

559th FLYING TRAINING SQUADRON



LINEAGE

81st Bombardment Squadron (Light) constituted, 20 Nov 1940

Activated, 15 Jan 1941

Redesignated 81st Bombardment Squadron (Medium), 30 Dec 1941

Redesignated 81st Bombardment Squadron, Medium, 9 Oct 1944

Inactivated, 22 Jan 1946

Redesignated 81st Bombardment Squadron, Light, 29 Apr 1947

Activated, 19 May 1947
Inactivated, 10 Sep 1948
Redesignated 559th Fighter Escort Squadron, 27 Oct 1950
Activated, 1 Nov 1950
Redesignated 559th Strategic Fighter Squadron, 20 Jan 1953
Redesignated 559th Fighter Day Squadron, 1 Jul 1957
Inactivated, 8 Jan 1958
Redesignated 559th Tactical Fighter Squadron and activated, 17 Apr 1962
Organized, 25 Apr 1962
Inactivated, 31 Mar 1970
Redesignated 559th Flying Training Squadron, 22 Mar 1972
Activated, 1 May 1972

STATIONS

McChord Field, WA, 15 Jan 1941
Esler Field, LA, 27 Feb–3 Jul 1942 (operated from Stockton Field, CA, 24 May–24 Jun 1942)
Deversoir, Egypt, 30 Jul 1942
LG 88, Egypt, 18 Oct 1942
Gambut, Libya, 6 Dec 1942
Magrun LG, Libya, 14 Dec 1942
Gambut, Libya, 17 Dec 1942
Tmed El Chel, Libya, 11 Jan 1943
Berteaux, Algeria, 3 Feb 1943
Canrobert, Algeria, 15 Mar 1943
Thibar, Tunisia, 1 May 1943
Hergla, Tunisia, 2 Jun 1943
Ponte Olivo, Sicily, c. 2 Aug 1943
Gerbini, Sicily, 22 Aug 1943
Foggia, Italy, 5 Nov 1943
Gaudo Airfield, Italy, 18 Jan–6 Feb 1944
Tezgaon, India, c. 20 Mar 1944
Madhaiganj Airfield, India, 13 Jun 1944
Fenny, India, 17 Jul 1944 (operated from Meiktila, Burma, 21–29 Apr 1945)
Madhaiganj Airfield, India, 7 Jun 1945
Karachi, India, 15 Nov–24 Dec 1945
Ft. Lawton, WA, 21–22 Jan 1946
Langley Field, VA, 19 May 1947–10 Sep 1948
Turner AFB, GA, 1 Nov 1950
Bergstorm AFB, TX, 5 Dec 1950–8 Jan 1958
MacDill AFB, FL, 25 Apr 1962–27 Dec 1965
Cam Ranh Bay AB, South Vietnam, 27 Dec 1965–31 Mar 1970
Randolph AFB, TX, 1 May 1972

DEPLOYED STATIONS

Manston RAF Station, England, 18 Jul–30 Nov 1951
Chitose AB, Japan, 15 May–10 Aug 1953

Misawa AB, Japan, 12 May–11 Aug 1954
Naha AB, Okinawa, 12 Jun–7 Sep 1965

ASSIGNMENTS

12th Bombardment Group, 15 Jan 1941–22 Jan 1946
12th Bombardment Group, 19 May 1947–10 Sep 1948
12th Fighter-Escort Group, 1 Nov 1950
12th Fighter-Escort (later, 12th Strategic Fighter; 12th Fighter-Day) Wing, 16 Jun 1952–8 Jan 1958
Tactical Air Command, 17 Apr 1962
12th Tactical Fighter Wing, 25 Apr 1962
836th Air Division, 8 Nov 1965
12th Tactical Fighter Wing, 27 Dec 1965–31 Mar 1970
12th Flying Training Wing, 1 May 1972
12th Operations Group, 15 Dec 1991

ATTACHMENTS

12th Fighter-Escort Wing, 10 Feb 1951–16 Jun 1952
51st Fighter-Interceptor Wing, 12 Jun–7 Sep 1965

WEAPON SYSTEMS

B–18, 1941–1942
B–25, 1942–1945
A–26, 1945
None, 1947–1948
F–84, 1950–1957
F–4, 1964–1970
T–37, 1972

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Maj John J. O'Hara, 15 Jan 1941
Cpt Curtis R. Low, 23 Jan 1941
Maj John J. O'Hara, 30 Jan 1941
Cpt Curtis R. Low, Unknown
1Lt William Lanford, Unknown
Cpt William W. Wilcox, c. 10 Jun 1942
Maj Gilmore J. P. Lundquist, 29 Aug 1943
Maj R. L. Patterson, Nov 1943
Maj Warren W. Sutton, 30 Dec 1943
Cpt Charles S. Thompson Jr., 14 Aug 1944

Maj Samuel C. Gailbraith, 23 Apr 1945
Cpt Charles S. Thompson Jr., 4 Jul 1945
Cpt John A. Woodward, Sep 1945-22 Jan 1946
Not manned, 19 May 1947-10 Sep 1948
Unknown, 1 Nov 1950
LTC Joseph T. McKeon, c. 15 Feb 1951
LTC Paul M. Hall, Aug 1952
Maj William F. Nuding Jr., 12 Jun 1953
Maj William C. Davis, Oct 1954-c. 8 Jan 1958
Unknown, 17 Apr 1962
LTC James M. Hollingsworth, by 31 Dec 1962
Maj Hermon D. Wells, 24 Feb 1966
Maj David T. Stockman, 17 Jun 1966
LTC William J. Quinn, Oct 1966
LTC John F. Barnes, by Dec 1966
LTC David E. Rippetoe Jr., by 1 Apr 1967
LTC Ross L. Carson, 13 Sep 1967
LTC Harry Andonian, 18 Jun 1968
LTC Paul A. Kauttu, 20 Sep 1968
LTC Harry Falls Jr., c. Dec 1968
LTC Allan K. Andreason, 21 Apr 1969
LTC Lowell E. Shearer, 10 Dec 1969-31 Mar 1970
Unknown, 1 May 1972
LTC James K. McPherson, 22 Jun 1972
LTC Robert H. Hermanson, 1 Jul 1974
LTC Charles W. Reed, 2 Jul 1976
LTC Charles L. Dodds Jr., 31 Mar 1978
LTC William G. Bookout, 12 Feb 1980
LTC Jack C. Rogers, 16 Mar 1981
LTC Thomas D. Bost, 14 Feb 1983
LTC Paul H. Rowcliffe, 25 Jun 1984
LTC Thomas M. Pratt, 25 Nov 1985
LTC Robert L. Brooks, 19 Jun 1987
LTC John E. Miller, 9 Jun 1989
LTC Michael J. Robinson, 28 Jun 1991
LTC John N. McLean Jr., Jul 1993
LTC James E. McClain, 26 Jan 1995
LTC Margaret D. Carnahan, 13 May 1997
LTC David P. Britton, 14 May 1999
LTC Daniel H. Craft, 31 May 2000
LTC Dana L. Gunter, 9 Mar 2001
LTC William W. Francis; 8 Jan 2003
LTC Pete D'Amico, 1 Jul 2004

LTC Jimmy D. Donohue

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Unit Citations

North Africa and Sicily

Oct 1942–17 Aug 1943

Air Force Outstanding Unit Awards with Combat "V" Device

27 Dec 1965–30 May 1966

1 Jun 1966–31 May 1967

1 Jun 1967–31 May 1968

1 Jun 1968–31 May 1969

1 Jun 1969–31 Mar 1970

Air Force Outstanding Unit Awards

1 May 1972–28 Feb 1973

1 Jan 1976–30 Apr 1977

1 Apr 1985–31 Mar 1986

1 Jan 1987–31 Dec 1988

1 Jan 1990–31 Dec 1991

1 Jan 1992–30 Jun 1993

1 Jul 1993–30 Jun 1994

1 Jul 1995–30 Jun 1996

1 Jul 1996–30 Jun 1998;

1 Jul 1998–30 Jun 2000

1 Jul 2002–30 Jun 2004

Republic of Vietnam Gallantry Cross with Palm

[27 Dec] 1965–31 Mar 1970

EMBLEM

On a White disc, a butting goat (Light Brown with Black markings) within a black border.
(Approved, 6 Jan 1942)

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Patrols over the Pacific from the West Coast, Dec 1941–Feb 1942 and May–Jun 1942; combat in MTO, 16 Aug 1942–30 Jan 1944, and CBI, 16 Apr 1944–23 May 1945. Not manned, 1947–1948. Fighter escort and air defense, 1950–1957. Augmented air defenses of Okinawa, Jun–Sep 1965. Combat in Southeast Asia, 2 Jan 1966–23 Mar 1970. Trained US and friendly nation instructor aircrews, May 1972–.

In January 1943, a Central Instructor School (CIS) for the entire Flying Training Command replaced the three subcommand schools then in operation. CIS was initially located at Randolph Field. In December 1944, the primary phase of instructor training (taught using the PT-13) was discontinued at Randolph Field and moved to Goodfellow Field, TX. In early September 1945, all phases of pilot instructor training (primary phase at Goodfellow and the advanced phases at Randolph) were moved to Waco AFB, TX. This was only a temporary move--only two classes completed their training at Waco before the entire mission returned to Randolph on 30 November 1945. On 13 March 1946, the Air Force's Pilot Instructor School (formerly CIS) was moved to Barksdale AFB, LA and in November of that same year, the School was closed and instructor training was provided at local instructor schools established at each training station. The primary phase of instructor training used the T-6 Texan aircraft. In March 1948, Randolph AFB was made responsible for instructor training in the primary phase. In 1950 with the outbreak of the Korean War, civilian flying school contractors were hired to conduct primary pilot training. In March 1950, the instructor school at Randolph AFB was renamed the Pilot Instructor School (PIS). Its purpose was to qualify rated instructors in the T-6 for either the four basic or four advanced pilot schools. To provide more adequate facilities for formal instructor training, PIS moved from Randolph AFB to Craig AFB on 18 September 1950. In 1951, contract primary pilot training became fully operational. The civilian contract school at Craig AFB taught both military and civilian pilots to be instructors at the various contract schools around the country. The military instructors were used in local schools in supervisory positions and as check pilots. In May 1954, Marana AB, AZ became the first to use the T-28 aircraft in primary training. In June 1955, various contract primary schools assumed responsibilities for flying training. On 21 January 1958, Class 59-D entered primary training at Bainbridge AF, GA. This class was the first to use the T-37 aircraft--the current primary trainer for the Air Force. On 1 April 1960, HQ USAF officially approved the concept of consolidating all pilot training to seven Air Force bases using military instructors throughout the entire course. Previously, the primary phase was conducted by contract schools using civilian instructors while the basic phase was conducted at military bases using military instructors. In September 1960, the basic phase of pilot training moved from Craig AFB to Randolph AFB to allow Craig to concentrate on the ramp-up of T-37 PIT. Following the phase out of contract civilian schools, Air Training Command (ATC, now Air Education and Training Command [AETC]) began a program of upgrading qualified T-33 instructors to become T-37 instructors. In May 1961, Craig AFB's T-37 Upgrade Course ended and PIT training began. PIT was temporarily located at Williams AFB, AZ from April 1963 through April 1964. ATC considered both Randolph AFB and James Connally AFB as permanent sites for PIT; Connally was eventually chosen and PIT formally began there on 13 March 1964. On 8 December 1965, PIT moved from Connally AFB to Randolph AFB. On 10 July 1967, PIT was deactivated at Randolph AFB and moved to Perrin AFB, TX. In March 1971, T-37 PIT moved from Perrin AFB back to Randolph AFB where it currently resides. In Spring 2000, AETC, Randolph AFB, and the 559th FTS received their first T-6A Texan II--the replacement trainer for the T-37. Transition training began immediately and continued until a

sufficient corps of T-6A instructors were ready to stand up a separate training squadron. The 558th Flying Training Squadron was activated in January 2002 and currently shares Hangar 64 with the 559th FTS.

The 559th Tactical Fighter Squadron was constituted by the War Department as the 81st Bombardment Squadron, Light on 20 November 1940. With assignment to the 12th Bombardment Group, Light the squadron was activated, effective 15 January 1941, at McChord Field, Tacoma, Washington. A cadre for the unit, provided by the 34th Bombardment Squadron, consisted of 27 enlisted men and 1 officer, Major John J. O'Hara, who assumed command. Within a period of six months the squadron's personnel strength had increased to 190 enlisted men and 15 officers. Restricted at first in the number and type of assigned aircraft to one B-18, one B-23, and two PT-17s, the 81st Squadron accomplished relatively little flying training prior to the end of 1941. Meanwhile, however, some of its rated personnel spent considerable time away from McChord in attendance at various Air Corps technical schools or on detached service with the Ferrying Command. Having been redesignated a medium bombardment squadron, the unit was equipped with the B-25 Mitchell beginning near the end of January 1942. Yet, it hardly had sufficient time to set up a regular training schedule in the B-25 before the entire 12th Bombardment Group was transferred to Esler Field, Camp Beauregard, Alexandria, Louisiana. As events developed, this move was the first in a series which in just under four years took the unit all the way around the globe. Soon after arriving at Esler Field the squadron initiated a rigid training program which included all phases of combat flying, bombing, and gunnery. Bombing practice was conducted on the range in the Kisatchie National Forest, while gunnery training was accomplished in Army Air Forces schools at Panama City, Florida, and Las Vegas, Nevada. In order to gain the experience of general operations in the field the squadron spent the week beginning 5 May 1942 on maneuvers near De Ridder, Louisiana, about 100 miles southwest of Alexandria. Late in May the 12th Group dispatched a force of 40 aircraft and approximately 450 officers and enlisted men to Stockton, California, for the purpose of flying patrol missions over Pacific waters. While on the West Coast the aircrews of this detachment engaged also in some routine flying training and in bombing and gunnery practice. The entire force returned from Stockton to Esler Field late in June 1942, by which time the 12th Bombardment Group had orders to move overseas. The air echelon with its new pink-camouflaged aircraft staged at Morrison Field, West Pam Beach, Florida. Commencing on 14 July it flew the South Atlantic route to Accra, British West Africa. Thence it continued across Africa to Khartoum in Anglo-Egyptian Sudan, and then on to Cairo, Egypt. By mid-August all elements of the 12th Group's air echelon were in place at their initial overseas stations, those of the 81st and 82d Squadrons being located at Deversoir, Egypt, and others of the 83d and 434th Squadrons being at Ismailia. The ground echelon left Esler Field by train on 3 July for Fort Dix, New Jersey, where it completed overseas processing. Sailing aboard the SS Louis Pasteur from New York on 16 July, it arrived at Freetown, Sierra Leone, eight days later. Then after sailing around the Cape of Good Hope, via Durban, South Africa, the vessel arrived at Port Tewfik, Egypt, on 16 August. Two days later the air and ground echelons of the 81st and 82d Squadrons were reunited at Deversoir, while the respective echelons of the 83d and 434th Squadrons were brought together again at Ismailia. In Africa the 12th Bombardment Group, with its subordinate units, became a part of the United States Army Middle East Air Force (the Ninth Air Force after November 1942). On the verge of entering upon a highly cooperative type of warfare under unfamiliar desert conditions, the tactical units of the 12th Group were fed into existing British Royal Air Force formations.

The 81st Squadron and its companion units underwent a brief period of training with and under the supervision of light bomber wings of the Royal Air Force and the South African Air Force. This training included, among other things, five missions which were intended to acquaint the American aircrews with aids to navigation in the Middle East. The first of these missions, flown on the night of 16 August 1942, was a bombing attack on the harbor, port installations, storage areas, and repair depots at Mersa Matruh, a coastal town in northwest Egypt. The raid was followed by attacks on enemy airdromes at Doba and Fuka, and on docks at Tobruk, Libya. By the end of August 1942 General Erwin Rommel's Afrika Korps was threatening to push through the line held by General Bernard L. Montgomery's British Eighth Army at El Alamein. In September the 81st Bombardment Squadron went into action with the RAF's Desert Air Force in support of the Eighth Army. One of the unit's earliest and most important missions in that connection was a night raid on Sidi Haneish, in which it lost three bombers. During the weeks which followed the squadron struck numerous blows at enemy landing grounds, transportation facilities, and troop concentrations. In the battle of El Alamein, which ended early in November, the back of the Afrika Korps was broken. For a brief period thereafter, with the enemy forces out of range of the Mitchell bombers, the squadron conducted a training program consisting principally of aerial gunnery, navigational flights, and night landings. Moving ever westward after resuming full-scale combat operations in December, the unit shared in the pursuit of Rommel's forces through Libya to Tripoli, which fell late in January 1943. In February 1943 the B-25s and aircrews of the 81st and 82d Bombardment Squadrons were sent to Algeria, where they joined elements of the American Twelfth Air Force in support of Allied ground forces pushing eastward. In March the 83d and 434th Squadrons were called upon to make repeated attacks upon the enemy's Mareth Line in Tunisia. Thus the 12th Bombardment Group continued to support the British and American forces in North Africa until the campaign came to an end. The four squadrons of the group were brought together at Hergla, Tunisia, early in June after Tunis had fallen into Allied hands. Early in June the 12th Group began participation in the Pantellerian campaign by pattern bombing coastal batteries on the island of Pantelleria. On 7 June the 81st Squadron dispatched 12 Mitchell bombers on one of these missions. Each aircraft dropped three 1,000-pound bombs in the target area. Another mission with similar results was flown just four days later. For about three weeks following the capitulation of enemy forces in Pantelleria, on 11 June, the squadron conducted an intensive program for training replacement crews but recently arrived from the Zone of the Interior. Additional aircraft were assigned to the unit also, bringing the total from 13 to 24. The greater part of July was given over to bombing operations directed against enemy-held airdromes, harbor installations, and towns on the island of Sicily. Early in August the unit transferred to Ponte Olivo Airdrome, Sicily, whence it continued to operate against Sicilian targets until the island was completely cleared of the enemy. On 23 August the squadron moved to Gerbini Main Airdrome, Sicily, preliminary to entering to the Italian campaign. From its base in Sicily during September, October, and the early part of November 1943, the 81st Squadron flew numerous missions in support of the American Fifth Army and the British Eighth Army then in the early stages of their invasion of Italy. The types of targets most frequently attacked were rail junctions and railway marshalling yards. Others which received devastating blows by the unit's bombers were airdromes, landing grounds, highway bridges, gun emplacements, and troop concentrations. After taking station at Foggia Main, Italy, on 10 November the squadron, without letting up materially in its attack on Italian targets, increased the range of its bombing missions to include Yugoslavia. Prior to the end of January 1944 it participated in 10 raids on harbor and dock facilities along the

Yugoslavian Adriatic coast, 7 at Zara, 2 at Split, and 1 at Sebenik. In addition, the squadron flew a mission against the Mostar Main Airdrome in Yugoslavia and another directed at the Eleusis Airdrome in Greece. The final combat mission of the 81st Bombardment Squadron in the Italian campaign took form on 30 January 1944 in an intended attack upon an important road junction near Rome. A cloud covering completely obscured the target as the bombers approached, however, so they released no bombs. For the next seven weeks the squadron was engaged in moving from Italy to the China-Burma-India Theater of Operations. On 9 February the entire 12th Group sailed from Taranto, Italy, aboard the English vessel Diwara, for Port Said, Egypt. Thence it traveled by train to Cairo, and then sailed (aboard the Dilwara) from nearby Port Tewfik for Bombay, India. From Bombay it moved by train and a Ganges river boat to Tezgaon Airdrome near Calcutta. Group headquarters, together with the 81st and 82d Squadrons, took station at Tezgaon, while the 83d and 434th Squadrons settled down for the time being at Kermitola Airdrome not far away. On arrival in India the 12th Group was assigned to the Tenth Air Force. Equipped with new medium bombers, it immediately initiated a training program in low-level attack and bombing methods which were being used extensively in that area at the time. The 81st Bombardment Squadron entered combat in the China-Burma-India Theater on 16 April 1944 when it dispatched 12 Mitchell bombers in an attack upon railway sidings and an enemy supply dump at Mogaung, Burma. Results of the bombing were reported as good, but one of the B-25s failed to return to its base. Eight days later the 81st joined with the 82d Squadron in attacking enemy stores and troop concentrations in the Kazu area. In May the 81st made numerous attacks upon the Tiddim Road in Burma, as well as on railway lines running north and east of Mandalay. Probably the unit's most significant mission during the month was its participation in the bombing of Ningthoukhong, Burma, a key position to the Japanese defensive line. The town was reported to have housed enemy artillery pieces, antitank guns, tanks, and as many as 1,000 troops. During the next 12 months the 81st Squadron helped to gain air superiority over the Japanese in Burma and provided support for Allied ground forces in driving the enemy completely out of that country. The squadron's efforts were expended principally in bombing attacks on airdromes and airfields, enemy headquarters buildings, roads, highway bridges, gun emplacements, railway bridges, rail junctions, marshalling yards, storage areas, and troop concentrations. Notable was the series of missions which contributed to the capture of Myitkyina by General Joseph W. Stillwell's ground forces early in August. Significant also were the unit's tactical operations during February and March 1945, which helped to bring about the fall of the important cities of Miektla and Mandalay in May. Not all of the 81st Squadron's combat activities while stationed in the China-Burma-India Theater were restricted to bombing missions in Burma. In September 1944 the unit extended its range of operations to include targets in China. At that time the Japanese, apparently hoping to offset the tactical advantages Allied forces had gained from the capture of Myitkyina, were attempting to throw the Chinese back across the Salween River. The 12th Bombardment Group provided effective support to the Chinese troops engaged in repelling the Japanese offensive. For its part the 81st Squadron participated in a series of eight bombing missions flown for the purpose of attacking enemy stores and troop concentrations, principally in the Chinese cities of Bhamo, Mangshih, and Wanling located near the border between China and Burma. With the recapture of Burma from the Japanese in the late spring of 1945, combat operations for the 81st Bombardment Squadron virtually were brought to a standstill. At its base in India the unit began transition training in A-26 aircraft. Training ceased, however, with the surrender of Japan in August 1945. The air echelon of the squadron, flying the unit's A-26s, left India on 27 September on the first leg of its

journey back to the Zone of the Interior. Postponed time after time, the departure of the ground echelon was delayed, however, almost for three months longer. Finally, on Christmas Eve 1945 it sailed from Karachi, India, aboard the Hawaiian Shipper, bound for Seattle, Washington. There was a brief stop in the harbor off Singapore, after which the voyage was continued out through the China Sea and into the Pacific. On 21 January the squadron was reduced in strength to one officer and two enlisted men and then inactivated at Fort Lawton, Washington. Fifteen months later the unit was redesignated a light bombardment squadron. It was activated at Langley Field, Virginia, on 19 May 1947, with assignment to the 12th Bombardment Group, Light. Without ever having been manned, however, the squadron was inactivated at Langley on 10 September 1948. Effective 27 October 1950, the 81st Bombardment Squadron was redesignated the 559th Fighter-Escort Squadron, and assigned to the Strategic Air Command. On 1 November it was activated at Turner Air Force Base, Albany, Georgia, with further assignment to the 12th Fighter-Escort Group. Early in December 1950 the entire group transferred from Turner Air Force Base to Bergstrom Air Force Base, Austin, Texas. The primary mission of the 559th Squadron as a tactical unit in a fighter-escort group was to organize and train a force capable of providing immediate fighter escort and air base protection in any part of the world. In January 1951 the squadron began flying training in the F-84 Thunderjet. The program conducted at its home base in Austin at the time consisted principally of routine transition training, night flying, instrument flights, and ground controlled approaches. Bombing and gunnery practice was accomplished at the Matagorda Island Bombing and Gunnery Range on Matagorda Island, just off the Texas coast. Late in April the entire 12th Fighter-Escort Wing (to which the 12th Group was assigned) went on a practice mission to Turner Air Force Base. Early in June the 559th Squadron participated in a long-range escort mission conducted by the 12th Wing. All told, 75 F-84s were involved. After staging at Wright Patterson Air Force Base, Ohio, they were divided into two sections. One section escorted a large number of B-36 bombers in a simulated bombing mission over New York City. The other section escorted another group of B-36s in a similar mission over Detroit. All the Thunderjets staged at Selfridge Air Force Base, Mt. Clemons, Michigan, before returning to Bergstrom. In mid-July 1951 the 12th Fighter-Escort Wing went on temporary duty to RAF Station, Manston, England. The move was made by the Military Air Transport Service and by civilian aircraft. Having left its own fighter aircraft at Bergstrom, the wing took over the F-84s of the 31st Fighter-Escort Wing which it replaced at Manston. Operations overseas began during the latter part of July with orientation flights to various United States Air Force bases in England. During August all units of the 12th Wing took part in a 7th Air Division operation which was designed to measure the defense of Norway. While in England the 559th Fighter-Escort Squadron and its two companion units, the 560th and 561st Squadrons, went to Wheelus Field, Tripoli, Libya, for two weeks of gunnery practice. Late in November 1951 the wing began moving back to the United States. The advanced and rear echelons were airlifted all the way from Manston to Austin by MATS aircraft. The second increment sailed aboard the USS General Haan to Newark, New Jersey, and thence made its way to the wing's home base via MATS aircraft. Back at Bergstrom the 12th Wing was equipped with new Thunderjet fighters. With the inactivation of the 12th Fighter-Escort Group on 16 June 1952, the 559th Squadron was assigned directly to the 12th Fighter-Escort Wing. In January following, the wing was redesignated the 12th Strategic Fighter Wing. At the same time the 559th Squadron and its companion units in the wing were redesignated strategic fighter squadrons. In May 1953 the 12th Wing deployed to Japan for approximately 90 days. The 559th Squadron took station at Chitose Air Base, while the wing headquarters, the 560th Squadron, and the 561st Squadron

were stationed at Misawa Air Base. The principal purpose of the deployment was to provide training for the wing and enable it, while operating as a part of the Northern Area Air Defense Command, to augment the Japanese Air Defense Force. Following a brief orientation period, the 12th Wing on 15 May replaced the 508th Strategic Fighter Wing on rotation in Japan. On 12 June the commanding officer of the 559th Squadron, Lt. Col. Paul M. Hall, was killed in an airplane crash while making a ground-controlled approach. The 12th Wing redeployed to Bergstrom Air Force Base in August. Over a period of several months after returning to its home base in August 1953, the 559th Strategic Fighter Squadron made special efforts to qualify all of its aircrews as combat ready. At the same time it was interested in requalifying combat ready crews in various phases of bombing and gunnery techniques. For these purposes extensive use was made of the bombing and gunnery range facilities on Matagorda Island. In May 1954, however, the 559th Squadron once more deployed to Japan on temporary duty. This time the unit transferred, along with the 12th Wing headquarters and the 560th Squadron, to Misawa Air Base. The 561st Squadron was at Chitose. Again replacing the 508th Strategic Fighter Wing on duty in Japan, the 12th Wing had virtually the same mission there in 1954 as it had in 1953. One of the most important operations during this second tour of duty in the Far East was a series of exercises in which the capabilities of the Northern Air Defense Area were tested. The wing returned to the United States again in August 1954. While stationed at Bergstrom Air Force base during the next several years the 559th Squadron continued to accomplish the usual training programs (actually conducted in part at the Matagorda Island Bombing and Gunnery Range) and routine training missions incident to the operations of a strategic fighter squadron. There were, however, a number of special missions and other activities. In June 1955, for instance, the unit participated in weapons loading exercise and unit simulated combat mission at Gray Air Force Base, Killeen, Texas. Operating from the forward staging base (Gray AFB), F-84s of the 12th Wing were scheduled to destroy a number of targets simulated on Matagorda Island. On this mission the Thunderjets accomplished air refueling over Roswell, New Mexico. Meanwhile in May 1955 the 12th Strategic Fighter Wing was selected to represent the Strategic Air Command in the annual fighter competition to be held in connection with the USAF Gunnery Meet in September 1955 at Nellis Air Force Base, Las Vegas, Nevada. A group of candidates began training on Matagorda Island in June. Selected for the competition were two officers from the 12th Wing headquarters, and one each from the 559th, 560th, and 561st Squadrons. Competing at Nellis in September against this special team from the Strategic Air Command were other teams from the Air Defense Command, Far East Air Forces, Tactical Air Command, and United States Air Forces in Europe. At the meet the Strategic Air Command took third place, running behind those of the Far East Air Forces and the United States Air Forces in Europe. During the early part of May 1956 the 559th Squadron began participation with the 560th Squadron in the deployment of 25 Thunderjets, together with adequate support personnel, for approximately 90 days at Eielson Air Force Base, Fairbanks, Alaska. The purpose of the operation was to furnish a competent fighter offensive within the Alaskan Air Command. In addition to carrying out routine aircrew training, while at Eielson the detachment took part in several Fifteenth Air Force emergency war plan missions. At the conclusion of the temporary duty in Alaska the detachment flew nonstop back to its home base. The 27th Air refueling Squadron provided in-flight refueling for the redeployment. Plans announced at Bergstrom as early as April 1956 indicated that in due course of time the 559th Squadron would convert from the F-84 aircraft to the long-range turbojet F-101. A tentative schedule for equipping with the F-101 was set for May through October 1957. Training in the new aircraft for aircrews and maintenance personnel of the wing

began at Bergstrom in November 1956. This training was discontinued after about a month, however, following a decision by higher headquarters not to equip the wing with the F-101 aircraft. Effective 1 July 1957, the 12th Strategic Fighter Wing and its three tactical squadrons were redesignated fighter-day units and assigned to the Tactical Air Command. The wing and its squadrons were inactivated, however, at Bergstrom Air Force Base on 8 January 1958. On 17 April 1962 the 559th Fighter-Day Squadron was redesignated the 559th Tactical Fighter Squadron. At the same time it was activated and assigned to the Tactical Air Command. Effective 25 April 1962, the squadron was organized at MacDill Air Force Base, Tampa, Florida, with further assignment to the 12th Tactical Fighter Wing.

559th Flying Training Squadron

Mission Statement: Guarantee the pre-eminence of U.S. airpower by training the world's best T-6A instructor pilots for Joint Specialized Undergraduate Pilot Training.

Mission: The 559th FTS is the command expert for T-6A operations and primary instruction as the sole provider of T-6A pilot instructor training for U.S. Air Force and Allied instructor pilot candidates who train all U.S. Air Force pilots in the primary phase of Joint Specialized Undergraduate Pilot training. It also executes various U.S. flight indoctrination programs.

Commander: Lt. Col. Eric D. Cain

559th History (1940-1962)

The 559th Tactical Fighter Squadron was constituted by the War Department as the 81st Bombardment Squadron, Light on 20 November 1940. With assignment to the 12th Bombardment Group, Light the squadron was activated, effective 15 January 1941, at McChord Field, Tacoma, Washington. A cadre for the unit, provided by the 34th Bombardment Squadron, consisted of 27 enlisted men and 1 officer, Major John J. O'Hara, who assumed command. Within a period of six months the squadron's personnel strength had increased to 190 enlisted men and 15 officers.

Restricted at first in the number and type of assigned aircraft to one B-18, one B-23, and two PT-17s, the 81st Squadron accomplished relatively little flying training prior to the end of 1941. Meanwhile, however, some of its rated personnel spent considerable time away from McChord in attendance at various Air Corps technical schools or on detached service with the Ferrying Command. Having been redesignated a medium bombardment squadron, the unit was equipped with the B-25 Mitchell beginning near the end of January 1942. Yet, it hardly had sufficient time to set up a regular training schedule in the B-25 before the entire 12th Bombardment Group was transferred to Esler Field, Camp Beauregard, Alexandria, Louisiana. As events developed, this move was the first in a series which in just under four years took the unit all the way around the globe.

Soon after arriving at Esler Field the squadron initiated a rigid training program which included all phases of combat flying, bombing, and gunnery. Bombing practice was conducted on the range in the Kisatchie National Forest, while gunnery training was accomplished in Army Air Forces schools at Panama City, Florida, and Las Vegas, Nevada. In order to gain

the experience of general operations in the field the squadron spent the week beginning 5 May 1942 on maneuvers near De Ridder, Louisiana, about 100 miles southwest of Alexandria. Late in May the 12th Group dispatched a force of 40 aircraft and approximately 450 officers and enlisted men to Stockton, California, for the purpose of flying patrol missions over Pacific waters. While on the West Coast the aircrews of this detachment engaged also in some routine flying training and in bombing and gunnery practice. The entire force returned from Stockton to Esler Field late in June 1942, by which time the 12th Bombardment Group had orders to move overseas.

The air echelon with its new pink-camouflaged aircraft staged at Morrison Field, West Palm Beach, Florida. Commencing on 14 July it flew the South Atlantic route to Accra, British West Africa. Thence it continued across Africa to Khartoum in Anglo-Egyptian Sudan, and then on to Cairo, Egypt. By mid-August all elements of the 12th Group's air echelon were in place at their initial overseas stations, those of the 81st and 82d Squadrons being located at Deversoir, Egypt, and others of the 83d and 434th Squadrons being at Ismailia. The ground echelon left Esler Field by train on 3 July for Fort Dix, New Jersey, where it completed overseas processing. Sailing aboard the SS Louis Pasteur from New York on 16 July, it arrived at Freetown, Sierra Leone, eight days later. Then after sailing around the Cape of Good Hope, via Durban, South Africa, the vessel arrived at Port Tewfik, Egypt, on 16 August. Two days later the air and ground echelons of the 81st and 82d Squadrons were reunited at Deversoir, while the respective echelons of the 83d and 434th Squadrons were brought together again at Ismailia.

In Africa the 12th Bombardment Group, with its subordinate units, became a part of the United States Army Middle East Air Force (the Ninth Air Force after November 1942). On the verge of entering upon a highly cooperative type of warfare under unfamiliar desert conditions, the tactical units of the 12th Group were fed into existing British Royal Air Force formations. The 81st Squadron and its companion units underwent a brief period of training with and under the supervision of light bomber wings of the Royal Air Force and the South African Air Force. This training included, among other things, five missions which were intended to acquaint the American aircrews with aids to navigation in the Middle East. The first of these missions, flown on the night of 16 August 1942, was a bombing attack on the harbor, port installations, storage areas, and repair depots at Mersa Matruh, a coastal town in northwest Egypt. The raid was followed by attacks on enemy airdromes at Doba and Fuka, and on docks at Tobruk, Libya.

By the end of August 1942 General Erwin Rommel's Afrika Korps was threatening to push through the line held by General Bernard L. Montgomery's British Eighth Army at El Alamein. In September the 81st Bombardment Squadron went into action with the RAF's Desert Air Force in support of the Eighth Army. One of the unit's earliest and most important missions in that connection was a night raid on Sidi Haneish, in which it lost three bombers. During the weeks which followed the squadron struck numerous blows at enemy landing grounds, transportation facilities, and troop concentrations. In the battle of El Alamein, which ended early in November, the back of the Afrika Korps was broken. For a brief period thereafter, with the enemy forces out of range of the Mitchell bombers, the squadron conducted a training program consisting principally of aerial gunnery, navigational flights,

and night landings. Moving ever westward after resuming full-scale combat operations in December, the unit shared in the pursuit of Rommel's forces through Libya to Tripoli, which fell late in January 1943.

In February 1943 the B-25s and aircrews of the 81st and 82d Bombardment Squadrons were sent to Algeria, where they joined elements of the American Twelfth Air Force in support of Allied ground forces pushing eastward. In March the 83d and 434th Squadrons were called upon to make repeated attacks upon the enemy's Mareth Line in Tunisia. Thus the 12th Bombardment Group continued to support the British and American forces in North Africa until the campaign came to an end. The four squadrons of the group were brought together at Hergla, Tunisia, early in June after Tunis had fallen into Allied hands.

Early in June the 12th Group began participation in the Pantellerian campaign by pattern bombing coastal batteries on the island of Pantelleria. On 7 June the 81st Squadron dispatched 12 Mitchell bombers on one of these missions. Each aircraft dropped three 1,000-pound bombs in the target area. Another mission with similar results was flown just four days later. For about three weeks following the capitulation of enemy forces in Pantelleria, on 11 June, the squadron conducted an intensive program for training replacement crews but recently arrived from the Zone of the Interior. Additional aircraft were assigned to the unit also, brining the total from 13 to 24.

The greater part of July was given over to bombing operations directed against enemy-held airdromes, harbor installations, and towns on the island of Sicily. Early in August the unit transferred to Ponte Olivo Airdrome, Sicily, whence it continued to operate against Sicilian targets until the island was completely cleared of the enemy. On 23 August the squadron moved to Gerbini Main Airdrome, Sicily, preliminary to entering to the Italian campaign. From its base in Sicily during September, October, and the early part of November 1943, the 81st Squadron flew numerous missions in support of the American Fifth Army and the British Eighth Army then in the early stages of their invasion of Italy. The types of targets most frequently attacked were rail junctions and railway marshalling yards. Others which received devastating blows by the unit's bombers were airdromes, landing grounds, highway bridges, gun emplacements, and troop concentrations. After taking station at Foggia Main, Italy, on 10 November the squadron, without letting up materially in its attack on Italian targets, increased the range of its bombing missions to include Yugoslavia. Prior to the end of January 1944 it participated in 10 raids on harbor and dock facilities along the Yugoslavian Adriatic coast, 7 at Zara, 2 at Split, and 1 at Sebenik. In addition, the squadron flew a mission against the Mostar Main Airdrome in Yugoslavia and another directed at the Eleusis Airdrome in Greece.

The final combat mission of the 81st Bombardment Squadron in the Italian campaign took form on 30 January 1944 in an intended attack upon an important road junction near Rome. A cloud covering completely obscured the target as the bombers approached, however, so they released no bombs. For the next seven weeks the squadron was engaged in moving from Italy to the China-Burma-India Theater of Operations. On 9 February the entire 12th Group sailed from Taranto, Italy, aboard the English vessel Diwara, for Port Said, Egypt. Thence it traveled by train to Cairo, and then sailed (aboard the Dilwara) from nearby Port Tewfik for Bombay, India. From Bombay it moved by train and a Ganges river boat to Tezgaon Airdrome near

Calcutta. Group headquarters, together with the 81st and 82d Squadrons, took station at Tezgaon, while the 83d and 434th Squadrons settled down for the time being at Kermitola Airdrome not far away. On arrival in India the 12th Group was assigned to the Tenth Air Force. Equipped with new medium bombers, it immediately initiated a training program in low-level attack and bombing methods which were being used extensively in that area at the time.

The 81st Bombardment Squadron entered combat in the China-Burma-India Theater on 16 April 1944 when it dispatched 12 Mitchell bombers in an attack upon railway sidings and an enemy supply dump at Mogaung, Burma. Results of the bombing were reported as good, but one of the B-25s failed to return to its base. Eight days later the 81st joined with the 82d Squadron in attacking enemy stores and troop concentrations in the Kazu area. In May the 81st made numerous attacks upon the Tiddim Road in Burma, as well as on railway lines running north and east of Mandalay. Probably the unit's most significant mission during the month was its participation in the bombing of Ningthoukhong, Burma, a key position to the Japanese defensive line. The town was reported to have housed enemy artillery pieces, antitank guns, tanks, and as many as 1,000 troops.

During the next 12 months the 81st Squadron helped to gain air superiority over the Japanese in Burma and provided support for Allied ground forces in driving the enemy completely out of that country. The squadron's efforts were expended principally in bombing attacks on airdromes and airfields, enemy headquarters buildings, roads, highway bridges, gun emplacements, railway bridges, rail junctions, marshalling yards, storage areas, and troop concentrations. Notable was the series of missions which contributed to the capture of Myitkyina by General Joseph W. Stillwell's ground forces early in August. Significant also were the unit's tactical operations during February and March 1945, which helped to bring about the fall of the important cities of Miektila and Mandalay in May.

Not all of the 81st Squadron's combat activities while stationed in the China-Burma-India Theater were restricted to bombing missions in Burma. In September 1944 the unit extended its range of operations to include targets in China. At that time the Japanese, apparently hoping to offset the tactical advantages Allied forces had gained from the capture of Myitkyina, were attempting to throw the Chinese back across the Salween River. The 12th Bombardment Group provided effective support to the Chinese troops engaged in repelling the Japanese offensive. For its part the 81st Squadron participated in a series of eight bombing missions flown for the purpose of attacking enemy stores and troop concentrations, principally in the Chinese cities of Bhamo, Mangshih, and Wanling located near the border between China and Burma.

With the recapture of Burma from the Japanese in the late spring of 1945, combat operations for the 81st Bombardment Squadron virtually were brought to a standstill. At its base in India the unit began transition training in A-26 aircraft. Training ceased, however, with the surrender of Japan in August 1945. The air echelon of the squadron, flying the unit's A-26s, left India on 27 September on the first leg of its journey back to the Zone of the Interior. Postponed time after time, the departure of the ground echelon was delayed, however, almost for three months longer.

Finally, on Christmas Eve 1945 it sailed from Karachi, India, aboard the Hawaiian Shipper, bound for Seattle, Washington. There was a brief stop in the harbor off Singapore, after which the voyage was continued out through the China Sea and into the Pacific. On 21 January the squadron was reduced in strength to one officer and two enlisted men and then inactivated at Fort Lawton, Washington.

Fifteen months later the unit was redesignated a light bombardment squadron. It was activated at Langley Field, Virginia, on 19 May 1947, with assignment to the 12th Bombardment Group, Light. Without ever having been manned, however, the squadron was inactivated at Langley on 10 September 1948.

Effective 27 October 1950, the 81st Bombardment Squadron was redesignated the 559th Fighter-Escort Squadron, and assigned to the Strategic Air Command. On 1 November it was activated at Turner Air Force Base, Albany, Georgia, with further assignment to the 12th Fighter-Escort Group. Early in December 1950 the entire group transferred from Turner Air Force Base to Bergstrom Air Force Base, Austin, Texas.

The primary mission of the 559th Squadron as a tactical unit in a fighter-escort group was to organize and train a force capable of providing immediate fighter escort and air base protection in any part of the world. In January 1951 the squadron began flying training in the F-84 Thunderjet. The program conducted at its home base in Austin at the time consisted principally of routine transition training, night flying, instrument flights, and ground controlled approaches. Bombing and gunnery practice was accomplished at the Matagorda Island Bombing and Gunnery Range on Matagorda Island, just off the Texas coast. Late in April the entire 12th Fighter-Escort Wing (to which the 12th Group was assigned) went on a practice mission to Turner Air Force Base. Early in June the 559th Squadron participated in a long-range escort mission conducted by the 12th Wing. All told, 75 F-84s were involved. After staging at Wright Patterson Air Force Base, Ohio, they were divided into two sections. One section escorted a large number of B-36 bombers in a simulated bombing mission over New York City. The other section escorted another group of B-36s in a similar mission over Detroit. All the Thunderjets staged at Selfridge Air Force Base, Mt. Clemons, Michigan, before returning to Bergstrom.

In mid-July 1951 the 12th Fighter-Escort Wing went on temporary duty to RAF Station, Manston, England. The move was made by the Military Air Transport Service and by civilian aircraft. Having left its own fighter aircraft at Bergstrom, the wing took over the F-84s of the 31st Fighter-Escort Wing which it replaced at Manston. Operations overseas began during the latter part of July with orientation flights to various United States Air Force bases in England. During August all units of the 12th Wing took part in a 7th Air Division operation which was designed to measure the defense of Norway. While in England the 559th Fighter-Escort Squadron and its two companion units, the 560th and 561st Squadrons, went to Wheelus Field, Tripoli, Libya, for two weeks of gunnery practice. Late in November 1951 the wing began moving back to the United States. The advanced and rear echelons were airlifted all the way from Manston to Austin by MATS aircraft. The second increment sailed aboard the USS General Haan to Newark, New Jersey, and thence made its way to the wing's home base via

MATS aircraft. Back at Bergstrom the 12th Wing was equipped with new Thunderjet fighters.

With the inactivation of the 12th Fighter-Escort Group on 16 June 1952, the 559th Squadron was assigned directly to the 12th Fighter-Escort Wing. In January following, the wing was redesignated the 12th Strategic Fighter Wing. At the same time the 559th Squadron and its companion units in the wing were redesignated strategic fighter squadrons. In May 1953 the 12th Wing deployed to Japan for approximately 90 days. The 559th Squadron took station at Chitose Air Base, while the wing headquarters, the 560th Squadron, and the 561st Squadron were stationed at Misawa Air Base. The principal purpose of the deployment was to provide training for the wing and enable it, while operating as a part of the Northern Area Air Defense Command, to augment the Japanese Air Defense Force. Following a brief orientation period, the 12th Wing on 15 May replaced the 508th Strategic Fighter Wing on rotation in Japan. On 12 June the commanding officer of the 559th Squadron, Lt. Col. Paul M. Hall, was killed in an airplane crash while making a ground-controlled approach. The 12th Wing redeployed to Bergstrom Air Force Base in August.

Over a period of several months after returning to its home base in August 1953, the 559th Strategic Fighter Squadron made special efforts to qualify all of its aircrews as combat ready. At the same time it was interested in requalifying combat ready crews in various phases of bombing and gunnery techniques. For these purposes extensive use was made of the bombing and gunnery range facilities on Matagorda Island. In May 1954, however, the 559th Squadron once more deployed to Japan on temporary duty. This time the unit transferred, along with the 12th Wing headquarters and the 560th Squadron, to Misawa Air Base. The 561st Squadron was at Chitose. Again replacing the 508th Strategic Fighter Wing on duty in Japan, the 12th Wing had virtually the same mission there in 1954 as it had in 1953. One of the most important operations during this second tour of duty in the Far East was a series of exercises in which the capabilities of the Northern Air Defense Area were tested. The wing returned to the United States again in August 1954.

While stationed at Bergstrom Air Force base during the next several years the 559th Squadron continued to accomplish the usual training programs (actually conducted in part at the Matagorda Island Bombing and Gunnery Range) and routine training missions incident to the operations of a strategic fighter squadron. There were, however, a number of special missions and other activities. In June 1955, for instance, the unit participated in weapons loading exercise and unit simulated combat mission at Gray Air Force Base, Killeen, Texas. Operating from the forward staging base (Gray AFB), F-84s of the 12th Wing were scheduled to destroy a number of targets simulated on Matagorda Island. On this mission the Thunderjets accomplished air refueling over Roswell, New Mexico.

Meanwhile in May 1955 the 12th Strategic Fighter Wing was selected to represent the Strategic Air Command in the annual fighter competition to be held in connection with the USAF Gunnery Meet in September 1955 at Nellis Air Force Base, Las Vegas, Nevada. A group of candidates began training on Matagorda Island in June. Selected for the competition were two officers from the 12th Wing headquarters, and one each from the 559th, 560th, and 561st Squadrons. Competing at Nellis in September against this special team from the Strategic Air Command were other teams from the Air Defense Command, Far East Air

Forces, Tactical Air Command, and United States Air Forces in Europe. At the meet the Strategic Air Command took third place, running behind those of the Far East Air Forces and the United States Air Forces in Europe.

During the early part of May 1956 the 559th Squadron began participation with the 560th Squadron in the deployment of 25 Thunderjets, together with adequate support personnel, for approximately 90 days at Eielson Air Force Base, Fairbanks, Alaska. The purpose of the operation was to furnish a competent fighter offensive within the Alaskan Air Command. In addition to carrying out routine aircrew training, while at Eielson the detachment took part in several Fifteenth Air Force emergency war plan missions. At the conclusion of the temporary duty in Alaska the detachment flew nonstop back to its home base. The 27th Air refueling Squadron provided in-flight refueling for the redeployment.

Plans announced at Bergstrom as early as April 1956 indicated that in due course of time the 559th Squadron would convert from the F-84 aircraft to the long-range turbojet F-101. A tentative schedule for equipping with the F-101 was set for May through October 1957. Training in the new aircraft for aircrews and maintenance personnel of the wing began at Bergstrom in November 1956. This training was discontinued after about a month, however, following a decision by higher headquarters not to equip the wing with the F-101 aircraft.

Effective 1 July 1957, the 12th Strategic Fighter Wing and its three tactical squadrons were redesignated fighter-day units and assigned to the Tactical Air Command. The wing and its squadrons were inactivated, however, at Bergstrom Air Force Base on 8 January 1958. On 17 April 1962 the 559th Fighter-Day Squadron was redesignated the 559th Tactical Fighter Squadron. At the same time it was activated and assigned to the Tactical Air Command. Effective 25 April 1962, the squadron was organized at MacDill Air Force Base, Tampa, Florida, with further assignment to the 12th Tactical Fighter Wing.

History. Wheelus Field; The Story of the US Air Force in Libya. The Early days 1944-1952. R. L. Swetzer. Historical Division Office of Information USAFE. 15 Jan 1965

On 19 Sep 1951, Strategic Air Command's 561st Fighter-Escort Squadron, based in England, arrived at Wheelus for training. The 561st maintained an average of approximately 30 flying hours per day with its F-84 aircraft. This unit was replaced on 20 Oct 1951 by its sister unit the 559th Fighter-Escort Squadron.

On 31 August 2000, at 1632 Central Daylight Time, a T-6A, S/N 95-3008, crashed 3.5 miles south of Stinson Municipal Airport, San Antonio, Texas. The T-6A Texan II (MA), assigned to the 559th Flying Training Squadron (FTS), 12th Flying Training Wing, Randolph Air Force Base, Texas, was on an instructor enhancement program training mission. Both the Mishap Instructor Pilot (MIP) and the Mishap Pilot (MP) ejected safely sustaining minor injuries. The MIP received cuts and abrasions on his face from ejecting without his oxygen mask fully connected and a broken ankle from his parachute landing fall. The MP had several shards of

canopy embedded in his eyes due to ejecting without his visor down. The aircraft impacted in a cornfield causing virtually no property damage. The MA was destroyed upon impact, with loss valued at \$5,538,549.00. Shortly before impact, the mishap crew (MC) was flying a Global Positioning System (GPS) approach to Stinson Municipal Airport, Texas. As they approached the final approach fix, the MIP directed the MP to configure the aircraft. After lowering the gear, the MP was unable to locate the flap lever. The MIP described the location of the flap lever and then stated he was lowering the flaps. As the MIP lowered the flaps, the crew experienced a total loss of power. After one restart attempt, the crew ejected. I find by clear and convincing evidence the primary cause of the mishap was the MP inadvertently placing the power control lever (PCL) to the cut-off position. As a result, the engine lost all power. All aircraft systems functioned as designed throughout the entire flight. Both pilots testified that the MIP moved the flaps to "TAKEOFF". The MP was flying the airplane and at the time searching for the flap lever. He had his hand above and around the PCL. According to the Flight Data Recorder, the flap lever was moved from "UP" to "TAKEOFF" during the same second of flight the PCL was moved below idle. Due to the relationship of the flap lever and the PCL cutoff finger-lift, it is impossible for one person to do both without intentionally trying to do so. But for the fact the MP was unfamiliar with the T-6A cockpit, he would not have been looking for the flap lever during the approach. But for the fact that the MP inadvertently placed the power control lever (PCL) to the cut-off position, the engine would not have lost power.

501212	F-84E	49-2098	559FES	12FEG	Bergstrom AFB, TX	FLoG	O'Leary, John P.	2 Mii SW Giddings
510410	F-84E	51-0505	559FES	12FEG	Bergstrom AFB, TX	MAC	Brown, Charles E.	6 Mi SE Taylor
510410	F-84E	50-1136	559FES	12FEG	Bergstrom AFB, TX	BOMAC	Reese, Robert W.	6 Mi SE Taylor
510918	F-84E	49-2368	559FES	12FEG	RAF Manston, ENG	TOAEF	Brown, Charles E.	Neubiberg AB

440708	B-25J	43-3929	81BS	12BG		LAC	McCutcheon, Norman D	
440722	B-25H	43-4965	81BS	12BG		TAC	Markel, John H	
440825	B-25H	43-4449	81BS	12BG		LAC	Sparlis, Albert A	Bolpur
450116	B-25H	43-4274	81BS	12BG		LAC	Aubuchon, William B	Chittagong

450228	PT-19A	42-2725	81BS	12BG		CRT	Ruet, Lawrence J	Rangameti
450514	TB-25H	43-4907	81BS	12BG		MAC	Sewell, Jack K	Dacca/ 3mi SE
420326	RB-25A	40-2222	81BS	12BG	Esler Field, Alexandria, LA	LAC	Whiting, Samuel	Esler Field, LA
420411	B-25	41-12630	81BS	12BG	Esler Field, Alexandria, LA	TOMAC	Gross, William T	Barksdale Field, LA
420507	B-25	41-12608	81BS	12BG	Esler Field, Alexandria, LA	LAC	Sparks, Joe G.	Deridder AB, LA



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