

MISAWA AIR BASE, JAPAN

35TH FIGHTER WING
HERITAGE





Captain Davis K. Stark (below left) commanded the 32nd Army Engineering Construction Group "Wildcats," the first U.S. unit on Misawa, 1945. Note the Japanese bomber in the background.



Misawa Air Base

Construction of Misawa Air Base (AB) began in May 1939 under the direction of the Imperial Japanese Naval Air Force. In September, construction began on a triangular runway network that included two 3,500 foot runways. However, plans to use Misawa as a long-range bomber base never materialized. It was used as a training and aeronautical research and development base. They used Lake Ogawara to train seaplane pilots and had a Kamikaze Corps stationed here, planning to land aircraft at American bases in the Pacific and conduct sabotage and demolition attacks. Carrier-based American F4Us attacked Misawa AB in July and August 1945 and destroyed more than 90 percent of the base. After the Japanese surrender on August 15, 1945, the base demobilized and the workers and military personnel dispersed across the region.

Just one month later the first American troops arrived at Misawa under the command of Captain Davis K. Stark, commander of the 32nd Army Engineering Construction Group. These troops secured the base and prepared it for the arrival of the 49th Fighter Group and its F-51 aircraft in 1948. The newly designated 49th Fighter Wing moved to Korea during the Korean War and returned to Misawa in 1953. The United States Air Force (USAF) Security Service assigned the 1st Radio Squadron (Mobile) to Misawa in January 1953, the first of several communications units on the base.

Over the next 21 years, eight different units acted as host unit on Misawa AB. A fire destroyed 434 buildings in Misawa City in 1966 and a major earthquake damaged both the city and the base in 1968. These events brought both communities closer together and led to increased cooperation.

Downsizing caused PACAF to leave Misawa in 1972 and the USAF Security Service's 6920th Air Base Squadron (later Group) assumed host responsibilities. The U.S. Navy activated the Naval Security Group Misawa, here in July 1971 making it the oldest continuous American unit on Misawa (currently designated the Navy Information Operations Command Misawa). In 1978, the 6112th Air Base Group's activation marked the return of PACAF units to Misawa.

In July 1984, the 432d Tactical Fighter Wing became the host unit and remained as host until the 35th Fighter Wing activated on October 1, 1994.

Current tenant units include the Naval Air Facility Misawa; elements of the US Navy's Commander, Task Force 72/57, U.S. Navy Information Operations Command Misawa; the 373d Intelligence Group, the U.S. Army's 403d Military Intelligence Detachment, and the US Army's Joint Tactical Ground Station.

Activation of the 35th



Curtis P-40 Warhawks lined up at Hamilton Field, California, in 1941. The 35th Pursuit Group activated at Moffett Field, California and flew training missions out of Hamilton Field until December 1941.

The history of the 35th Fighter Wing began when the United States Army Air Corps established the 35th Pursuit Group (Interceptor) at Moffett Field, California on 22 Dec 1939. Flying out of Moffett and Hamilton Fields, the group trained pilots in P-35, P-36 and P-40 aircraft. On December 5, 1941, the 35th sailed for Manila onboard the *USS President Johnson* to join two of its squadrons in defense of the Philippines. However, when the Japanese attacked Pearl Harbor two days later, the ship turned around and returned to San Francisco. While awaiting further orders, the group continued pilot training and flew patrols along the California coast.

World War II

On January 12, 1942, the group boarded the *USS President Polk* en route to Australia. After a short stint in India, the group, redesignated as the 35th Fighter Group (FG) in May 1942, returned to Australia and took control of three new fighter squadrons: the 39th, 40th, and 41st. The group received P-400 aircraft, an export version of the P-39 Airacobra, for their deployment to Port Moresby, New Guinea. The P-400's slow climb rate and insufficient speed at high altitude frustrated 35th pilots. Lieutenant Frank Atkins, after a 20 May 1942 mission, commented in his combat diary, "Could have done better with a truck; it's more maneuverable and will go higher."

As one of only two fighter groups charged with halting Japan's advance, pilots worked with what they had. Armed with a 20-mm cannon, two .50 caliber machine guns mounted in the fu-



39th Fighter Squadron



40th Fighter Squadron



41st Fighter Squadron

Emblems of the 35th Fighter Group's fighter squadrons during WWII

selage, and four .30 caliber guns in the wings, the P-400 proved a deadly weapon in the hands of skilled Airman. The aircraft's armament also made it ideally suited for strafing targets in support of the Australian Army's push across the Owen Stanley Mountains.

The group's 39th Fighter Squadron (FS) became the first unit in the Pacific to fly the P-38 Lightning. The first aerial victory with this new fighter came in a most unusual fashion. On November 25, 1942, the 39 FS set out on a mission over Lae, New Guinea. With the new P-38s overhead, the Japanese aircraft stationed there hesitated to get airborne, so each Lightning carried



A 35th Fighter Group pilot posed by his Bell P-39 “Airacobra” on Berry Field, Port Moresby, New Guinea in 1943. Nose art was commonplace in WW II without the strict guidelines that regulate the painting of

two 500-pound bombs to attack the airfield. One of the pilots, Captain Robert Faurot, spied a Zero attempting to take off and dove down to attack. Midway through his dive, Faurot realized he still had the bombs attached so he jettisoned them and began a climbing turn to set up on the Zero as it cleared the runway. He looked back in time to see his bombs impact water off the end of the runway and the Zero fly through the resulting waterspout causing the aircraft to wing over and crash. At an impromptu ceremony later that day, General George C. Kenney, Fifth Air Force commander, presented Faurot the Air Medal...but advised, “I want you to shoot them down, not splash water on them.

Faurot and many others in the squadron, including two of the best-known aces of the Pacific Theater, heeded that advice. On December 27, 1942, the 39th scored its first real success in the P-38 downing 13 enemy aircraft in one battle. Of that number, two belonged to a young Second Lieutenant, Richard I. Bong, who was on temporary duty with the squadron; two others belonged to Captain Thomas J. Lynch. Bong went on to score an-

other 38 victories (five with the 39 FS) to become America's leading ace. The Bong Theater at Misawa was named in his honor. Captain Lynch scored another 18 before he was killed during a strafing mission.

The 40th and 41st Fighter Squadrons retained their P-40s sprinkled with a mix of newer P-39 models. Despite the fact it took these aircraft 15 minutes to climb to 20,000 feet, they still wreaked havoc on enemy aircraft scoring over 90 kills by the end of 1943. In the final month of 1943, the entire 35 FG transitioned to the P-47 Thunderbolt for the final push across the island of New Guinea and eventually into the Western Pacific. From these new bases the pilots flew long-range missions against airfields in the Philippines in preparation for an invasion. In September 1944, the group moved to the island of Morotai, where it protected the invasion fleet's southern flank.

In March 1945, the group once again switched aircraft, this time to the P-51 Mustang. Two months after receiving their new aircraft, the group moved from the Philippines to a newly captured airfield on Okinawa, Japan. Once there, they found the shortage of airborne foes presented sparse opportunities to add to their aerial victory scores. As a result, they made a request to General Kenney not to send any additional fighter groups for fear it might further reduce those opportunities. Despite the paucity of targets, they found a way.

On July 30, 1945, Captain Lee Grosshuesch led a flight of four Mustangs into a secluded harbor that, unbeknownst to the young Captain, held the Japanese naval base of Goto Retto. Upon entering the harbor, the flight spied two destroyers steaming across the entrance. Carrying no bombs they set out to strafe the two ships, hoping to inflict some damage. Captain Grosshuesch aimed at the water line of one ship and opened fire. To his surprise, the destroyer went up in flames. In his words, "I had sunk the destroyer, but my poor P-51 was so riddled with shrapnel and debris from the explosion that it had to be scrapped. I don't know what happened to the other destroyer, but it must have been severely damaged by the huge explosion so close to it."

The 35th Fighter Group's final aerial victory came on October 31, 1945 when 2nd Lt. Albert M. Wiget, 39 FS, shot down his second aircraft that day. Through the efforts of Airmen like Albert Wiget, the 35th compiled an impressive record fighting in 11 campaigns throughout the Pacific. During those campaigns, the group downed a total of 394 enemy aircraft, produced 20 aces, and destroyed countless numbers of barges, trucks and aircraft on strafing runs.

Post-World War II

The 35 FG remained in Okinawa, Japan for a month following the September 2, 1945 surrender ceremony on board the *USS Missouri*. In October, the group moved to Irumagawa Air-drome, later renamed Johnson Air Base, Japan, for occupation duty. As relations with Japan warmed and the Cold War began, occupation duty gave way to an air defense mission to protect Japan from communist invasion.

The United States Air Force became a separate and equal service on September 18, 1947. One month earlier, the 35th Fighter Wing (FW) activated under the 314th Air Division in preparation for the move to this new service. As the numerically aligned successor to the 35 FG, the 35 FW carries the bestowed honors of the group's history and honors.

The following year the new wing added the F-61 Black Widow and a squadron of F-82 Twin Mustangs to its inventory of F-51 Mustangs.

The newly redesignated 35th Fighter-Interceptor Wing (FIW) transitioned into the jet age in April 1950 when it moved to Yokota Air Base under Fifth Air Force and traded in its Mustangs for F-80 Shooting Stars. Two months later, the 35th again met the call to arms.

Korean War

On June 25, 1950, North Korean forces streamed across the border in a surprise attack against South Korea. Far East Air Forces became involved in the conflict two days later by evacuating civilians from Kimpo and Suwon Airfields. When North Korean aircraft appeared over the fields, 35th pilots met them.

Maj. James Little in his F-82 downed an LA-7 later recognized as the third aerial victory of the conflict

America's first operational jet fighter, the F-80, surpassed its propeller-driven predecessors in most measures. However, those early improvements came at a cost in range and loiter time. As a result, the Air Force brought many of the venerable F-51s out of retirement and pressed them back into service. Because of their recent experience with the Mustang, several members of the wing helped establish a training center at Itazuke AB, Japan, for South



The 35th Fighter Wing initially flew F-80s (foreground) in Korea; however, the Air Force pressed F-51 Mustangs (background) back into service to take advantage of their added range and loiter time.

Korean aviators. Known as “Bout One,” this small unit of Korean pilots flew their first training mission on June 28 and their first combat missions the following day. That same experience led to the wing's retrograde to the older Mustang. By July 16, the 40 FS completed its conversion and moved forward to Pohang AB, South Korea. Equipped with only 20 aircraft, the squadron averaged 34 sorties each day in a herculean effort to hold the Pusan perimeter. On July 23, the aircraft carrier *USS Boxer* steamed into Tokyo with 145 additional F-51s, allowing the 40th to reach its full complement of 25. From this delivery the 39th managed to assemble enough aircraft to follow its sister squadron to Pohang on August 7. From there both squadrons and the operations

group focused their efforts on halting the North's advance down the eastern coast of the peninsula. When possible they provided close air support to ground forces, but the majority of missions were armed reconnaissance focused on interdicting the reinforcements and supplies streaming south.

As the Pusan perimeter continued to shrink, the position at Pohang was fast becoming untenable. Sortie rates soared as aircraft dropped ordnance within sight of the personnel who helped launch them. Maintenance personnel worked on the aircraft by day and defended the base from guerilla attack by night. With the situation worsening the group and both squadrons withdrew to Tsuiki AB, Japan, where they continued combat operations over Korea.

On September 15, 1950, United Nations forces flanked the North Korean offensive with an amphibious assault on Inchon. With their supply and reinforcement routes cut, the frontline communist units began to withdraw from the Pusan line. With the tables turned, the allies pushed north allowing the 39 FS to return to Pohang on October 3rd. The 40 FS and the operations group followed four days later. The offensive soon drove the communist forces across the 38th parallel and eventually back towards the Yalu River..

On November 16, the wing's aircraft began moving forward by landing at Yonpo Airdrome just south of the port city of Hungnam on the Sea of Japan following missions flown out of Pohang. The last personnel arrived on December 1, 1950 and joined the 77th Squadron of the Royal Australian Air Force, already attached to the wing. While at Yonpo, the 35th saw action in one of the fiercest battles of the war, the battle for the Chosin Reservoir.

Two days after Thanksgiving the Chinese Communist Forces intervened on behalf of North Korea and launched a surprise offensive against United Nations' troops. Soon the Tenth Corps found themselves in the legendary battle to break out of the Chosin Reservoir. With Yonpo located immediately south of the escape route, the 35 FIW provided close air support for their Army and Marine Corps brethren on the ground. Again the

wing's position became untenable and Fifth Air Force ordered its withdraw on December 3, 1950.

From its new home at Pusan AB in South Korea the 35th continued to rain destruction on the Chinese Communist Forces as they pushed south below the 38th parallel. In February 1951 alone, the wing's aircraft expended 12 tons of bombs, 3,400 five-inch rockets, 144,000 gallons of napalm, and 639,000 rounds of .50-caliber ammunition. This firepower inflicted massive destruction on the enemy, destroying or damaging an estimated 1,700 buildings, 127 vehicles, 15 tanks, 21 pack animals, 17 bridges, 36 artillery pieces and 1,300 communist troops.

Eventually UN forces managed to halt the communists' advance and by April 1951 pushed them back north of the 38th parallel where the battle lines solidified for the remainder of the war. With the disposition of the war changing and additional forces arriving in theater, America's focus broadened towards ensuring the safety of its allies. Accordingly, the 35 FIW's wartime involvement came to an end, leaving behind the 39 FS which went on to become one of the leading MiG killing units of the Korean War.

Post-Korean War

On May 25, 1951, the wing returned to Johnson AB where it again assumed responsibility for the air defense of central Japan. To accomplish this mission, the wing used a wide variety of aircraft and often dispersed them throughout the region. The 339th Fighter Squadron, collocated with the wing, operated the F-80 Shooting Star, but its primary operational platform was the F-94 Starfire. A heavily modified version of the F-80, the F-94 served as America's first all-weather jet interceptor. The 40th Fighter Squadron, stationed at Misawa AB until July 1951, continued with the F-51 Mustang until 1953 when it again transitioned to jets with the F-80 and F-86 Sabre. The 41st Fighter Squadron likewise upgraded to Sabres in 1953, having operated the F-80 since 1950. Additionally, an assortment of reconnaissance aircraft made it into the wing, including the RF-51, RF-80, RC-45

and RT-7. All of these aircraft found themselves detached from Johnson AB periodically to ensure a response force could meet any potential threat to Japan.

On October 1, 1954, the 35th Fighter-Interceptor Wing moved to Yokota AB, after relinquishing control of the 339 FS in June. At Yokota, it continued to support the air defense mission. In August 1956, the 41 FS moved to Andersen AB, Guam. Still attached to the 35th, it left only one operational squadron in Japan, an indication of things to come. By July 1957 the 35 FIW existed only on paper with no personnel or equipment assigned. Accordingly the wing inactivated on October 1 after almost 15 years of service and two wars in the Pacific. However, such a distinguished unit did not remain inactive.

Vietnam War

In 1966 another war in the Pacific Theater pressed the 35th Tactical Fighter Wing (TFW) back into service when it activated on March 14 at Da Nang AB, South Vietnam. The 64th Fighter-Interceptor Squadron operated F-102 Delta Daggers whose primary mission protected South Vietnam from the unlikely event of an air raid by the North. Two squadrons of F-4C Phantoms, the 390th and 480th Tactical Fighter Squadrons, also joined the wing.

The latter squadrons soon added the 35th to the short list of wings with aerial victories in three wars. On April 26, 1966, Maj. Paul Gilmore and 1stLt William Smith of the 480th Tactical Fighter Squadron destroyed a MiG-21 in aerial combat, the first such aircraft shot down during Vietnam. The 390th followed a month later by downing a MiG-17, and the 480th destroyed two more MiG-21s in July. These four would be the 35 TFW's only air-to-air kills of the war as its mission once again changed to a purely air-to-ground focus.

On October 10, 1966, the wing moved to Phan Rang AB, South Vietnam, leaving the F-4C and F-102 units at Da Nang. At Phan Rang the 35 TFW oversaw an odd assortment of aircraft. The B-57s of the 8th and 13th Tactical Bombardment Squadrons moved to the new base where Mk-20 Canberras, close cousins to the B-57, from the Royal Australian Air Force's Number Two

Squadron joined them the following year. Together they focused on what was often referred to as “night intruder” missions that interdicted supply routes from the North.

Once at Phan Rang the wing acquired four squadrons of F-100 Super Sabres: the 352nd, 612th, 614th, and 615th Tactical Fighter Squadrons. A fifth squadron, the 120th Tactical Fighter Squadron, joined the others in April 1968 following the USS Pueblo incident. The temporary deployment of this squadron freed an F-4 squadron elsewhere for a show-of-force deployment to the Korean Peninsula. These Super Sabre units provided close air support to ground units in South Vietnam as well as performing interdiction work over Cambodia’s Parrot’s Beak and the Lao-tian panhandle.



8th

**Bombardment
Squadron**



13th

**Bombardment
Squadron**



2nd

Squadron

Emblems of the 35th Tactical Fighter Wing’s three bombardment squadrons stationed at Phan Rang Air Base, South Vietnam in 1967.

In September 1970, the 8th Tactical Bombardment Squadron switched to the A-37 Dragonfly and became the 8th Special Operations Squadron. With the focus turning toward Vietnamization of the war, the 8th trained South Vietnamese airmen in the A-37. On July 31, 1971, the 35th Tactical Fighter Wing again inactivated, having added another 13 campaign streamers and a Presidential Unit Citation to its organizational flag.

Stateside

The 35 TFW returned to its birthplace of California and its first stateside assignment since World War II when it activated at George AFB on October 1, 1971. The wing initially activated with four squadrons: the 434th Tactical Fighter Squadron, the 4435th Tactical Fighter Replacement Squadron, and the 4435th and 4452nd Combat Crew Training Squadrons. The wing's mis-



A 35th Avionics Maintenance Squadron Airman inspects an F-4 Radome on the flight line at George AFB, California in 1975.

sion initially involved replacement training for aircrews and maintenance personnel.

In July 1973, the 35th's history became intertwined with the Wild Weasel mission. Because of George AFB's proximity to the range facilities of Nellis AFB, the Air Force relocated the F-105G fleet from McConnell AFB, Kansas, to the California desert. The 561st Tactical Fighter Squadron arrived on July 1 and was followed by the 562nd and 563rd Tactical Fighter Squadrons over the next two years. Together they formed the Air Force's F-105G and F-4C Wild Weasel schoolhouse with the former serving as the operational unit and the latter two serving as training units. In April 1978, the first F-4G Wild Weasel rolled off the assembly line and arrived at George AFB. The 35 TFW spearheaded the testing and training needed for the eventual Air Force-wide conversion to the newest version of the Surface-to-Air Missile (SAM) hunter.



**The 35th Tactical Fighter Wing flew the Republic F-105G *Thunderchief* in Wild Weasel operations while stationed at George AFB, California, from 1973 to 1980. The *Thunderchief* became known affectionately as the “Thud” for the sound it made when hitting the ground upon landing.
(inset: 35 TFW emblem magnified)**

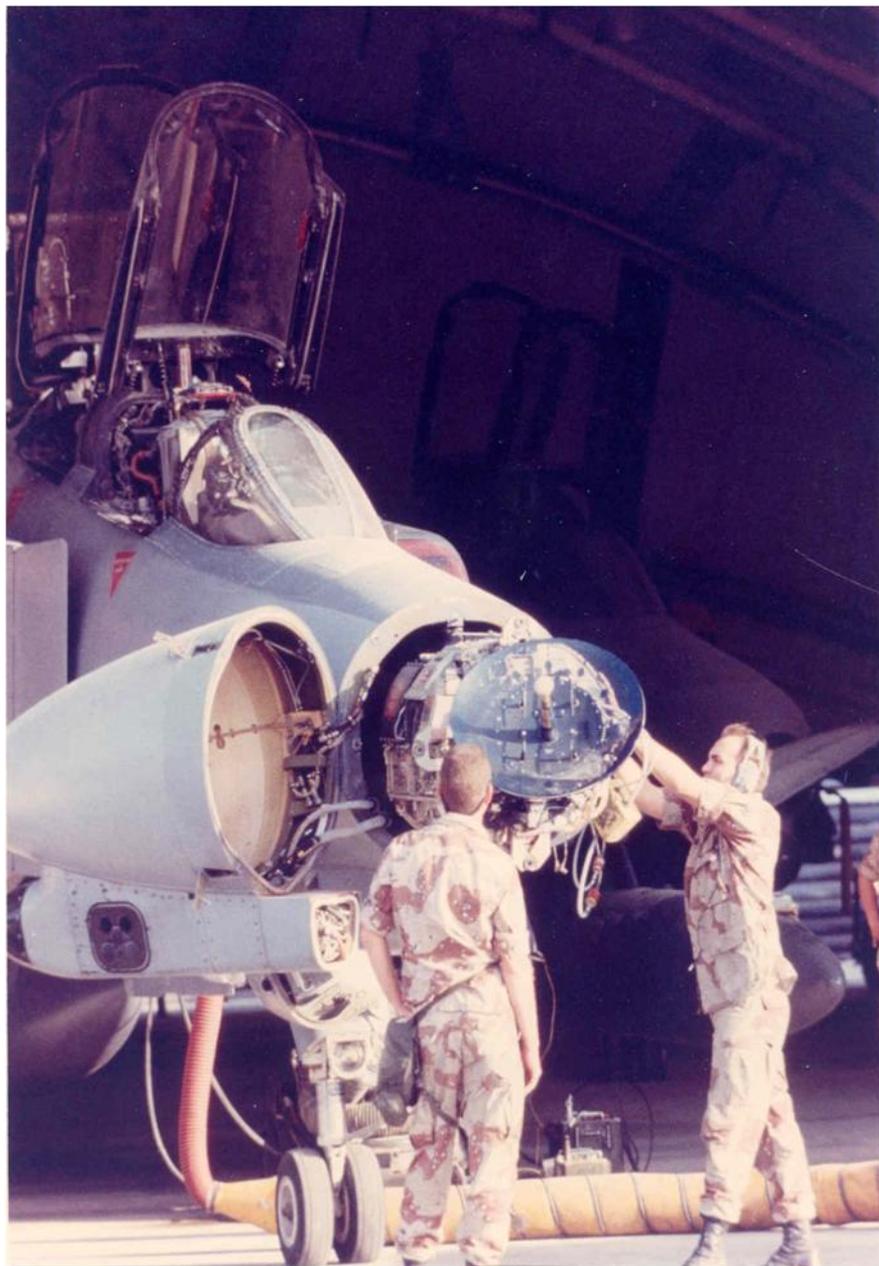
In March of 1981, a second wing, the 37 TFW, activated at George AFB and assumed responsibility for fulfilling the Wild Weasel mission. For the next eight years, the 35 TFW returned to training F-4 aircrew and maintainers. In 1989, the 37th moved to Tonopah Test Range, Nevada, to take over F-117 operations. This move placed the Wild Weasel training and operations back under the 35 TFW who would play a significant role in the nation's next conflict.

Desert Shield/Desert Storm

On August 2, 1990, Iraq invaded Kuwait. Together, 28 nations formed a coalition determined to free Kuwait from Saddam Hussein's regime. In the early morning hours of January 17, 1991, the military forces of this coalition launched a massive air campaign, pummeling Iraq with more combat sorties in the first day than Iraq faced during its entire eight-year war with neighboring Iran.

When the air armada assembled for the initial push into Iraq, the 35th Tactical Fighter Wing (Provisional) was ready, having deployed to Shaikh Isa Air Base, Bahrain. In a cleverly designed attack, 37 drone aircraft entered Iraqi airspace as decoys for the main strike packages. The drones also acted as a catalyst, causing Iraq's air defenses to engage the supposed attackers. This provided a target rich environment for the 28 F-4G Wild Weasels that preceded the initial wave of fighter-bombers into target areas. Another 41 Wild Weasels flew escort missions later that day, launching a combined total of 123 AGM-88 High Speed Anti-Radiation Missiles (HARM) and effectively punching holes in Iraq's integrated air defense system.

By war's end, the 35 TFW(P) flew 3,072 sorties, amassed 10,318 hours, launched 918 AGM-88 missiles, and destroyed or suppressed 254 radar sites, effectively shutting down the entire Iraqi air defense network as remaining sites shut down in self-preservation. Of the 37 allied aircraft lost in combat during the war, Iraqi radar guided SAMs only claimed five. Of those, four lacked Wild Weasel protection.



Avionics specialists from the 35th Tactical Fighter Wing (Provisional) work on an F-4G radar in the South Loop area of Shaikh Isa AB, Bahrain during Operation Desert Shield, November 1990. The wing flew 3,072 combat missions and launched 905 missiles at Iraqi air defense sites during Operation Desert Storm.

Just as their predecessors did in three previous conflicts, the warrior mindset of the wing's men and women guaranteed success. As one story goes, severe weather at Shaikh Isa delayed the departure of a flight of F-4Gs charged with protecting an F-16 strike package destined for a particularly unpleasant part of Iraq. When the Weasels finally received clearance, they were behind schedule and the strike package proceeded without them. Determined to protect their fellow Airmen, the F-4G crews lit their afterburners and overtook the strike package en route to the target. The mission succeeded, but it came with a cost. The high-speed dash used more fuel than originally planned and one of the aircraft failed to rendezvous with a tanker after withdrawing from Iraq. The F-4 crew ejected over Saudi Arabia and the F-16 pilots returned safely to their bases.

After the Storm

The Gulf War became a bittersweet victory for the Weasels as they returned home to shrinking defense budgets. Since the F-4Gs were the last version of the Phantom in the active inventory, the Air Force determined it was no longer financially feasible to keep this relatively small fleet operational. Even the legendary Weasel lair of George AFB faced closure. Redesignated as part of the objective wing reorganization in October 1991, the 35th Fighter Wing began downsizing in preparation for base closure and officially inactivated on December 15, 1992.

In an effort to protect its legacy, the Air Force instituted a heritage scoring system to ensure units with distinguished histories remained active. Out of more than 200 units, the 35th ranked third, ensuring its place among active units (***currently ranked second***). As a result, the Air Force activated the 35th Wing at Naval Air Station Keflavik, Iceland, on May 31, 1993, flying air defense missions in the F-15C *Eagle*. Sixteen months later the 35th Wing inactivated at Keflavik and activated the same day at Misawa Air Base, Japan, as the 35th Fighter Wing. At Misawa AB, the wing resumed its long association with "Wild Weasel" operations. After achieving initial operational capability on F-16CJ aircraft in 1996, the 13th and 14th Fighter Squadrons deployed

12 times in support of operations SOUTHERN and NORTHERN WATCH in Southwest Asia. The wing's final deployment brought an end to both of these operations.



Iraqi Freedom

On December 2, 2002, the 35 FW's 14th Fighter Squadron "Fightin' Samurai" deployed to Prince Sultan Air Base, Saudi Arabia, for OSW. Originally scheduled to return home in March 2003, the squadron remained in-place due to increased pressure on Iraq to comply with UN sanctions. When Operation IRAQI FREEDOM began on March 20, 2003, the 14th Expeditionary Fighter Squadron (EFS) flew the first nonstealth missions over Baghdad. During the remainder

of the deployment, the 14 EFS logged 238 sorties and 1,336 flying hours mainly in SEAD (suppression of enemy air defense) and DEAD (destruction of enemy air defense) missions. The Samurai employed all of the air-to-ground ordnance in their inventory, including the AGM-65 Maverick, AGM-88 HARM, GPS-guided bomb and cluster munitions, and their 20-millimeter cannon.



The 35 FW deployed again in support of OIF in 2007, this time in a close-air support role. The two squadrons flew a combined total of 2,765 combat sorties and personnel received a total of seven bronze stars, a Distinguished Flying Cross, and the MacKay Trophy for the Air Force's Most Meritorious Flight of 2007.

Conclusion

Nearly seventy years have passed since the 35th Pursuit Group (Interceptor) commenced operations at Moffett Field, California. This distinguished heritage reveals that time after time, Airmen of the 35th stood ready to "Attack to Defend" and answered the call to arms with courage and honor.

Lineage

Established as 35th Fighter Wing on 10 Aug 1948. Activated on 18 Aug 1948. Redesignated 35th Fighter-Interceptor Wing on 20 Jan 1950. Inactivated on 1 Oct 1957. Redesignated 35th Tactical Fighter Wing, and activated on 14 Mar 1966. Organized on 8 Apr 1966. Inactivated on 31 Jul 1971. Activated on 1 Oct 1971. Redesignated: 35th Tactical Training Wing on 1 Jul 1984; 35th Tactical Fighter Wing on 5 Oct 1989; 35th Fighter Wing on 1 Oct 1991. Inactivated on 15 Dec 1992. Redesignated 35th Wing on 9 Apr 1993. Activated on 31 May 1993. Inactivated on 1 Oct 1994. Redesignated 35th Fighter Wing, and activated, on 1 Oct 1994.

Assignments

314th Air Division, 18 Aug 1948; Fifth Air Force, 1 Mar 1950; 314th Air Division, 25 May 1951; Japan Air Defense Force, 1 Mar 1952; Fifth Air Force, 1 Sep 1954; 41st Air Division, 1 Mar 1955–1 Oct 1957 (attached to 6102d Air Base Wing, 1 Jul–1 Oct 1957). Pacific Air Forces, 14 Mar 1966; Seventh Air Force, 8 Apr 1966–31 Jul 1971. Twelfth Air Force, 1 Oct 1971; Tactical Training, George, 1 Oct 1977; 831st Air Division, 1 Dec 1980; Twelfth Air Force, 31 Mar 1991–15 Dec 1992. First Air Force 31 May 1993; Eighth Air Force, 1 Oct 1993–1 Oct 1994. Fifth Air Force, 1 Oct 1994-present.

Stations

Johnson AB, Japan, 18 Aug 1948; Yokota AB, Japan, 1 Apr 1950; Johnson AB, Japan, 14 Aug 1950; Yonpo, North Korea, 1 Dec 1950; Pusan AB, South Korea, c. 7 Dec 1950; Johnson AB, Japan, 25 May 1951; Yokota AB, Japan, 1 Oct 1954–1 Oct 1957. Da Nang AB, South Vietnam, 8 Apr 1966; Phan Rang AB, South Vietnam, 10 Oct 1966–31 Jul 1971. George AFB, CA, 1 Oct 1971–15 Dec 1992. Keflavik NAS, Iceland, 31 May 1993–1 Oct 1994. Misawa AB, Japan, 1 Oct 1994-present.

Commanders

Col Edgar M. Scattergood, Jr., 18 Aug 1948; Col Ray W. Clifton, 7 Sep 1948; Col William O. Moore, 3 Feb 1949; Col Lawrence C. Coddington, 22 Aug 1949; Col Robert W. Witty, 1 Apr 1950; Col Virgil L. Zoller, 10 May 1950; Col Thomas B. Hall, 14 Aug 1950; Col Frederic C. Gray, 1 Dec 1950; Col Brooks A. Lawhon, 18 Feb 1951; Col Strother B. Hardwick, Jr., 25 May 1951; Col William A. Schulgen, 28 May 1951; Col Jack S. Jenkins, 19 Jan 1952; Col Thomas J. Barrett, 7 Jun 1952; Col Richard S. Morrison, 19 Jun 1954; Col Fred D. Stevers, 1 Oct 1954; Col Eugene B. Fletcher, 31 Jul 1955; Col James E. Johnston, 15–30 Jun 1957; unkn, 1 Jul–1 Oct 1957. None (not manned), 14 Mar–7 Apr 1966; Col Franklin H. Scott, 8 Apr 1966; Col Allan P. Rankin, 10 May 1966; Col George S. Weart, 10 Oct 1966; Col James A. Wilson, 1 Mar 1967; Col Herndon F. Williams, 1 Feb 1968; Col Frank L. Gailer, Jr., 23 Sep 1968; Brig Gen Walter Galligan, 9 Aug 1969; Col Walter C. Turnier, 10 Jun 1970; Col Cregg P. Nolan, Jr., 1 Jan –c. 31 Jul 1971. Col Fred A. Treyz, 1 Oct 1971; Col William J. Holton, 20 Jul 1972; Col Charles R. Beaver, 24 Aug 1973; Col Richard A. Haggren, 11 Jul 1975; Brig Gen Robert W. Clement, 2 Feb 1976; Brig Gen Cecil D. Crabb, 9 Aug 1976 (additional duty, 1–20 Oct 1977); Col Dudley J. Foster, 21 Oct 1977; Col Rolland W. Moore, Jr., 22 Dec 1978; Col James D. Terry, 17 Jan 1980; Col Gary F. Fredricks, 8 Jan 1982; Col Needham B. Jones, 6 Feb 1984; Col Thomas R. Griffith, 31 Aug 1984; Col E. James Hardenbrook, 28 Aug 1986; Col George K. Muellner, 1 Jul 1988; Col Russell A. Everts, 15 Aug 1989; Col Merrill R. Karp, 8 Jun 1990; Col Robert T. Osterthaler, 25 Sep 1990; Col Merrill R. Karp, 23 Mar 1991; Col Michael D. Anthony, 30 Jun–15 Dec 1992; Col Thomas L. Allen, 21 May 1993; Col Branford J. McAllister, 11 Aug 1993; Col Richard B. Cross, Jr., 27 Jul 1994; Maj Gen George W. Norwood, 1 Oct 1994; Brig Gen Paul V. Hester, 9 Nov 1995; Brig Gen Bruce A. Wright, 14 Feb 1997; Brig Gen Stephen G. Wood, 13 Nov 1998; Brig Gen Loyd S. Utterback, 30 May 2000; Brig Gen Dana T. Atkins, 19 Jul 2002; Brig Gen William J. Rew, 15 Apr 2004; Brig Gen Salvatore A. Angelella, 26 Aug 2005; Col Terrence J. O'Shaughnessy, 17 Jan 2007–25 Aug 2008; Col David R. Stilwell, 25 Aug 2008 - present.

Aircraft

Principally F-51, 1948–1950, 1950–1951, 1951–1953; F-61, 1949–1950; F-80, 1949–1950, 1951–1954; F-82, 1949–1950; F-94, 1951–1954; F-86, 1952–1953, 1953–1957, but also included F-86, 1951; RF-80, 1950, 1951–1952, 1953–1954; RF-51, 1952–1953; RC-45, 1952–1954; and RT-7, 1952–1953. Principally F-4, 1966; F-100, 1966–1971; and B-57, 1966–1969; but also included F-102, 1966; MK-20 (Canberra), 1967–1971; and A-37, 1970–1971. F-4, 1971–1992; F-105, 1973–1980. F-15, 1993–1994. F-16, 1994–present.

Emblem

Azure, a dexter cubit arm palewise Or grasping a dagger with point to base Gules, all within a diminished bordure of the second. Motto: ATTACK TO DEFEND. Approved for 35th Group on 24 Mar 1941 and for 35th Wing on 16 Dec 1953 (K 8017).



ca. 1941



ca. 1953



2004

35th Fighter Wing Mission



**Assist in the Defense of Japan and
Promote Regional Security in the Pacific
through Forward Presence, Deployable Forces
and Quality Mission Support**

