

160 FIGHTER SQUADRON



MISSION

LINEAGE

160 Fighter Squadron designated and allotted to Alabama ANG, 1947
Extended federal recognition, 1 Oct 1947
Ordered to active service, 10 Oct 1950
Redesignated 160 Tactical Reconnaissance Squadron, 1 Nov 1950
Redesignated 160 Tactical Reconnaissance Squadron (Photo Jet), 1 Jul 1951
Relieved from active duty and returned to Alabama ANG, 10 Jul 1952
Ordered to active service, 1 Oct 1961
Relieved from active duty and returned to Alabama ANG, 31 Aug 1962
Redesignated 160 Tactical Fighter Squadron, 1 Jul 1983
Redesignated 160 Fighter Squadron, 15 Mar 1992
Inactivated, 13 Sep 2007

STATIONS

Birmingham Municipal Airport (later Sumpter Smith Field), AL, 1 Oct 1947
Montgomery Regional Airport, AL, 1953
Montgomery Air National Guard Base, AL, 1991-13 September 2007

DEPLOYED STATIONS

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

ASSIGNMENTS

117 Fighter Group, 1 Oct 1947

117 Tactical Reconnaissance Group, 1 Sep 1950

117 Tactical Reconnaissance Group, 28 Sep 1956

187 Tactical Reconnaissance Group, 15 Oct 1962

187 Tactical Fighter Group, 1 Jul 1983

187 Fighter Group, 15 Mar 1992

187 Operations Group, 1 Oct 1995 – 13 Sep 2007

WEAPON SYSTEMS

Mission Aircraft

P-51

RF-51



160 Tactical Reconnaissance Squadron (Photo Jet) RF-80s in formation. (USAF photo)

RF-80, 1955

RF-84, 1956

RF-4, 1971

F-4, 1982

F-16, 1988

Support Aircraft

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.

USAF Unit Histories
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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. *History of 160 Tac Recon Sq Photo Jet, 1 May-30 Jun 1952.*