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Hughes Aircraft Company

Manager, Flight Test Division

PRESENTATION CEREMONIES

(5 December 1969)

<u>TIME</u>	<u>EVENT</u>
1400	71st F-106's Fly-By
1430	NORAD band performs in 71st hangar
1500	Official presentation of HUGHES TROPHY to the 71st FIS by Mr. Robert M. DeHaven, Hughes Aircraft Company, Manager, Flight Test Division

6 December 1969

2000	ALL HANDS PARTY - Malmstrom NCO Club
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## 71ST FIGHTER INTERCEPTOR SQUADRON (ADC)

The 71st Fighter Interceptor Squadron was originally constituted on December 14, 1940, as the 71st Pursuit Squadron (Interceptor) and was activated at Selfridge Field, Michigan, on January 1, 1941 and assigned to the 1st Pursuit Group.

The 71st underwent training at Selfridge until the entry of the United States into World War II. On December 9, 1941, the squadron reported to San Diego Naval Air Station, California, to perform anti-submarine duty along the Pacific coast.

In June 1942, the 71st arrived in England to begin a European-African tour lasting until October 1945. During these years, the unit took part in the Egypt-Libya; Air Offensive, Europe; Algeria-French Morocco; Tunisia; Sicily, Naples-Foggia; Anzio; Rome-Arno; Normandy, Northern France; Southern France; North Apennines; Rhineland; Central Europe; Po Valley; and Air Combat, European-African-Middle Eastern Theater campaigns. The 71st received Distinguished Unit Citations for operations in Italy on August 25, 1943, again in Italy on August 30, 1943, and at Ploesti, Rumania on May 18, 1944.

Following the end of the war, the 71st was deactivated in Italy on October 16, 1945.

The squadron was reactivated at March Field, California, on July 3, 1946, and transferred to George AFB, California, on July 18, 1950.



On August 15, 1950 the 71st was attached to the Eastern Air Defense Force and stationed at Griffiss AFB, New York. The squadron was further transferred to Greater Pittsburgh Airport, Pennsylvania on October 21 of the same year, and then back to Selfridge AFB, Michigan, its original home in 1953.

The 71st went to Richards-Gebaur AFB, Missouri in 1966 and then transferred to its present station at Malmstrom AFB, Montana in June 1968.

The squadron has flown many different aircraft since its birth. Primary aircraft in 1941 were the single engined P-35 and YP-43. Toward the end of the year, the squadron received the twin engined Lockheed P-38 Lightning, which it flew throughout the war.

Upon reactivation in 1946, the squadron received Lockheed P-80 Shooting Stars which it flew until changing to North American F-86 Sabre Jets in 1949. The 71st flew F-86's until 1958; Convair F-102 Delta Daggers from 1958 to 1960; and Convair F-106 Delta Darts from 1960 to the present.

The 71st Fighter Interceptor Squadron has several "firsts" to its credit with the F-106. 71st squadron pilots were the first to receive air combat tactics training with the F-106; they performed the first F-106 aerial refueling and the first F-106 aerial refueling

outside the U.S. Zone of Interior (ZI). In 1965, they were the winners of the F-106 category in the William Tell competition.

The squadron has been awarded the Presidential Unit Citation three times and Outstanding Unit Award once.

Brigadier General Robin Olds, now Commandant of Cadets at the U.S.A.F. Academy was Commander of the 71st when it flew F-86A's at Griffiss AFB, New York in 1950 to 1952.

## HISTORY OF HUGHES ACHIEVEMENT AWARD

The Hughes Achievement Award, more popularly known as the "Hughes Trophy", was initiated as a result of discussions in 1952 between USAF Air Defense Command Headquarters, Colorado Springs, Colorado, and Hughes Aircraft Company, Culver City, California. It was during this time period, an era of transition from the "white scarves" and "rat races" of day fighters to the more exacting and sophisticated flying of "all-weather interceptors", that ADC was having considerable difficulty in securing enough pilots to perform the rapidly expanding air defense mission. Most pilots and fighter squadron personnel were reluctant to give up the highly publicized and glamorous life associated with day fighters. The success of all-weather air defense units required a high degree of teamwork between interceptor directors.

It was toward this end that the Hughes Trophy was directed, with the aim of improving interceptor unit "esprit de corps" by annually recognizing the best fighter interceptor squadron. The trophy was given by Hughes to the USAF who, in turn, would present it to the best interceptor squadron in the entire Air Force, as determined by an evaluation by Headquarters USAF. Most important criteria used in this fiscal year evaluation are:

The squadron must have been engaged in active air defense operations.  
Intercept Training Profile Success Rate.

Aircraft Operationally Ready Rate, to include Weapon System Verification.

Flying Safety Rate.

Additional improvements in intercept tactics, techniques, etc.

The Trophy, a large hand-hammered silver punch bowl, elaborately engraved with flying scenes and insignia by Julian Focan, a former native of Mechelen, Belgium, will be awarded this year to the 71st Fighter Interceptor Squadron, Malmstrom Air Force Base, Montana. This marks the 17th presentation of the coveted award.

Nine large bowls were manufactured and presented to the squadrons during the years 1953 through 1961. At that time it was decided that the large bowl presented to the 58th FIS in 1953, now deactivated, would be reclaimed and used as a perpetual trophy and that a small replica would be given at the end of the trophy year. Several other squadrons, in the meantime, have been deactivated and those original bowls have been donated to such outstanding places as the Smithsonian Institute, the Air Force Air Museum at Dayton, Ohio, and the Air Force Academy at Colorado Springs.



## BIOGRAPHY - ROBERT M. DE HAVEN

Executive, Hughes Aircraft Company; Manager, Flight Test Division. Educated at Washington and Lee University; over twenty years' experience.

Fighter pilot, Pacific Theater, WW II. Two hundred seventy-two combat missions; officially credited with fourteen enemy aircraft destroyed in aerial combat, one 2000 ton tanker sunk by dive bombing. Awarded Silver Star with cluster, Distinguished Flying Cross with five clusters, Air Medal with thirteen clusters. Distinguished Unit Citation with cluster and Asiatic Pacific Medal with six battle stars.

Acceptance Test Pilot for Air National Guard, P-80 production line 1947/1948. Developed first long-range (250 gal) external tanks for the P-80. Unofficial winner of 1948 Bendix race (jet) Los Angeles to Cleveland, 4 hrs, 9 min, 30 secs. Established jet speed records Los Angeles/St Louis - 3 hrs, 16 min. and San Francisco to Los Angeles - 36 min. 9 secs in 1948.

Joined Hughes Aircraft Company December 1948 as Engineering Test Pilot. Participated in every airborne weapons systems development program performed by Hughes from the E-1 FCS/F-94A through the MA-1 FCS/F-106A. Project pilot and controls and displays design contributor to the radar lead-pursuit, rocket lead-collision, and air-air missile fighter interceptor development concepts. First supersonic rocket and missile launches, first extreme altitude day fighter missile system launches, first flights computer-control surface tie-in for auto-tracking and subsequent fighter interceptor automatic flight controls developments. Design consultant and flight evaluation for vertical instrument, hand control, Tactical Information Display and multiple IR and radar scope display programs. Participant in all Falcon air-air missile development test programs from GAR-1 through AIM-26A.

Has served successively as Chief, Flight Operations, 1949-'51; Chief, Special Projects, 1951-'53; Head, Experimental Flight Test, 1953-'56; Associate Director and Chief Pilot, Flight Test Division, 1956-'60; and Manager, Flight Test Division, 1960 - present. Has flown all USAF fighter aircraft in service since 1942, including all current century series. Holder of one patent, Dual Aircraft Control Head found in all F-102 and F-106 interceptors. Has lectured widely and authored several papers on flight test techniques and procedures and FIS tactics and applications.

A Colonel in the USAF Reserve; member of AIAA; member, Fighter Aces Association; Fellow of the Society of Experimental Test Pilots.