

## 100<sup>th</sup> FIGHTER SQUADRON



### MISSION

#### LINEAGE

100<sup>th</sup> Pursuit Squadron (Interceptor) constituted, 27 Dec 1941

Activated, 19 Feb 1942

Redesignated 100<sup>th</sup> Fighter Squadron, 15 May 1942

Redesignated 100<sup>th</sup> Fighter Squadron, Single-Engine, 15 Sep 1944

Inactivated, 19 Oct 1945

Activated, 1 Jul 1947

Inactivated, 1 Jul 1949

100 Air Refueling Squadron, Medium constituted, 8 Jan 1953

Activated, 20 Jan 1953

Inactivated, 25 Nov 1953

Activated, 8 Sep 1954

Discontinued and inactivated, 25 Jun 1966

100<sup>th</sup> Fighter Squadron, Single Engine and 100 Air Refueling Squadron, Medium consolidated and redesignated 100<sup>th</sup> Air Refueling Squadron, Heavy, 19 Sep 1985

Redesignated 100<sup>th</sup> Flying Training Squadron, 29 Aug 1989

Activated, 1 Sep 1989

Inactivated, 1 Apr 1993

Activated in the Reserve, 1 Apr 1999

#### STATIONS

Tuskegee AAB, AL, 19 Feb 1942

Selfridge Field, MI, 29 Mar 1943

Oscoda AAFld, MI, 29 Oct 1943  
Selfridge Field, MI, 8 Nov-22 Dec 1943  
Montecorvino, Italy, 3 Feb 1944  
Capodichino, Italy, 21 Feb 1944  
Ramatelli, Italy, 6 Jun 1944  
Catollica, Italy, 4 May 1945  
Lucerna, Italy, 18 Jul-Sep 1945  
Camp Kilmer, NJ, 17-19 Oct 1945  
Lockbourne AAB (later AFB), OH, 1 Jul 1947-1 Jul 1949  
Turner AFB, GA, 20 Jan 1953  
Lockborne AFB, OH, 23 May 1953  
Turner AFB, GA, 24-25 Nov 1953  
Robins AFB, GA, 8 Sep 1954  
Portsmouth (later, Pease) AFB, NH, 16 Aug 1956-25 Jun 1966  
Williams AFB, AZ, 1 Sep 1989-1 Apr 1993  
Randolph AFB, TX, 1 Apr 1999  
Montgomery, AL

#### **ASSIGNMENTS**

Southeast Air Corps (later, Army Air Forces) Training Center, 19 Feb 1942  
Third Air Force, 4 Jul 1942  
332<sup>nd</sup> Fighter Group, 13 Oct 1942-19 Oct 1945  
332<sup>nd</sup> Fighter Group, 1 Jul 1947-1 Jul 1949  
40<sup>th</sup> Air Division, 20 Jan 1953  
801<sup>st</sup> Air Division, 23 May 1953  
40<sup>th</sup> Air Division, 24-25 Nov 1953  
Second Air Force, 8 Sep 1954  
100<sup>th</sup> Bombardment Wing, 16 Aug 1956-25 Jun 1966  
82<sup>nd</sup> Flying Training Wing, 1 Sep 1989  
82<sup>nd</sup> Operations Group, 15 Dec 1991- 1 Apr 1993  
340<sup>th</sup> Flying Training Group, 1 Apr 1999

#### **ATTACHMENTS**

91<sup>st</sup> Strategic Reconnaissance Wing, 23 May-23 Nov 1953  
19<sup>th</sup> Bombardment Wing, 2 Feb 1955-15 Aug 1956

#### **WEAPON SYSTEMS**

P-39, 1943, 1944  
P-39F  
P-39N  
P-39Q  
P-40, 1943  
P-40E  
P-40F

P-40L  
P-47, 1944  
P-51, 1944-1945  
P-51B  
P-51C  
P-51D  
P-47, 1947-1949  
KB-29P, 1953  
KC-97E  
KC-97F  
KC-97G  
F-16C  
F-16D

### **COMMANDERS**

Unkn, 19 Feb 1942-Jan 1943  
Cpt James Hunter, 15 Jan 1943  
1Lt Mac Ross, 26 Jan 1943  
1Lt George L. Knox, 5 Apr 1943  
1Lt Elwood T. Driver, 29 Jun 1943  
Cpt Robert B. Tresville, 6 Jul 1943  
Maj Andrew D. Turner, 22 Jun 1944  
Cpt Roscoe C. Brown, Jun 1945-unkn  
Maj Andrew D. Turner, 1 Jul 1947  
Cpt Elwood T. Driver, c. 15 Aug 1947  
Cpt Herbert V. Clark, Apr 1948  
Cpt Joseph D. Elsberry, May 1948  
1Lt Samuel W. Watts, Jr., Jun 1948  
Cpt Joseph D. Elsberry, 14 Jul 1948  
Cpt Elwood T. Driver, 30 Sep 1948-1 Jul 1949  
None (not manned), 20 Jan-Jun 1953  
Maj Clifford E. Cobb, 9 Jul-25 Nov 1953  
None (not manned), 8 Sep-19 Oct 1954  
LTC William E. Smith, 20 Oct 1954  
LTC Savell L. Sharp, 31 Mar 1956  
LTC Frank L. Davis, 27 Feb 1958  
Maj Harold G. Goodlad, 5 Jan 1959  
LTC Joseph M. McHale, 29 Jun 1959  
LTC Glen F. Redmond, 1 Apr 1964  
LTC John M. Gaither, 1 Mar 1965  
LTC Jack W. Baker, 25 Oct 1965-unkn (at least through 31 Mar 1966)  
LTC Thomas L. Powell, 1 Sep 1989  
LTC David M. McIntosh, 27 Aug 1991-1 Apr 1993  
LTC Samuel W. Black Sep 2007

LTC Scott Patten Dec 2008 - Jun 2010  
Lt Col Ryan Barker  
LTC William Sparrow, Mar 2001-Oct

## **HONORS**

### **Service Streamers**

World War II American Theater

### **Campaign Streamers**

World War II  
Rome-Arno  
Southern France  
North Apennines  
Po Valley  
Normandy  
Northern France  
Rhineland  
Central Europe  
Air Combat, EAME

### **Armed Forces Expeditionary Streamers**

None

### **Decorations**

Distinguished Unit Citation  
Germany, 24 Mar 1945

## **EMBLEM**



100<sup>th</sup> Air Refueling Squadron emblem



100<sup>th</sup> Flying Training Squadron emblem: On a disc Azure, a bezant erased charged with a demi-terrestrial globe issuant from base Argent, land masses and gridlines Gray supporting a winged panther couchant regardant au naturel (Gold Brown), winged, armed and eyed of the second langued Gules, all within a diminished border Red fimbriated to the inside White. Attached below the disc, a White scroll edged with a narrow Red border and inscribed "100TH FLYING TRAINING SQ" in Red letters. 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 panther portrays the ferocity with which the Squadron defends the rights of the American people worldwide, as symbolized by the globe.

100<sup>th</sup> Fighter Squadron emblem: On a disc Azure, a bezant erased charged with a demi-terrestrial globe issuant from base Argent, land masses and gridlines Gray supporting a winged panther couchant regardant au naturel (Gold Brown), winged, armed and eyed of the second langued Gules, all within a diminished bordure Red fimbriated to the inside White. Attached below the disc, a White scroll edged with a narrow Red border and inscribed "100TH FIGHTER SQUADRON" in Red letters. (Approved, 25 Nov 1944)

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

Combat in MTO and ETO, 19 Feb 1944-26 Apr 1945. Trained in P-47 aircraft, 1947-1949. Air refueling, 1955-1965. Provided academic and upgrade pilot training and managed the Accelerated Copilot Enrichment (ACE) program, 1989-1993.

The 100th AREFS traces its origins to the 100th Fighter Squadron of the 332nd Fighter Group, activated on 19 Feb 1942 at Tuskegee AAB, AL, but remained largely unmanned until it arrived at Selfridge Field, MI, late in March 1943. There it received sufficient personnel and the squadron began operational training with the P-39 and P-40. The 100th completed training in

December 1943 and prepared to move overseas.

The squadron sailed in early Jan 1944 aboard the USS William Few and arrived in Italy in early Feb 1944, becoming part of the Twelfth Air Force. The 100th flew its first combat mission on 19 February 1944. The squadron became engaged in various missions—harbor protection, point-to-point patrol, convoy escort, and armed reconnaissance. It also performed air rescue and strafing missions. In May 1944, the 100th was reassigned to the Fifteenth Air Force and thereafter the squadron's primary duty was providing escort for bombers striking enemy oil and industrial targets in central Europe and the Balkans. While initially equipped with P-39 and P-47, in June 1944 the squadron received P-51 which they retained throughout the remainder of the war.

In August 1944, the unit attacked enemy positions on the French coast in preparation for the invasion of southern France. They escorted bombers of the Fifteenth Air Force in attacks on the assault beaches on 15 Aug 1944. After this they returned to escorting heavy bombers to targets in Germany, Austria, Czechoslovakia, and Romania. They also attacked targets of opportunity enemy airdromes, troop concentrations, communications lines, and enemy aircraft when the opportunity arose. The unit received a Distinguished Unit Citation for its performance during an escort to Berlin on 23 Mar 1945. The squadron, along with other squadrons of the 332nd Group, fought off a large enemy force, including jets, allowing the bomber formation to complete their mission. The 100th flew its last mission in Europe on 30 Apr 1945. On 30 Sep 1945, the 100<sup>th</sup> sailed for the United States aboard the Levi Woodbury and arrived at Camp Kilmer, NJ, on 17 Oct 1945. The squadron was inactivated on 19 Oct 1945.

The squadron again activated as part of the 332<sup>nd</sup> Fighter Group on 1 Jul 1947, stationed at Lockbourne AFB, OH. The 100th trained with P-47 until the squadron was inactivated on 1 Jul 1949.

In Jan 1953, the 100th was activated again, but this time as an air refueling squadron. It remained unmanned until after its transfer to Lockbourne AFB, OH. The squadron received KB-29 and personnel from the 91<sup>st</sup> Strategic Reconnaissance Wing in July 1953. The 100th trained under the control of the 91<sup>st</sup> and provided air refueling for Strategic Air Command needs until Nov 1954. In Nov 1954 the squadron moved to Turner AFB, GA, and inactivated. Another squadron absorbed the personnel and equipment of the 100th.

The 100<sup>th</sup> Air Refueling Squadron was reactivated on 8 Sep 1954 at Robins AFB, GA, but was not manned until the following month. It received its first KC-97 on 17 Dec 1954 and performed its first operational mission on 27 Jan 1955. The 100th trained and performed air refueling missions under the control of the 19<sup>th</sup> Bomb Wing. The squadron periodically deployed aircrews and aircraft to provide air refueling from other bases beginning in September 1955: Goose AB, Labrador in Sep-Oct 1955; Ernest Harmon AB, Newfoundland in Feb 1956; and Lajes AB, Azores in Mar 1956. The squadron relocated to Portsmouth AFB (later Pease), NH, in Aug 1956 and was reassigned to the 100th Bomb Wing.

The 100<sup>th</sup> Air Refueling Squadron which operated 18 KC-97, was assigned to the 100th BW on 15 Aug 1956. It continued its air refueling mission from its home base as well as deploying to Greenham Common, England in Jan-Apr 1957 and Thule AB, Greenland in Dec 1957-Apr 1958. Aug 1960 until 1 Jul 1964 it provided a continuous air refueling commitment from Goose AB, Labrador and from Apr-Jun 1964 provided a smaller commitment from Sondrestrom, Greenland.

The 100<sup>th</sup> began phasing out in Oct 1965 and performed its last air refueling mission on 8 Dec 1965. The last KC-97 left for the Davis-Monthan boneyard on 21 Dec 1965 when aircraft 53-0282, a KC-97G, flew to the boneyard in Davis-Monthan AFB, Arizona and thereafter the squadron was not operational and was inactivated on 25 Jun 1966.

On 28 July 2011, at approximately 1120 hours local time (L), an F-16C, tail number 87-0296, assigned to the 100th Fighter Squadron, 187th Fighter Wing, Dannelly Field, Alabama departed the prepared runway surface of Wittman Regional Airport (KOSH) causing \$5.4 million damage to the mishap aircraft (MA). The mishap pilot (MP) egressed the aircraft unharmed; there was only minor damage to Wittman Regional Airport.

The MP was number two of a two-ship formation on a continuation training (CT) mission to the AirVenture 2011 air show at KOSH. After an uneventful flight from Alabama to KOSH, the flight entered the airport landing pattern. During the MP's landing roll, the MA's environmental control system (ECS) caused extreme fogging that completely obscured the MP's visual cues and severely affected the correct execution of his normal landing procedures. The MP correctly applied the defog procedure without effect, resulting in the MA running off the end of the airport's 8002 ft runway.

The weather at the field was 1400 broken, 6 miles visibility, and calm winds. The weather forced the mishap flight (MF) to fly a lower than normal overhead pattern resulting in a flat final turn. The MA landed above computed touchdown speed with the speedbrakes closed. The MP attempted to aerobrake, but could not gauge the angle of attack (AOA) because of ECS fog. The MA never achieved the desired aerodynamic braking resulting in the jet exiting the prepared surface coming to rest approximately 300 ft into the grass infield. The MP egressed and emergency vehicles responded.

The board president found by clear and convincing evidence that the cause of the mishap was extreme fogging in the MA cockpit, caused by the MA ECS, that completely obscured the MP's vision. The board president found by a preponderance of the evidence that substantially contributing factors were an inadequate aerobrake, a fast touchdown speed, and closed speedbrakes. Aerodynamic braking provides the most effective braking in the F-16 during landing. The ECS fog denied the MP the ability to establish a proper aerobrake increasing his landing distance. The fast touchdown speed increased the landing distance, but would have been negated by a proper aerobrake. Speedbrakes would add some minor aerodynamic drag during the landing roll, but would not have prevented the MA's runway departure. The speedbrakes' primary purpose is to increase drag which at landing airspeeds provides for a higher power setting allowing for faster engine spool up in the event of go around. If not for the lack of visual and instrument references, the MP could have executed a proper aerobrake,

come to a complete stop on the runway, and still had approximately 1000 ft of runway remaining.

Red Tails Arrive at Bagram for Six-Month Tour Airmen and F-16s from the Alabama National Guard's 100th Fighter Squadron in Montgomery touched down at Bagram Airfield, Afghanistan, on a six-month combat deployment, according to a Bagram release. This marks the unit's first tour in Afghanistan, states the May 2 release. First Lt. Samuel Kniskern, 100th Expeditionary Fighter Squadron intelligence officer in charge, said the Alabama air guardsmen will serve the entire six-month rotation, something unusual for Air Guard units, which usually swap out more frequently. The F-16s arrived on April 27. These airmen will provide over-watch and close air support during their time at Bagram. "I think morale is pretty high; everyone realizes it is a six-month deployment and we are all digging in together," said Kniskern. 2014

BAGRAM, Afghanistan - A team of Alabama Air National Guard Airmen have arrived at Bagram Air Field, Afghanistan, in support of Operation Enduring Freedom. The 100th Fighter Squadron "Red Tails" from the 187th Fighter Wing in Montgomery, Alabama, will provide overwatch and close air support for ground units here. This deployment is very unique, according to 1st Lt. Samuel Kniskern, 100th Expeditionary Fighter Squadron intelligence officer-in-charge, as it is not typical for the Air Guard to complete a six-month rotation with one specific unit. In the Guard, deployments are normally distributed amongst one or two units for three to four months at a time. "It is different in that normally we will have a smaller number of people deploy with active duty augmentees," said Kniskern. Despite being in a deployment rotation longer than normal, the fighter squadron's support of contingency operations is nothing new. This will be the ninth combat deployment for the 187th Fighter Wing since Operation Desert Storm.

The Alabama National Guard's deployed to Romania for training with its host country as part of the National Guard's state partnership program. About 150 airmen and eight F-16s from the 100th Fighter Squadron deployed in early October. The jets stopped at Lajes Field, Azores, on the way to Campia Turzii, Romania, on Oct. 9, according to base public affairs. Alabama has been partnered with Romania since 1993 as part of the Guard's State Partnership Program, which couples state guard units with countries across the globe for training. The 187th Fighter Wing last trained with Romania in 2012, and the state's Army Guard sent more than 1,000 soldiers to Romania earlier this year, according to the Guard. 2015

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Air Force Order of Battle

Created: 19 Aug 2011

Updated:

Sources

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

Unit yearbook. Robins AFB, GA, Headquarters and Miscellaneous Units, 1955. Army and Navy Publishing Co, Inc., Baton Rouge, LA. 1955.