



614th SQUADRON





The emblem represents the "Lucky Devils"; the red devil's head inclosed (sic) in a yellow horseshoe with wings symbolizes the squadron personnel's daring ventures into the sky and returning from a successful mission. The bomb is representative of the destruction dealt to the enemy.
(extract from original request for approval of the squadron insignia 24 August 1943)

614TH BOMBARDMENT SQUADRON (H)
401st Bombardment Group (H)
Office of the Intelligence Officer

Army Air Base
Glasgow, Mont.
24 August 1943.

SUBJECT: Request for Approval of Squadron Insignia.

TO: Headquarters Army Air Forces, Washington, D. C. Attention:
Assistant Chief of Air Staff, Personnel (Thru channels)

1. This Squadron was activated 1 April 43. In June, 43, a contest for distinctive squadron insignia for painting on airplanes was conducted with the result that the inclosed design received the majority vote of officers and enlisted men.

2. Insignia represents the "Lucky Devils" and shows a red devil's head inclosed in a golden horseshoe with Air Corps wings and a bomb in the background. Entire insignia will be on a background of pastel blue.

3. Approval requested.

By the Commanding Officer.

s/s Ivan W. Eveland
IVAN W. EVELAND,
Capt., A.C.,
Commanding.

Incl.
Three designs

1st Ind.

CAB/tlt

HEADQUARTERS, 401st BOMB GP (H), AAB, Great Falls, Mont., 28 August 1943.

TO: Commanding General, 17th Bomb Wing, Walla Walla, Washington.

1. Approved.

For The Group Commandar:

s/s Charles A. Brown
CHARLES A. BROWN,
Captain, Air Corps,
Adjutant.

Incls. n/c.

614th Squadron Honors and Decorations

Campaign Streamers

World War II, EAME Theater

<i>Air Offensive, Europe</i>	<i>Normandy</i>	<i>Northern France</i>
<i>Rhineland</i>	<i>Ardennes-Alsace</i>	<i>Central Europe</i>
	<i>Air Combat</i>	

Vietnam

<i>Vietnam Air Offensive</i>	<i>VN Air Off, Phase II</i>	<i>VN Air Off, Phase III</i>
<i>Vietnam Air/Ground</i>	<i>VN Air Off, Phase IV</i>	<i>TET69/Counteroffensive</i>
<i>VN Summer-Fall, 1969</i>		<i>VN Winter-Spring 1970</i>

Sanctuary Counteroffensive

<i>Southwest Monsoon</i>	<i>Commando Hunt V</i>	<i>Commando Hunt VI</i>
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Decorations

<i>Distinguished Unit Citation</i>	<i>(Germany) 11 January 1944</i> <i>(Germany) 20 February 1944</i>
<i>Presidential Unit Citation</i>	<i>(Vietnam) 10 October 1966 to</i> <i>10 April 1967</i>

*Air Force Outstanding Unit Award
(With Combat Valor Device)*

*3 September 1967 - 2 May 1968
1 October 1968 - 13 April 1969
14 April 1969 - 13 April 1970
1 December 1970 - 25 June 1971*

Air Force Outstanding Award

*1 January 1963 - 31 December 1963
8 August 1964 - 15 November 1964
5 August 1964 - 7 November 1964
1 July 1983 - 30 June 1985
1 April 1987 - 31 March 1991*

*United States Air Forces Europe
Commander-In-Chief's Trophy*

*Outstanding Command Fighter
Squadron
Awarded 1971
Runner Up 1979*

*Foreign Decorations
Republic of Vietnam Gallantry
Cross with Palm*

18 September 1966 - 15 July 1971

614th Squadron Commanders

<i>Unmanned</i>	<i>1 - 21 April 1943</i>
<i>Capt (later Maj) Ivan W. Eveland</i>	<i>22 April 1943 - 31 December 1943</i>
<i>Capt (later Maj) Carl C. Hinkle Jr.</i>	<i>31 December 1943 - 15 July 1944</i>
<i>Maj (later Lt/Col) William C. Garland</i>	<i>15 July 1944 - March 1945</i>
<i>Major Alva H. Chapman</i>	<i>March 1945 - Unknown</i>
<i>Major William H. Webster Jr.</i>	<i>1948 - Unknown</i>
<i>Major Robert C. Ruby</i>	<i>10 February 1954 - 18 April 1956</i>
<i>Major Robert A. Coury</i>	<i>18 April 1956 - 6 August 1958</i>
<i>Lt/Col Bruce W. Carr</i>	<i>6 August 1958 - July 1960</i>
<i>Major James</i>	<i>July 1960 - October 1960</i>
<i>Major Robert B. Melgard</i>	<i>October 1960 - July 1961</i>
<i>Lt/Col Blanton S. Keller</i>	<i>July 1961 - 31 May 1964</i>
<i>Maj (later Lt/Col) Gregg P. Nolan Jr.</i>	<i>31 May 1964 - 24 May 1965</i>
<i>Maj (later Lt/Col) Lewis R. Blakeney</i>	<i>24 May 1965 - 30 June 1967</i>
<i>Lt/Col Kenneth P. Miles</i>	<i>30 June 1967 - 20 January 1968</i>
<i>Lt/Col Thomas M. Knoles III</i>	<i>20 January 1968 - 27 July 1968</i>
<i>Lt/Col Randall J. Steffens</i>	<i>27 July 1968 - 28 October 1968</i>
<i>Lt/Col Robert H. Buss</i>	<i>28 October 1968 - 22 August 1969</i>

<i>Lt/Col Russell E. Schmitt</i>	<i>22 August 1969-13 Dec. 1969</i>
<i>Lt/Col Clifford L. Fenell Jr.</i>	<i>13 December 1969-18 Aug. 1970</i>
<i>Lt/Col James R. McFeeters</i>	<i>18 August 1970-1 January 1971</i>
<i>Lt/Col Warren L. Henderson</i>	<i>1 January 1971-15 July 1971</i>
<i>Lt/Col Joseph J. Hillner</i>	<i>15 July 1971-16 August 1971</i>
<i>Lt/Col Gerald A. Cashman</i>	<i>16 August 1971-8 September 1972</i>
<i>Major William M. Keller</i>	<i>8 September 1972-3 Nov. 1972</i>
<i>Lt/Col Gary L. Dryden</i>	<i>3 Nov. 1972-30 June 1974</i>
<i>Lt/Col Loren E. Welch</i>	<i>30 June 1974-15 July 1975</i>
<i>Lt/Col Arthur G. Christopoulos</i>	<i>15 July 1975-9 December 1976</i>
<i>Lt/Col Val R. Johnson</i>	<i>9 December 1976-31 July 1978</i>
<i>Lt/Col Lawrence E. Faison</i>	<i>31 July 1978-30 July 1980</i>
<i>Lt/Col Stuart B. McCurdy</i>	<i>30 July 1980-25 January 1982</i>
<i>Lt/Col Howard W. Guiles</i>	<i>25 January 1982-13 Jan. 1984</i>
<i>Lt/Col Jamie Gough III</i>	<i>13 January 1984-26 Nov. 1984</i>
<i>Lt/Col William P. Miller III</i>	<i>26 November 1984-1 August 1986</i>
<i>Lt/Col Terry J. Schwalier</i>	<i>1 August 1986-December 1987</i>
<i>Lt/Col Bruce A. Wright</i>	<i>March 1988- June 1991</i>

The 614th Squadron was activated on 1 April 1943 at Ephrata Army Air Base, Washington and assigned to the 401st Bomb Group flying the B-17G aircraft. The squadron then moved to Geiger Field, Washington on 28 May 1943, to Great Falls AAB, Montana in July 1943, and then deployed to Deenethorpe Air Base, England on 18 and 19 October 1943. The ground crews sailed on the Queen Mary on 27 October 1943 and arrived at Deenethorpe Air Base on 3 November 1943.

First major action occurred during a raid on Bremen, Germany on 26 November 1943. Following that mission, the squadron participated in attacks on targets in France, Germany, Luxembourg and Holland during the remainder of World War II. Targets included rocket sites, chemical and aircraft factories, airfields and enemy ground positions. The squadron participated in 255 combat missions and flew 2,476 sorties between 26 November 1943 and 20 April 1945. The squadron dropped a total of 17,778 tons of bombs during this period. The 614th received two Distinguished Unit Citations. One for the mission on 11 January 1944 and one for the Leipzig raid on 20 February 1944. The 401st Bomb Group and 614th squadron had the best bombing accuracy in all of the 8th Air Force. The 401st Group collectively had 95 of their B-17 aircraft missing in action during WW II. Of this total, 21 aircraft were from the 614th squadron. Seven additional 614th aircraft were lost due to accidents and mechanical failure. This was the second lowest loss rate by any bomb group in 8th Air Force.

Some general information about the B-17 appears in "B-17 Flying Fortress" compiled by Joseph Baugher and reads as follows:

"The B-17 Flying Fortress was perhaps the most well-known American heavy bomber of the Second World War. It achieved a fame far beyond that of its more-numerous stable mate, the Consolidated B-24 Liberator. A total of 12,677 Fortresses were built before production came to an end.

In August of 1944, the B-17 equipped no less than 33 overseas combat groups. It was to achieve lasting fame in the daylight precision-bombing campaign over Germany in 1943, 1944, and 1945. It achieved a reputation as being capable of absorbing a tremendous amount of battle damage and still continuing to fly. In later variants, it had an exceptionally-heavy defensive armament. It had an excellent high-altitude performance. It was able to win the affection of the crews who flew in it, since it was often able to bring them home safely.

B-17s dropped 640,036 tons of bombs on European targets during the war, as compared to 452,508 tons dropped by the Liberator and 463,544 tons dropped by all other US aircraft. Boeing records claim that the Fortress destroyed 23 enemy aircraft per thousand sorties as compared to 22 for Liberators, eleven by US fighters, and 3 by all US light and medium bombers. Approximately 4,750 B-17s were lost on combat missions, which is about one out of three of all B-17s built".

The 8th Air Force flight crews had a higher percentage of casualties than any branch of the service during WWII. There were 340,000 persons in the 8th Air Force, of whom 135,000 were combat crewmen. Of this 135,000, more than 26,000 were killed and 28,000 became P.O.W.'s....a loss ratio of 40%.

Shortly before the end of the war in Europe, the squadron flew the last mission on 20 April 1945 and returned to the United States. In May 1945, the 614th was assigned to Sioux Falls Army Air Field, South Dakota. The squadron was to convert to the B-29 aircraft and deploy to the Pacific Theater. World War II ended in the Pacific with the surrender of Japan and the squadron was deactivated on 28 August 1945.

From April 1948 through June 1949, the squadron was designated as the 614th Bombardment Squadron (Very heavy) and flew as a Reserve unit. On 8 February 1954, the squadron was recalled to active service as the 614th Fighter Bomber Squadron and assigned to Alexandria Air Force Base, Louisiana. The base was later renamed England Air Force Base.

The squadron was assigned twelve F-86 Sabers and one T-33 aircraft. At this time the 614th squadron became part of the 401st Fighter Bomber Wing, 9th Air Force, Tactical Air Command and was assigned the mission of tactical air to ground operations. Later in 1954 the squadron was equipped with the Republic F-84F.

From November 1954 to June 1957, the squadron flew the F-84F Thunderstreak.

During the years 1955 to 1964, the squadron participated in many exercises, deployments and firepower demonstrations in Europe and in the United States. In January 1955 the 614th helped play the part of enemy MIG-15 aircraft in the filming of the Warner Brothers movie, "The McConnell

story". In March 1955, two 614th pilots broke the transcontinental speed record flying non-stop from California to New York.

In July 1957 the 614th began flying the F-100D Super Saber. On July 1, 1958, the squadron was redesignated the 614th Tactical Fighter Squadron. This remained the unit designation until the squadron was returned to inactive status in 1991.

The squadron spent many months in the 1960s deployed to forward locations. From September to November 1961 the squadron was deployed to Ramstein AB, Germany in support of the Berlin Crisis. In May 1962, the 614th deployed the complete squadron to Incirlik CDI, Turkey for their initial deployment to Turkey. The squadron returned home in September 1962 only to deploy again in October 1962 to Homestead AFB, Florida in support of the Cuban Missile Crisis. In 1964 the 614th began training for deployment to Southeast Asia. In August 1964, the squadron deployed to Clark AB, Philippines and conducted operations in Taiwan, Vietnam and the Philippines. The primary mission was escort. In November 1964, the squadron returned to England AFB, Louisiana. The squadron was awarded the Air Force Outstanding Unit Award for service in Vietnam.

During 1965 the squadron began increased training anticipating a return to combat in Viet Nam. The 614th departed England AFB on 18 September 1965 for Phan Rang AB, South Vietnam. The squadron became part of the 35th Tactical Fighter Wing and the majority of combat missions were air-to-ground support and interdiction operations. While in the combat zone, the 614th flew over 33,000 sorties and the Wing was awarded the Air Force Daedalus Trophy for maintenance excellence.

The 614th squadron was assigned to the following units while in Southeast Asia.:

366th Tactical Fighter Wing

Deployed to Phan Rang AB 20 Mar 1966; moved (on paper) to Da Nang AB 10 Oct 1966. Came under 2nd Air Division until Seventh Air Force formed 1 Apr 1966. Many missions involved flying cover for F-105 strike missions. Redeployed to Takhli RTAFB, Thailand for period 27 Jun-31 Oct 1972, coming under Thirteenth Air Force [only 4th TFS remained for that period].
614th Tactical Fighter Squadron: assigned 18 Sep-10 Oct 1966

35th Tactical Fighter Wing

*35th Tactical Fighter Wing activated 14 Mar 1966 and organized 8 Apr 1966 at Da Nang AB, replacing the 6252nd Tactical Fighter Wing. Came under Seventh Air Force. Moved (in name only) 10 Oct 1966 to Phan Rang AB. Provided air support, interdiction and armed reconnaissance. Began phasing down for inactivation Apr 1971; ceased operations 26 Jun 1971. Inactivated 31 Jul 1971 in South Vietnam and remaining resources passed to 315th Tactical Airlift Wing.
614th Tactical Fighter Squadron: assigned 10 Oct 1966 - 15 Jul 1971 and transferred to the 401st Tactical Fighter Wing.*

The 401st Tactical Fighter Wing was assigned to Torrejon AB, Spain in April 1966. While the 614th squadron was assigned to South Vietnam, the 353rd Tactical Fighter Squadron was assigned to the 401st Wing as a replacement. The 353rd squadron was re-designated the 614th Tactical Fighter Squadron and the 353rd squadron was retired at Myrtle Beach AFB, South Carolina.

On 15 July 1971 the 614th entered a new era with the 612th and 613th Squadrons at Torrejon AB, Spain. The squadron converted to the F-4E aircraft and operated the F-4E until 1973 when all squadrons in the 401st Wing changed to the F-4C aircraft. All three squadrons in the wing later converted to the F-4D aircraft. Rotational assignments lasting 30 days were conducted to Incirlik CDI, Turkey and shorter deployments to Aviano AB, Italy were routine. The deployments to Turkey allowed the squadron to become highly proficient in air to ground and air to air operations.

The 614th received numerous letters and other correspondence in recognition of superior unit performance. The following are some examples:

September 3, 1978

To the "Lucky Devils"

Wanted to say "Thank You" for the courtesy and consideration, while allowing me to fly with you.

Also wanted to say "thanks" for allowing me to share in the "thrill of victory" - the 51 sortie surge.

Am now going back to my real role --- that of a tough ADO of a crack fighter wing. But during these good times when you allowed me to

play fighter pilot—"put the light on the star and say two or "Mayday"

- I learned why your Commander is so proud of you.

Have a good safe trip home.

God's speed!

Garryl C. Sipple

The following from the Commander in Chief of USAFE:

To: 16th Air Force

25 September 1978

It is always a pleasure to forward correspondence highlighting the outstanding performance of Air Force personnel. The officers and men assigned to the 40th Tactical Group and the 614th Tactical Fighter Squadron can be justly proud of their accomplishments during the July 1978 5ATAF Tactical Evaluation.

Flying the largest number of sorties in one day against the Maniago Range is an achievement signifying the heart of our mission - to fly and fight. Please extend my personal appreciation to Colonel Dearborn, Lt. Colonel Faïson and their organizations for the competitive spirit and professionalism shown in establishing the new record.

*John W. Pauly
General, USAF*

Note: The 16th AF Commander, 401st Commander and 401st Director of Operations added their favorable comments. A second letter was received from the 40th Tactical Group Commander adding more congratulations to both the 614th TFS and the attached Maintenance unit supervised by Lieutenant Gail Duke.

*Letter of Appreciation from Deputy Commander for Operations, Incirlik,
Turkey:*

16 November 1979

Excerpts:

I would like to express my appreciation for the cooperation and assistance provided to TUSLOG Det 10 by the 614th TFS.

The conduct of squadron officers and their participation in non-flying and social activities reflected their professionalism and their appreciation of the special political situation and different social climate of Incirlik CDI.

It has been a pleasure working with the 614th Tactical Fighter Squadron. Their performance epitomized the cooperation essential for the success of the 401 TFW/TUSLOG Det 10 mission here in Turkey. I look forward to their return - hopefully in the near future.

*Burton T. Miller, Jr., Colonel, USAF
Deputy Commander for Operations.*

Note: Endorsements by the 401st TFW commander and 401st TFW Deputy Commander for Operations had the following comments:

We all know the TUSLOG Det 10/DO well, and realize he does not write letters commending a squadron's performance unless it was well "above and beyond". It is, therefore, with a great deal of pride that I forward his letter to the "Lucky Devils". Well Done!

Garryl C. Sipple, Colonel, USAF
Deputy Commander for Operations

Nomination for USAFE Commander in Chief Trophy 25 January 1980

It is a pleasure to nominate the 614th Tactical Fighter Squadron for the USAFE Commander in Chief Trophy award. The sustained superior performance demonstrated by personnel of this unit is clearly reflected in their outstanding accomplishments during 1979. The collective professionalism, aircrew knowledge, competence and superlative team spirit set the foundation of an outstanding military organization. This unit's performance during 1979 far surpasses the criteria necessary to qualify as top contender for recognition as the best tactical fighter squadron in USAFE.

K. W. North, Colonel, USAF
Commander, 401st Tactical Fighter Wing

CITATION TO ACCOMPANY THE AWARD OF THE
USAFE COMMANDER IN CHIEF TROPHY

The 614th Tactical Fighter Squadron distinguished itself as the most outstanding USAFE tactical fighter squadron for the period 1 January 1979 to 31 December 1979. During the year, the squadron participated in fourteen simulated combat exercises conducted in four European countries. The squadron's training program included four F-5 and two F-15 dissimilar air combat training periods, a flying chemical warfare defense upgrade training program, conversion from the F-4C to the F-4D aircraft, and Maverick air-to-ground missile initial upgrade training. The latter culminated with nine record-breaking live Maverick firings during exercise Dawn Patrol. These accomplishments coupled with highly successful performance during the HQ USAFE Operational Readiness Inspection and standardization/evaluation inspection enhanced the readiness posture of the United States Air Force in Europe.