

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



## MISSION

### LINEAGE

310<sup>th</sup> Pursuit Squadron (Interceptor) constituted, 21 Jan 1942  
Activated, 9 Feb 1942  
Redesignated 310<sup>th</sup> Fighter Squadron, 15 May 1942  
Redesignated 310<sup>th</sup> Fighter Squadron, Single-Engine, 20 Aug 1943  
Inactivated, 20 Feb 1946  
Redesignated 310<sup>th</sup> Fighter-Bomber Squadron 25 Jun 1952  
Activated, 10 Jul 1952  
Redesignated 310<sup>th</sup> Tactical Missile Squadron, 15 Jul 1958  
Discontinued and inactivated, 25 Mar 1962  
Redesignated 310<sup>th</sup> Tactical Fighter Training Squadron, 11 Dec 1969  
Activated, 15 Dec 1969  
Redesignated 310<sup>th</sup> Fighter Squadron, 1 Nov 1991

### STATIONS

Harding Field, LA, 9 Feb 1942  
Dale Mabry Field, FL, 4 Mar 1942  
Richmond AAB, VA, 16 Oct 1942  
Philadelphia Muni Aprt, PA, 24 Oct 1942  
Bradley Field, CT, 5 Mar 1943  
Hillsgrove, RI, 28 Apr 1943  
Grenier Field, NH, 16 Sep–22 Oct 1943  
Brisbane, Australia, c. 23 Nov 1943

Dobodura, New Guinea, 28 Dec 1943  
Saidor, New Guinea, 2 Apr 1944  
Noemfoor, 6 Sep 1944  
San Roque, Leyte, 18 Nov 1944  
San Jose, Mindoro, 22 Dec 1944  
Mangaldan, Luzon, 6 Apr 1945  
Porac, Luzon, 18 Apr 1945  
Okinawa, 9 Jul 1945  
Japan, 26 Oct 1945  
Ft William McKinley, Luzon, 28 Dec 1945–20 Feb 1946  
Taegu AB, South Korea, 10 Jul 1952  
Osan-Ni (later, Osan) AB, South Korea, 19 Mar 1955–25 Mar 1962  
Luke AFB, AZ, 15 Dec 1969

### **ASSIGNMENTS**

58<sup>th</sup> Pursuit (later, 58<sup>th</sup> Fighter) Group, 9 Feb 1942  
Fifth Air Force, 27 Jan–20 Feb 1946  
58<sup>th</sup> Fighter-Bomber Group, 10 Jul 1952  
58<sup>th</sup> Fighter-Bomber Wing, 8 Nov 1957  
314<sup>th</sup> Air Division, 1 Jul 1958  
58<sup>th</sup> Tactical Missile Group, 15 Jul 1958–25 Mar 1962  
58<sup>th</sup> Tactical Fighter Training (later, 58<sup>th</sup> Tactical Training) Wing, 15 Dec 1969  
58<sup>th</sup> Operations Group, 1 Oct 1991  
56<sup>th</sup> Operations Group, 1 Apr 1994

### **ATTACHMENTS**

58<sup>th</sup> Fighter-Bomber Wing, 1 Mar–7 Nov 1957

### **WEAPON SYSTEMS**

P-39, 1942  
P-39D  
P-39F  
P-40, 1942–1943  
P-40F  
P-47, 1943–1945  
P-47C  
P-47D  
F-84, 1952–1954  
F-84G  
F-86, 1954–1958  
Matador, 1958–1962  
A-7D, 1969–1971  
F-4, 1971–1982  
F-4C

F-16, 1982  
F-16A  
F-16B  
F-16C  
F-16D

### **COMMANDERS**

Maj James D. Mayden, 9 Feb 1942  
Maj Lewis W. Chick Jr., Sep 1942  
1Lt Harry M. Odren, 24 Oct 1942  
1Lt Howard A. Tuman, 1 Nov 1942  
Cpt Joseph T. Klemovich, 10 Dec 1942  
Cpt Robert R. Bonebrake, May 1943  
Maj Jack McClure Jr., 1 Jul 1943  
Maj Howard A. Tuman, 27 Apr 1944  
Cpt Don V. Booty, Aug 1945-Feb 1946  
LTC Don V. Booty, 10 Jul 1952  
LTC John E. Gaffney, Dec 1952  
LTC Minar M. Dervage, Apr 1953  
LTC James R. Wilson, 28 Mar 1955  
LTC Carmel M. Shook, Jun 1956  
LTC Jake L. Wilk Jr., Dec 1956  
Maj Clayton E. Davis, 1957  
LTC Gerald W. Rooney, Aug 1957  
2Lt Richard J. Kirnberger, 15-30 Jun 1958  
None (not manned), 1 Jul 1958-May 1959  
Maj James T. Morrison, Jun 1959  
LTC Enos L. Commons, Jan 1960  
Maj Marcus F. Tinsley, Dec 1961-25 Mar 1962  
Unkn, 15 Dec 1969-31 Jan 1970  
LTC Robert M. Bond, 1 Feb 1970  
LTC Max L. Templin III, Oct 1970  
LTC Phillip D. Snyder, Sep 1971  
LTC Jimmy L. Goode, 2 Apr 1973  
LTC William P. Bristol, 22 Jul 1974  
LTC Robert K. Simm, 14 Aug 1974  
LTC Richard O. Bennett, Oct 1975  
LTC Richard M. Hirth, 1 Jan 1977  
LTC Clarence E. Fox, 17 Feb 1978  
LTC Robert B. Hinckley, 14 Feb 1980  
LTC Alan A. Lavoy, 21 Sep 1981  
LTC Richard P. High, 1 Jul 1982  
LTC Michael W. Loden, 3 Aug 1984  
LTC John B. Gibbs, 20 Jun 1986

LTC John E. Chambers, 17 Jun 1988  
LTC James W. Kimmel, 1 Dec 1989  
LTC Jon A. Wegner, 2 Dec 1991  
LTC Scott C. Harrison, 21 Oct 1993  
LTC James M. Daniels, 8 Dec 1995  
LTC Charles R. Greenwood, 8 May 1997  
LTC Mark B. Topper, 5 Jun 1998  
LTC Paul E. Smith, 16 Jun 2000  
LTC Jeffrey R. McDaniels, 6 Jun 2002  
LTC Patrick McKenzie, 9 Apr 2004  
LTC Scott L. Gierat, 21 Apr 2006  
LTC James D. McCune, 24 Apr 2008  
Lt Col Todd A. Murphey 28 May 2010  
Lt Col Jon S. Wheeler, Jr. 15 June 2012

## **HONORS**

### **Service Streamers**

World War II American Theater

### **Campaign Streamers**

World War II

Air Offensive, Japan

New Guinea

Bismarck Archipelago

Western Pacific

Leyte

Luzon

Southern Philippines

Ryukyus

China Offensive

Korea

Korea Summer-Fall 1952

Third Korean Winter

Korea, Summer 1953

### **Armed Forces Expeditionary Streamers**

None

### **Decorations**

Distinguished Unit Citations

Philippine Islands, 26 Dec 1944

Korea, 1 May–27 Jul 1953

Air Force Outstanding Unit Awards

[15]–31 Dec 1969

1 Jan 1971–31 Dec 1972

1 Jan 1975–31 Dec 1976

1 Jan 1978–31 Dec 1979

1 Aug 1982–31 May 1984

1 Jun 1986–31 May 1988

1 Jun 1989–31 May 1991

1 Jun 1991–31 May 1992

1 Jun 1992–31 May 1993

1 Jun 1992–31 Mar 1994

1 Jun 1994–31 May 1995

1 Jun 1995–30 Jun 1996

1 Jul 1996–30 Jun 1998

1 Jul 1998–30 Jun 2000

1 Jul 2001–30 Jun 2003

1 Jun 2003–30 Jun 2005

1 Jul 2005–30 Jun 2006

1 Jul 2006–30 Jun 2007

1 Jul 2007–30 Jun 2008

1 July 2008–30 June 2009

1 July 2009–30 June 2010

1 July 2010–30 June 2011

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation

10 Jul 1952–31 Mar 1953

**EMBLEM**





310th Tactical Missile Squadron emblem: On an Air Force blue disc edged AF golden yellow, a right hand proper grasping a stylized AF golden yellow missile fesswise in chief, outlines and shading golden brown; all encircled by an electronic symbol of three orbits white, the electrons red, outlines AF blue. Motto: On a white scroll edged and inscribed Air Force blue, **SIGNIFICANCE:** The emblem is symbolic of the squadron and its mission. Against a background of deep blue to indicate the sky, a hand grasping a missile represents the support given by this squadron to the accomplishment of the assigned mission of the 58th Tactical Missile Group. The electrons in orbit around the hand symbolize the part electronics play in the operations of this unit. The motto indicates we are deterrents to war and guardians of peace. 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. Includes national colors of red, white, and blue. (Approved, 5 May 1961)



310<sup>th</sup> Fighter Squadron emblem: Celeste, two lightning flashes saltirewise in bend sinister Tenne edged Or surmounted by a human skull Argent garnished Sable wearing a top hat of the

last garnished of the fourth supported by a bow tie of the second garnished Yellow all above a pair of dice White with spots Black; all within a diminished inner bordure Light Blue and outer bordure Yellow. Attached below the disc a Blue scroll edged with a narrow Yellow border and inscribed "310th FIGHTER SQ" in Yellow letters. **SIGNIFICANCE:** Blue and 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 skull represents death and the possibility that the unit may be called to defend the peace at any time. The dice symbolize that the squadron will win, with a natural seven, in its gamble with death. The lightning bolts denote the weapons systems employed by the squadron. (Originally approved, 9 Oct 1943, reinstated, 6 Nov 1987; replaced emblems approved, 18 May 1983, 5 Apr 1972, and 5 May 1961)

### **MOTTO**

THE DETERRENTS

TOPHATS

### **OPERATIONS**

Operational and replacement training unit, Mar 1942–Apr 1943.

Combat in Southwest and Western Pacific, 24 Feb 1944–14 Aug 1945.

Combat in Korea, 10 Jul 1952–27 Jul 1953; air defense in Korea thereafter until Mar 1962.

HQ USAF activated the 58th Tactical Missile Group at Osan, while at the same time inactivating both the 588th Tactical Missile Group at Orlando and its 24th Tactical Missile Squadron, which had finished its training in preparation for its deployment to Korea. All members and equipment were transferred to Korea and assigned to the newly formed 310th Tactical Missile Squadron and the 58th Support Squadron to man the TM-61C Matador at Osan, some twenty miles south of Seoul. The Matadors were armed with W-5 nuclear warheads and declared in service on December 16, 1958.

The 310th TMS would deploy three flights with two launch elements each, "A" Flight was at Osan, "B" Flight at Kimpo, and "C" Flight at Chichon Ni. Each flight had 20 Matador missiles, considerably more than the eight assigned to each flight in the European theater. The 310th discarded the mobility concept used in Germany and went with a dedicated hard pad concept.

Launchers were semi-permanent and sand bagged so that we did not move them. The generator was located nearby with sand bags around it. Block houses were of different designs, modified by us and we made up the consoles. Some of the pads were on the parking ramp on the runway.

The maintenance area was nearby. The off-base site was newer and more permanent with a concrete-block blockhouse. The maintenance area was nearby. I don't remember how many

launch pads we had at Osan AB. We worked at all of the pads at some time. There was a winding, hilly, paved road between our base and the off-base site. It was about 4 miles long and some Koreans and animals slept on it. We helped dismantle some Matadors in May-June of 1961 at the off-base site. ROK (Republic of Korea) soldiers in sand bagged bunkers guarded Osan AB.

The Guidance and Control detachments of the 58th Tactical Missile Group at Osan were stationed in several unique locations, including the most famous at an island named Paengnyong-Do, known simply as P-Y-Do Island. Only three miles east of P-Y-Do was the Communist controlled island of Wali Do. Both islands were directly on the 38th Parallel that divided North and South Korea. P-Y-Do, often called the "Berlin of the Orient," had no airfield, and the only air access was the beach when the tide was out. Venerable twin engine C-47s made daily flights to the island as late as the late 1960s, using the beach as if it were a runway.

By then the TM-61C Matadors of the 868th and 310th Tactical Missile Squadrons had served their purpose and had been removed two years earlier. The last operational Matadors of the 868th TMS were shut down and their nuclear warheads were removed in June 1962, while the Matadors of the 310th TMS at Osan were inactivated earlier, on March 25, 1962.

Combat crew training, 1970.

The 310th TFTS along with the 311th TFTS were the first units established with the F-16 at Luke AFB, Arizona in early 1983. Although established in 1983 with the Viper, the squadron started phasing out the F-4 for the F-16 in 1982. Deactivation with the F-4C was on November 4th, 1982 but the training role would continue with the F-16A/B. The 310th FS even had the distinction of operating the first production F-16 #78-0001.

In 1989 the 310th TFTS began receiving brand new block 42s to replace the F-16A/B. On November 1st, 1991 the 310th was re-designated simply as a Fighter Squadron. Although the word 'Training' was dropped, nothing in that role was changed and was the case for all USAF Tactical Fighter Training Squadrons at that time. With the growing use of night vision goggles the 310th FS has become the principle trainer in this role. At the time the 310th began receiving the block 42, Night Vision training was very new to the Air Force. It was several years later that the squadron began cranking out night-vision goggle qualified pilots. Although now well known for night vision training, the 310th FS is also tasked with other pilot training normally in the realms of advanced pilot training. One such program is Forward Air Controller, of which the 310th FS is currently the only squadron in the USAF that trains F-16 pilots in this role. Each class lasts five weeks and includes twelve sorties intended to test technical knowledge of the program. The 310th Fighter Squadron on average graduates thirteen classes of FAC qualified pilots a year.

EXECUTIVE SUMMARY AIRCRAFT ACCIDENT INVESTIGATION F-16, S/N 88-0451 LUKE AIR FORCE BASE, ARIZONA 10 JUNE 2003

On 10 June 2003, at 1715 local (0015 Zulu), the mishap aircraft (MA), an F-16CG, S/N 88-0451, assigned to the 310th Fighter Squadron, Luke Air Force Base, Arizona, crashed at the Barry M. Goldwater Range (Range 4), 12 nautical miles southwest of the Gila Bend Auxiliary Field (GBAF), Arizona. The MA was part of a close air support training mission. The mishap pilot (MP) was assigned to the 310th Fighter Squadron as a Flight Commander.

Shortly before impact, on final for a Low Altitude Toss (LAT) attack, the MP experienced a loud bang, aircraft vibrations and an immediate loss of thrust. The MP began an immediate climbing turn in the direction of GBAF. The MP recognized the immediate decrease in RPM, loss of thrust, and bunted the MA over to a slightly nose low position in an effort to preserve his RPM at approximately 25%. The MP also recognized the engine temperature remained high, above 900 degrees, and retarded the throttle to idle then to cutoff in an attempt to clear the stagnation. While the throttle was in cutoff, the MP realized the engine temperature remained high, only decreasing to approximately 850 degrees. The MP elected to attempt an airstart by placing the throttle back to idle. The engine did not respond. At this point the MP placed the throttle once again to cutoff and attempted another airstart. At that time, the MP's wingman informed him there was fire coming out of the back of the engine.

The MP, having confirmed the engine was unresponsive, his aircraft was trailing fire, and he was slightly below his minimum ejection altitude, safely ejected sustaining only minor injuries. The MA was destroyed on impact with a loss valued at approximately \$24 million. The impact area was uninhabited desert on Range 4.

Clear and convincing evidence establishes the root cause of this mishap was a manufacturing defect in blade 1 of the 4th stage low-pressure turbine of the PW-220 engine, which caused that blade to fail during normal engine operation. Specifically, the relevant radius of curvature of blade 1 at the fracture location was tighter than the drawing requirement reducing the strength of the blade. Because of the reduced strength of blade 1, normal operation of the engine resulted in the formation of a fatigue crack. That fatigue crack progressed until the blade could no longer withstand the stress of operation. At that time, blade 1 fractured and liberated. Clear and convincing evidence establishes the failure of blade 1 started the chain of events that caused the MA to enter into a non-recoverable engine stagnation and crash. The blade 1 airfoil impacted the remaining 4th stage blades causing them to fracture. The liberated 4th stage blades then fractured and liberated all of the 3rd stage blades at the blade root immediately above the blade platform. The loss of all 3rd and 4th stage fan drive turbine blades resulted in an immediate decrease in fan speed, as the turbine was no longer able to drive the fan. The engine entered a non-recoverable stagnation. The MP correctly determined the aircraft could not be recovered and ejected.

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USAF Unit Histories  
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#### Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.  
Air Force News. Air Force Public Affairs Agency.