1980 Participated in RED FLAG 80-4.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On 8 March 2003, at 1:39 p.m. local time, a T-38, Serial Number 68-8141, was destroyed during an approach to land on runway 19 at Eglin Air Force Base (AFB), Florida. The mishap aircraft was number two in a two-ship formation of T-38s. The mishap pilot (MP 2) ejected from his aircraft, receiving only a minor foot injury. The mishap aircraft's (MA) loss is valued at \$3,800,000. Two private residences were substantially damaged in the mishap, however, no civilian injuries resulted from the mishap. MP 2, assigned to the 7th Combat Training Squadron, 49th Fighter Wing, Holloman AFB, NM, was the wingman in a two-ship navigation/instrument

proficiency cross-country training mission consisting of MP 2 and his flight lead, MP 1. The mishap sortie occurred on the second day of the four-day mission and was the second of six planned sorties for each aircraft. There is clear and convincing evidence that the cause of this mishap was MP 2's failure to adequately monitor his airspeed after being directed to accomplish a drag maneuver and permitting his airspeed to decrease to the point that his aircraft stalled. As MP 2 attempted to recover from the stall, the aircraft impacted several large trees. The impact simultaneously made MP 2 decide to eject from the MA and caused both of the MA's engines to fail due to ingested tree debris. Post mishap analysis revealed all of the MA's systems were operating normally prior to impacting the trees. Additionally, there is substantial evidence that complacency contributed to the mishap by degrading both mishap pilots' ability to successfully execute the final approach to Eglin AFB. Before entering their aircraft to depart on the mishap sortie, both pilots knew that MP 2 did not have the required instrument approach plates for the next three planned sorties, but neither made an effort to obtain them. Nearing Eglin AFB, with the local cloud ceiling significantly lower than expected, complacency impacted MP 1's ability to accurately assess the weather as unsuitable for a drag maneuver and led to his failure to select another option to safely land both aircraft. MP 1 directed the drag maneuver approximately two nautical miles from the runway threshold at an altitude of approximately 500 feet above runway elevation. At this short distance, it was impossible for MP 2 to achieve the required spacing prior to crossing the runway threshold.

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



Air Force Order of Battle

Created: 15 Oct 2010

Updated: 12 Jan 2014

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Unit history. *49th Tactical Fighter Wing, History in Review. 1940-1972.*

USAF Accident Investigation Board Reports.