81st FIGHTER SQUADRON

MISSION

LINEAGE
81st Pursuit Squadron (Interceptor) constituted, 6 Jan 1942
Activated, 15 Jan 1942
Redesignated 81st Fighter Squadron, 15 May 1942
Redesignated 81st Fighter Squadron (Special), 28 May 1942
Redesignated 81st Fighter Squadron (Single-Engine), 21 Jan 1944
Redesignated 81st Fighter Squadron, Single-Engine, 28 Feb 1944
Inactivated, 7 Nov 1945
Redesignated 81st Fighter Squadron (All-Weather), 13 May 1947
Activated in the Reserve, 12 Jul 1947
Redesignated 81st Fighter Squadron, Jet, 20 Jun 1949
Redesignated 81st Fighter Interceptor Squadron, 1 Mar 1950
Ordered to active service, 1 Jun 1951
Inactivated, 2 Jun 1951
Redesignated 81st Fighter-Bomber Squadron, 15 Nov 1952
Activated, 1 Jan 1953
Redesignated 81st Tactical Fighter Squadron, 8 Jul 1958
Redesignated 81st Fighter Squadron, 1 Oct 1991

STATIONS
Key Field, MS, 15 Jan 1942
Orlando AB, FL, 22 Mar 1942
Cross City AAFld, FL, 18 Jun 1943
Orlando AB, FL, 1 Feb-13 Mar 1944
Lymington, England, 5 Apr 1944
Carentan, France, 25 Jun 1944
Meautis, France, 16 Aug 1944
Orly, France, 5 Sep 1944
Laon, France, 15 Sep 1944
Lyons/Bron, France, 29 Sep 1944
Toul/Ochey, France, 3 Nov 1944
Giebelstadt, Germany, 20 Apr 1945
Mannheim, Germany, 21 May-c. 23 Jun 1945
La Junta AAFld, CO, 6 Aug-7 Nov 1945
McChord Field, WA, 12 Jul 1947
Otis AFB, MA, 20 Jun 1949-2 Jun 1951
Clovis AFB, NM, 1 Jan-22 Jul 1953
Hahn AB, Germany, 10 Aug 1953
Toul/Rosieres AB, France, 10 Jul 1956
Hahn AB, Germany, 10 Dec 1959
Zweibrucken AB, Germany, 15 Jun 1971
Spangdahlem AB, Germany, 15 Jan 1973

ASSIGNMENTS
50th Pursuit (later, 50th Fighter) Group, 15 Jan 1942-7 Nov 1945
454th Bombardment Group, 12 Jul 1947
50th Fighter (later, 50th Fighter Interceptor) Group, 20 Jun 1949-2 Jun 1951
50th Fighter-Bomber Group, 1 Jan 1953
50th Fighter-Bomber (later, 50th Tactical Fighter) Wing, 8 Dec 1957
86th Tactical Fighter Wing, 15 Jul 1971
52nd Tactical Fighter (later, 52nd Fighter) Wing, 15 Jan 1973
52nd Operations Group, 31 Mar 1992

WEAPON SYSTEMS
P-40, 1942-1943
P-40E
P-40K
P-40M
P-47, 1943-1945
P-47C
P-47D
F-51, 1953
F-86, 1953-1958

F-86H
F-100, 1958-1966
F-100F
F-4, 1966-1993
F-16, 1987-1990, 1993-1994
OA/A-10, 1994

COMMANDERS
Lt William R. Compton, 15 Jan 1942
Maj William J. Cummings Jr., 2 Nov 1942
LTC Charlie R. Bond Jr., 24 Nov 1942
Cpt Stephen Poleschuk, l7 Sep 1943
LTC Gail L. Stubbs, 20 Jan 1944
LTC Robert D. Johnston, 17 Sep 1944-unkn (at least through May 1945)
Unkn, 12 Jul 1947-20 Jun 1949
LTC Michael Petroski, by Jun 1950-unkn
Maj David W. McMillan, 1 Jan 1953
LTC Edward A. McGough III, 6 May 1953
Maj Robinson Risner, 14 Dec 1954
Maj Thomas H. Curtis, 9 Jul 1956
Maj Clifford H. Meier, 20 Aug 1957
Maj Nelton R. Wilson, 20 Sep 1959
LTC Henry L. Parker, 8 Jul 1960
LTC Walter M. Fowler, 26 Jun 1962
LTC Roland B. Elam Jr., 12 Aug 1963
Maj Robert D. Carter, 16 Mar 1965
LTC Tony M. Gregret, 20 Sep 1965
LTC Lester W. Krushat, 17 May 1966
LTC Kennith F. Hite, 1 Jul 1968
LTC Robert P. Foster, 1 Jun 1969 (temporary)
LTC Wallace E. Durst, 15 Jun 1969
LTC Paul R. Schaffer Jr., 22 Dec 1970
LTC Don R. Emigholz, 2 Jan 1973
LTC Albert G. Arnold, c. 23 Jan 1975
LTC Alfred C. Stipe, 18 Mar 1977
LTC Robert D. Green, 14 Jul 1978
LTC Charles B. Pickell, 26 Dec 1978 (temporary)
LTC Robert D. Green, Mar 1979
LTC Guy H. Morgan Jr., 2 May 1980
LTC Lawrence W. Peters, 7 Nov 1980
LTC Gerald R. Linn, 9 Jul 1982
Unkn, 8 Nov-22 Dec 1982
LTC Thomas L. Ticktin, 22 Dec 1982
LTC Dennis J. McMahan, 27 Jan 1984

LTC Gary M. Rubus, 23 Apr 1985
LTC Keith L. Cotner, 20 Nov 1986
LTC Dennis R. Larsen, 13 Jun 1988
LTC Randall G. Gelwix, 5 Jun 1990
LTC Daniel W. Shelor, 27 Jan 1992
LTC Terry V. Jackson, 21 Jun 1993
LTC Thomas D. Popp, 25 Feb 1994
LTC John F. C. Rhoades, 27 May 1994
LTC John C. Seymour, 12 Jun 1995
LTC Gregory A. Schulze, 12 Jun 1996
LTC Christopher E. Haave, 14 Jul 1998
LTC Mark E. Koechle, 7 Apr 2000
LTC Patrick C. Malackowski, 8 Jul 2002
LTC John A. Cherrey, 12 Jul 2004
LTC Keith D. McBride, 30 Mar 2006
LTC Timothy J. Hogan, 7 Sep 2007

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

World War II
Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait
Cease Fire Campaign.

Kosovo
Air Campaign

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citation
ETO, 13-20 Mar 1945

Germany, 25 Apr 1945

Air Force Outstanding Unit Award with Combat "V" Device
1 Sep 1990-26 Feb 1991

Air Force Outstanding Unit Awards
1 Nov 1970-15 Jun 1971
1 Jul 1978-30 Jun 1980
1 Jul 1991-30 Jun 1993
1 Jul 1993-30 Jun 1995
1 Aug 1995-31 Jul 1997
1 Jul 1997-30 Jun 1999
24 Mar-10 Jun 1999
1 Jul 1999-30 Jun 2001
1 Jul 2001-30 Jun 2003
1 Jul 2003-30 Jun 2005

Cited in the Order of the Day, Belgian Army
6 Jun-30 Sep 1944

EMBLEM

On a disc Celeste, a cloud formation issuant from sinister chief Azure, edged Argent, emitting a lightning flash to base Or, surmounted by an Ocelot descending from cloud formation bendwise sinister Proper, all within a narrow border Yellow. Attached below the disk, a Blue scroll edged with a narrow Yellow border and inscribed "81ST FIGHTER SQ" in Yellow letters. **SIGNIFICANCE:** 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 ocelot represents the aggressiveness and swiftness with which the Squadron reacts in the performance of its Air Force mission. The lightning flash represents the explosive power delivered from the sky. (Newest rendition approved, 12 Apr 2007; originally approved, 3 Jul 1967)

MOTTO

NICKNAME

OPERATIONS

Conducted air defense training and trained cadres of other units in fighter tactics, 22 Mar 1942-28 Jan 1944; combat in European Theater of Operations (ETO), 1 May 1944-7 May 1945. Trained in close air support and reconnaissance since 1953; added defense-suppression mission late 1969. In the 1970s, flew F-4 Wild Weasel aircraft; tasked to seek out and destroy enemy aircraft. Deployed personnel and equipment to Shaik Isa, Bahrain, to support operations in Southwest Asia, Sep 1990-Jun 1991. Served as only A-10 squadron based in Europe, 1994. Took part in combat operations over Serbia in 1999. After terrorist attacks on the United States in 2001, supported Operations Enduring Freedom in Afghanistan and Iraqi Freedom in Iraq.

During the period July through December 1969, the 8lst Tactical Fighter Squadron began training for its newly assigned mission as the first "Wild Weasel" unit in USAFE. The 81st later deployed to Zweibrücken AB, Germany, on a permanent basis in June 1971.

The wing deployed three squadrons to Wheelus AB, Libya, starting in January. The 81st FBS deployed on 10 January and the 10th and 417th FBS deployed in February. The gunnery portion of the training was to have gone on through the summer, but was abbreviated due to commitments made by the 12th Air Force. The last F-86H returned to home base on 10 May.

On 22 November 1999, at 1545L, a class A mishap occurred at Spangdahlem AB, Germany during landing roll-out of Boar-2, an A-10A, S/N 81-0985, assigned to the 52nd Fighter Wing, 81st Fighter Squadron, Spangdahlem AB. Boar-2 was #2 of a 2-ship of A-10s conducting local training. The mishap pilot (MP), 1st Lieutenant Nathan Connell, also assigned to the 81st Fighter Squadron, ejected safely as the mishap aircraft (MA) departed the prepared surface at the departure end of runway 23. He sustained only minor scraps and abrasions during ejection. The MP, a newly certified mission ready pilot, had 149 flight hours in the A-10 and 395 total flight hours. The mishap aircraft (MA) came to rest on the base golf course 340 feet beyond the end of the runway. The MA sustained substantial structural damage but is repairable. Damage was also caused to the Instrument Landing System (ILS) localizer antenna at the departure end of runway 23 and to the adjacent golf course. No civilian casualties or property damage were incurred. The sortie was uneventful until the MP began his transition to land from a Precision Approach Radar (PAR). The MP broke out of the weather at around 1000 above ground level and 2 miles from touchdown. In his transition to a visual approach, he stated that he became distracted by blowing snow in the underrun of runway 23 and dipped well below glide slope. He then corrected to a normal glideslope as he approached the runway. The MP touched down on runway centerline approximately 1500-2000 feet down the runway, lowered the nose of the aircraft to the runway, deployed full speed brakes, and performed aerodynamic braking, but inadvertently failed to retard the throttles to idle. Although the MP originally testified that he had placed the throttles to idle, at no time during landing roll did the he visually check to ensure the throttles were positioned to idle or that engine core RPM was at idle. Idle RPM for the conditions at the time of the accident would have been approximately 60%. However, the MA Turbine Engine Monitoring System (TEMS) data, downloaded after the mishap, confirms that the #1 (left) engine was running

at 82.4% and the #2 (right) engine was running at 83.8% throughout the landing roll. Additionally, eye witness accounts substantiate that the engines were running at higher than idle power. With approximately 4800 feet of runway remaining and at a speed of about 100 knots the MP felt he was not decelerating normally). Consequently, the MP applied moderate to heavy brake pressure. With 2000 feet remaining and crossing the first departure end BAK-12 cable (arresting gear), he reported a slight fishtailing sensation. The MP stated that he came off the brakes at that time and then reapplied brakes using maximum pressure. Fishtailing stopped, however he felt the braking action insufficient to bring the aircraft to a safe taxi speed in the remaining runway. He cycled the brakes once again approaching Taxiway A. The MP entered the runway overrun "standing on the brakes" and preparing to eject, as he felt unable to stop the aircraft within the remaining available overrun and that the terrain and obstructions off the end of the runway could possibly lead to aircraft break-up. The MP successfully ejected at an airspeed of approximately 40 knots and with 300-400 feet of overrun remaining. With the MP no longer applying brake pressure, the advanced power setting of the engines caused the MA to accelerate to approximately 50 knots before departing the overrun surface. The MA continued off the end of the overrun and struck the northwestern most antenna of the ILS localizer antenna with the lower half of the left wing speedbrake. The MA traveled approximately 145 feet down a slope further accelerating to above 60 knots. The MA struck a drainage ditch and the shoulder of the perimeter road shearing off the nose wheel and collapsing the nose gear strut. The MA then bounced approximately 60 feet beyond the road at which point the aircraft nose dug into the ground. The MA slid another 135 feet before coming to a stop 340 feet beyond the end of the runway overrun. As the MA aircraft began sliding, large quantities of mud and grass were thrown into the air. The engines ingested sufficient debris so as to cause the #1 engine to stall and flame out. At the time of the stall, TEMS data indicated that the MA speed was 59.9 knots and the engines had been running at 82.4% and 83.8% respectively for the previous one minute and 12 seconds. Based on the distance covered since touchdown and the MA's average speed during roll-out, this time correlates very closely to the actual time of aircraft touchdown. TEMS data also indicates that due to the throttle setting, fuel flow, and bleed air from the #2 engine, the #1 engine restarted following the flame out. This explains why the crash crew found both engines running at a high power setting when they arrived at the crash scene approximately 3 minutes later. The firefighter who shut down the engines stated that the throttles were set at mid-range and that he had to move them aft more than 3 inches to the idle stop before placing them to the cutoff (engine shut down) position. MA system component tests reveal that all aircraft braking systems and throttle/engine controls were operating normally. Furthermore, 3 A-10A pilots who landed on the same runway within minutes before the MP had no difficulty stopping their aircraft before Taxiway B and experienced good braking action throughout their landing rolls. Crash recovery crews who drove on the runway immediately following the mishap experienced no difficulty in controlling/stopping their vehicles. These testimonies negate any possibility of unreported slick runway conditions. Moreover, simulator tests indicate that had the MP selected idle power at any time up until just after entering the overrun he could have prevented this accident. The evidence clearly points to pilot error as the cause of this accident. During landing roll-out the mishap pilot failed to stop the aircraft before the end of the runway because he did not reduce the throttles to idle power, leaving them at a mid-range power setting. Subsequent braking efforts on his part were insufficient to overcome the elevated thrust of the engines.

Evidence shows that there was no substantiated aircraft system malfunction or environmental factor that caused this accident. The thorough analysis of various aircraft systems and AIB witness testimonies provide clear and convincing evidence that the MP made an uncharacteristic mistake that resulted in a departure from the prepared surface.

On 27 June 2002, at 14:35 local time, an A-10 aircraft, S/N 82-0655, crashed near Domptail, France. The A-10, assigned to the 81st Fighter Squadron (FS), 52d Fighter Wing, Spangdahlem Air Base (AB), Germany, was flying a Tactical Leadership Program (TLP) syllabus sortie from Florennes AB, Belgium. The mishap pilot (MP) from the 81 FS was fatally injured in the mishap. The MP was flying his sixth TLP training sortie and the mission was syllabus sortie number 12, Threat Feedback 2, on the Polygone Electronic Warfare Range in France. Mission planning, briefing, start, taxi, takeoff, holding, low level routing were all normal and the weather was good. On the final portion of the mission, enroute to the target, the mishap aircraft (MA) was illuminated by a threat radar and in the course of a defensive reaction, impacted the ground. The primary cause of the mishap was the MP mis-prioritized his tasks and failed to properly execute a descent to 500ft AGL during his defensive maneuver. While inbound to the target the MP was illuminated at first by an air-to-air threat followed approximately fifteen seconds later by a surface-to-air threat. At approximately 1500ft AGL, while executing his defensive maneuver, the pilot mis-prioritized his actions and channelized his attention inside the cockpit to determine his position; in the process, the MA attained a 32 degrees nose low attitude. Late recognition of this excessive nose low attitude resulted in the MP attempting to recover the aircraft at approximately 440ft AGL, but this was too late to avoid controlled flight into the terrain.

On 1 Apr 2011, 1548L, the mishap aircraft (MA), an A-10C, tail number 81-0963, assigned to the 81st Fighter Squadron, 52nd Fighter Wing, Spangdahlem AB, Germany entered an unusual attitude. This occurred as the mishap pilot (MP) experienced spatial disorientation (SD) while flying in close formation on an instrument approach in the weather. The MP broke out of the weather, recognized the unusual attitude, attempted briefly to recover the MA, felt “ground rush” and ejected based on the unrecoverable parameters. The MA impacted at nearly 90 degrees nose low in a field just north of Laufeld, Germany. The MP ejected at roughly 600 ft above ground level (AGL), did not receive full parachute deceleration and sustained significant injuries. The MA was destroyed with loss valued at $16,172,753.06 with an undetermined environmental cleanup cost.
The mishap flight (MF) planned, briefed, and executed a practice instructor pilot upgrade (IPUG) sortie to include chasing instrument approaches for the MP. The MP moved from chase to close formation off the mishap wingman (MW) prior to the MF entering weather at 5500 ft Mean Sea Level on the instrument approach. For approximately two minutes thereafter, the MP flew a stable close formation, slightly wider than normal. At 14 miles the MF began a 30 degree turn to intercept the instrument landing system inbound course, changed radio frequencies to tower, and established a smooth shallow descent. Once established, the MF configured with speedbrake and gear. During this configuration change, the MP descended 80 ft below the lead aircraft, lost sight of the MW, and executed incomplete lost wingman procedures. The MA then began a left hand roll to 45 degrees of bank resulting in a 15 degrees nose low attitude. The MA paused momentarily, then continued to roll from 45 degrees to approximately 180 degrees inverted

resulting in a 60 degrees nose low attitude exiting the weather at 1500 ft AGL. Since the MA impacted in a clean configuration, the MP de-configured the aircraft somewhere between initiation of lost wingman procedures and just prior to exiting the weather. The MP's immediate action to recover the MA upon exiting the clouds and timely ejection decision starkly contrasts with the aircraft's preceding pattern and indicates that the MP did not correctly sense the aircraft's attitude prior to exiting the clouds. Additionally, the MP had not flown on the wing in the weather in about a year. Flying on the wing in the weather commonly causes SD and can be compounded by maneuvering, radio frequency and configuration changes, and limited recent experience. The accident investigation board (AIB) president found clear and convincing evidence that the cause of the mishap was human factor error. Specifically, the MP suffered from SD in the weather and entered an unusual and ultimately unrecoverable attitude. Additionally, the AIB president found by a preponderance of the evidence, that vision restricted by meteorological conditions, procedural error, and recency of experience were substantially contributing factors to the mishap.

Aviano, Spangdahlem Losing Units: The Air Force will inactivate the 81st Fighter Squadron, an A-10C unit, at Spangdahlem AB, Germany, and the 603rd Air Control Squadron at Aviano AB, Italy, announced Pentagon officials on Thursday. These moves are part of the broader changes to the US military posture in Europe that will reduce the US footprint there from about 80,000 troops today to some 70,000 in 2017. The loss of the 81st FS will leave Spangdahlem with the 480th FS that operates F-16s. 2012

A-10s from the 81st Fighter Squadron at Spangdahlem AB, Germany, flew top cover for Romanian air force helicopters in rescue scenarios during exercise Dacian Thunder, at Campia Turzii AB, Romania. In one of the combat search and rescue scenarios practiced on July 19, the A-10s located a US airman and guided a Puma helicopter carrying Romanian special forces to retrieve this mock survivor. "If a coalition contingency operation happens, we already have unified tactics, techniques, and procedures established. We won't have to establish these in a real-world situation because we're already familiar with one another," said Capt. Maureen Hartney, 81st FS executive officer, in a July 23 release. British and Romanian airmen as well as US marines are participating in the month-long exercise, alongside pilots; support personnel; and survival, evasion, resistance, and escape specialists from Spangdahlem, according to the release. 2012

Airmen and A-10s of the 81st Fighter Squadron at Spangdahlem AB, Germany, departed the base for Monte Real, Portugal, on their final deployed exercise ahead of the unit's planned disbandment later this year, announced unit officials. These Warthogs are making their training debut in Exercise Real Thaw, the Portuguese military's cooperative training gathering, according to a Feb. 8 base release. The A-10s, which left for Portugal on that same day, will primarily fly close air support, forward air control, and search and rescue missions, augmenting allied forces during the scenarios, states the release. Aircrews will also execute additional rolls, including anti-shipping and air-to-air missions, as well as special operations support. The 81st FS is standing down as part of the Air Force's Fiscal 2013 force structure adjustments. The Air Force is dispersing some of the unit's A-10s to stateside squadrons, but has not yet announced the final decisions on where all of the jets and unit's airmen will go. 2013

The Air Force officially inactivated the 81st Fighter Squadron at Spangdahlem AB, Germany, on June 18, bringing an end to the squadron's 71 year history at the base, states an Air Force release. "The 81st Fighter Squadron piloted many of the most iconic and legendary aircraft the world has ever seen… whatever mission was demanded, the squadron delivered without question and without fail," said Col. David Lyons, 52nd Operations Group commander, at the ceremony. The 81st's A-10s were the last forward deployed Warthogs under the umbrella of US Air Forces in Europe-Air Forces Africa. Spangdahlem's 52nd Fighter Wing now only employs the F-16, a multi role aircraft, which is in line with the changing demands on the wing and USAF forces in Europe and Africa today. Lt. Col. Clint Eichelberger, the 81st FS commander, said that at one time there were six squadrons of A-10s in Europe with over 140 aircraft at the peak of the Cold War. Airmen should look at the occasion of the inactivation as a moment to celebrate the 81st FS' accomplishments through the decades. "Even though we are closing the doors on our building, the people who worked within the squadron continue to train to increase the combat capability of our Air Force," Eichelberger said. 2013

The 81st Fighter Squadron at Spangdahlem AB, Germany, launched its final A-10 sortie as the unit gears for inactivation next month. Three of the unit's A-10s took off on May 14 on a mission to train with upgraded helmets featuring a mounted cueing system, according to Spang's release from that day. "It's a difficult day, not for just the people in this squadron, but for anyone who's ever served with the 81st," said Lt. Col. Clinton Eichelberger, squadron commander. "Today marks the day when we move forward. The people and aircraft are moving on to other units where they will continue to serve in today's theater of operations." Spang's A-10s are relocating to Moody AFB, Ga., with the last of them slated to leave Germany on May 17, states the release. The squadron's inactivation is the result of the Fiscal 2013 force structure changes that Congress approved for the Air Force. 2013

A-29 Training Squadron Activated at Moody The 81st Fighter Squadron at Moody AFB, Ga., which will train Afghan pilots to fly the A-29 Super Tucano, formally stood up on Oct. 1. The squadron is slated to begin training later this month, states a release. The 81st FS is a geographically separated unit of the 14th Flying Training Wing, based at Columbus AFB, Miss., which is responsible for training international airmen. "The unit will begin training a cadre of instructor pilots and maintainers in the A-29 this month, and in February 2015 the 81st FS will begin training the first class of Afghan pilots and maintainers," said Col. James Boster, 14th Operations Group commander. The squadron is expected to train 30 Afghan pilots and 90 maintainers under a requirement from the International Security Assistance Force, which leads the NATO-supported effort to support Afghanistan in its fight against the Taliban insurgency. The A-29 light air support aircraft will replace the Mi-35 attack helicopters, currently flown by the Afghan Air Force. But the Tucanos will be "a monumental leap in capabilities," said Lt. Col. Jeffrey Hogan, the A-29 Light Air Support Training Unit commander. 2014

Thursday, December 10, 2015 Two Afghan Air Force students in training at Moody AFB, Ga., were reported missing after they failed to report for duty on Monday. The two students were screened prior to their arrival in the US and have trained alongside Americans for all of 2015. "There is a

well-coordinated process among federal agencies to locate the individuals as quickly as possible," the base said in a release. Valdosta Police Department Chief Brian Childress told the Associated Press there is no evidence the Afghans are a threat. The 81st Fighter Squadron at Moody is in charge of training Afghan pilots on A-29 Super Tucano close air support aircraft.

Afghan pilots training to fly A-29B Super Tucanos recently spent several weeks at Peterson AFB, Colo., for high-altitude training, according to the 21st Space Wing. The Afghan pilots, who are preparing to stand up a squadron in their home country, arrived at Moody AFB, Ga., the beginning of 2015 and will return home after a year of training, accompanied by USAF pilots and maintainers from the 81st Fighter Squadron for support, according to a release. The squadron will have a constant rotational presence in Afghanistan for the mentoring role, said Lt. Col. Jeff Hogan, the squadron commander. The aircraft the Afghan pilots are training on now also will go with them to Afghanistan when they finish their training, according to the Air Force. Defense Department spokesman Army Maj. Roger Cabiness told Air Force Magazine DOD "is on schedule to deliver the first four A-29 aircraft to Afghanistan in January 2016." The Super Tucano is slated to replace the Mi-35 attack helicopter, which will reach the end of its service life in January, the Air Force has said 2015

The first class of Afghan A-29 Super Tucano pilots graduated from training Dec. 18 at Moody AFB, Ga., while two maintenance trainees remain missing. The eight pilots "will help establish a secure, stable, and unified country," said Col. John Nichols, commander of the 14th Flying Training Wing, at the graduation ceremony, according to a release. "They are enabling the future of Afghanistan, a future that will be decided by the Afghans themselves." The pilots began classroom training in February and flew their first A-29 training sorties in March. They will be the first of 30 trained by the 81st Fighter Squadron over the next three years. The Afghan air force's current light air support aircraft, the Mi-35 attack helicopter, reaches the end of its service life in January. "Today does not mark the end, but the beginning of our continued friendship," said Lt. Col. Jeffrey Hogan, commander of the 81st Fighter Squadron. "Please know that we are shoulder-to-shoulder with you and we look forward to many years of working together." The two Afghan maintenance trainees who were slated for graduation but disappeared from the base on Dec. 7 have not been found. The men's visas have been revoked and the Department of Homeland Security is searching for them, but does not consider them a threat 2015

Two pilots from the 81st Fighter Squadron ejected safely from an A-29A Super Tucano aircraft during a routine training flight near Homerville, Georgia, at about 2:50 p.m., March 6, 2017. Both pilots were recovered and taken to Clinch Memorial Hospital in Homerville for medical evaluation and have been released. The aircraft crashed in a residential area. There were no reported injuries or damage to nearby structures. The Air Force will perform a thorough investigation into the cause of the mishap, and those findings will be released when the investigation is complete.

55-2932 - Crashed, let-down, bad weather, 2nm S of Zweibrucken AB, W. Germany, 7 MAY 59, 1 fatality.
55-2936 - Crashed, bad landing, weather, 1nm N or Toul AB, France, 22 FEB 59, 1 fatality.

53-1427 - Crashed, let-down/bad weather, 5nm W of Ulm, W. Germany, 6 JAN 58, no fatalities, ejected.
55-2941 - Crashed, landing, bad weather, 5 nm NE of Toul AB, France, 9 AUG 59, 1 fatality.
53-1440 - Crashed, final approach, weather, 7nm NE of Traben, West Germany, 16 DEC 57, no fatalities, ejected.
53-1444 - Crashed, take-off, engine failure, 0.75nm NE of Toul AB, France, 21 APR 58, 1 fatality, ejected.
53-1450 - Crashed, final approach, weather, 0.75nm E of Erlenbach, Germany, 6 DEC 57, no fatalities, ejected.
55-2953 - Crashed, engine failure, 5nm E of Wheelus AB, Libya, 16 APR 58, no fatalities, ejected.
55-2954 - Crashed, take-off engine failure, on Wheelus AB, Libya, 23 SEP 59, no fatalities.
56-3246 - Crashed, 6nm NW of Toul AB, France, AUG 58, no fatalities, ejected.
56-3823 - Crashed, engine failure, 6nm NW of Toul AB, France, 27 AUG 1959, no fatalities, ejected.
53-1471 - Crashed, low level, bad weather, 0.1 nm SE of Oberndorf, Germany, 5 DEC 56, 1 fatality.
56-3835 - Crashed, engine failure, near Wheelus AB, Libya, 13 DEC 59, no fatalities, ejected.
53-1481 - Crashed, range ops-engine fire, 70nm W of Wheelus AB, Libya, 7 JUL 56, no fatalities, ejected.
56-3901 - Crashed, let-down/bad weather, 7nm S of Toul AB, France, 18 MAY 1959,1 fatality.
53-1490 - Damaged, control loss, night take-off at Landstuhl, W.Germany, 26 AUG 56, no fatalities.
53-1502 - Crashed, final approach, Dijon, France, March 56, no fatalities, ejected.

Air Force Order of Battle
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Updated: 12 Sep 2019

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.