

10 FLIGHT TEST SQUADRON



MISSION

The 10 Flight Test Squadron performs functional check flights on B-1, B-52, C-135, and E-3 aircraft following Programmed Depot Maintenance and major modification.. Flies more than 350 sorties/600 hours per year Conducts low-risk test and evaluation. Provides aircrews to recover damaged aircraft from worldwide locations.

29 members of the 10 FLTS consists of

- 1 civilian
- 10 enlisted
- 18 officers

25 full-time, 4 part-time Reservists

- 5 B-1 aircrew members
- 5 B-52 aircrew members
- 9 C-135 aircrew members
- 3 E-3 aircrew members
- 4 Life Support technicians
- 3 Administrative Support personnel

LINEAGE

- 10 Pursuit Squadron (Interceptor) constituted, 20 Nov 1940
- Activated, 15 Jan 1941
- Redesignated 10 Fighter Squadron, 15 May 1942
- Redesignated 10 Fighter Squadron (Special), 28 May 1942
- Redesignated 10 Fighter Squadron (Single-Engine), 21 Jan 1944

Redesignated 10 Fighter Squadron, Single-Engine, 28 Feb 1944
Inactivated, 7 Nov 1945
Redesignated 10 Fighter Squadron, Jet, 16 Dec 1949
Activated in the Reserve, 28 Jan 1950
Redesignated 10 Fighter Interceptor Squadron, 16 Mar 1950
Redesignated 10 Fighter-Bomber Squadron, 23 Jan 1951
Ordered to active service, 14 Apr 1951
Inactivated, 27 Apr 1951
Activated, 1 Jan 1953
Redesignated 10 Tactical Fighter Squadron, 8 Jul 1958
Inactivated, 30 Sep 1991
Redesignated 10 Flight Test Squadron, 1 Mar 1994
Activated, 18 Mar 1994

STATIONS

Selfridge Field, MI, 15 Jan 1941
Key Field, MS, 3 Oct 1941
Orlando AB, FL, 18 Mar 1942
Zephyrhills, FL, 4 Jan 1943
Orlando AB, FL, 29 Jan–13 Mar 1944
Lymington, England, 5 Apr 1944
Carentan, France, 25 Jun 1944
Meautis, France, 16 Aug 1944
Orly, France, 5 Sep 1944
Laon, France, 15 Sep 1944
Lyon/ Bron, France, 29 Sep 1944
Toul/Ochey, France, 3 Nov 1944
Giebelstadt, Germany, 20 Apr 1945
Mannheim, Germany, 21 May–22 Jun 1945
La Junta AAFld, CO, 6 Aug–7 Nov 1945
Langley AFB, VA, 28 Jan 1950–27 Apr 1951
Clovis AFB, NM, 1 Jan–22 Jul 1953
Hahn AB, Germany, 11 Aug 1953
Toul/Rosieres AB, France, 10 Jul 1956
Hahn AB, Germany, 10 Dec 1959–30 Sep 1991
Tinker AFB, OK, 18 Mar 1994

DEPLOYED STATIONS

Dhafra, Saudi Arabia, 28 Dec 1990–10 May 1991

ASSIGNMENTS

50 Pursuit (later, 50 Fighter) Group, 15 Jan 1941–7 Nov 1945
Ninth Air Force, 28 Jan 1950
First Air Force, 1 Aug 1950

Eastern Air Defense Force, 1 Sep 1950
Tactical Air Command, 11 Sep–27 Apr 1951
50 Fighter-Bomber Group, 1 Jan 1953
50 Fighter-Bomber (later, 50 Tactical Fighter) Wing, 8 Dec 1957–30 Sep 1991
Oklahoma City Air Logistics Center, 18 Mar 1994

ATTACHMENTS

363 Tactical Reconnaissance Wing, 11 Sep–18 Oct 1950
363 Tactical Reconnaissance Group, 19–30 Nov 1950
136 Fighter-Bomber Wing, 1 Dec 1950–unkn
Tactical Fighter Wing Provisional, 363, 28 Dec 1990–10 May 1991

WEAPON SYSTEMS

BT-13, 1941–1942
P-35, 1941–1942
P-40, 1942–1943
P-51, 1943–1944
P-47, 1944–1945
F-51, 1953
F-86
F-100
F-4D
F-16, 1982

COMMANDERS

Capt Turner C. Rogers, Jan 1941-unkn
1st Lt Joseph A. Kelly 1941-unkn
Maj Robert S. Quinn, 25 Jan 1942
Lt Col George E. Kiser, 8 Nov 1942
Maj Robert W. Yundt, 18 Jan 1944
Lt Col Francis D. Riggan, 18 Sep 1944-unkn
Lt Col Walter O. Beane, unkn-27 Apr 1951
Maj James B. Randels, 1 Jan 1953
Lt Col James F. Hackler Jr., 27 Apr 1953
Capt Parks M. Rea, 23 Apr 1954
Maj Forrest L. Rauscher, 22 May 1954
Maj Jerry F. Hogue, 18 Apr 1956
Lt Col Hal W. Everett, 5 Aug 1957
Lt Col James B. Randels, 28 Jul 1958
Lt Col Robert C. Ruby, 1 Jul 1959
Lt Col Landis D. Henderson, 23 Jun 1960
Lt Col Robert A. Coury, 15 Dec 1961
Lt Col Vincent V. Versurah, Jun 1964
Lt Col Billie R. Cothorn, 15 Jun 1965

Lt Col John S. Finlay III, 10 Aug 1966
Lt Col Philip C. Gast, 27 Nov 1967
Lt Col Stillman V. Taylor, 29 Jun 1969
Lt Col Jack C. Trabucco, 2 Jul 1970
Lt Col A. D. Sexton, 21 Apr 1971
Lt Col Harold R. White, 7 Feb 1972
Lt Col Warren E. Norman, 16 Oct 1972
Lt Col John M. Hagood Jr., 22 Feb 1974
Lt Col Robert H. Watson, 15 Jan 1975
Lt Col Paul T. Claymore, 1 Feb 1977
Lt Col Jimmy R. Sharp, 1 Nov 1978
Lt Col George T. Mikita, 11 Aug 1980
Lt Col Frank D. Garza, 3 Sep 1981
Lt Col Ralph E. Eberhart, 12 Sep 1982
Lt Col Richard F. Baldwin, 29 Dec 1983; Lt
Col Kenneth B. Hall, 25 Jan 1985
Lt Col Sergio A. Delhoyo, 9 Jan 1987
Lt Col Paul R. Dordal, 22 Dec 1987
Lt Col Edward H. Houle, 13 Jul 1989
Lt Col Stephen G. Wood, 31 May-30 Sep 1991
Unkn, 18 Mar 1994
Lt Col Terry Birdwell, 1 Oct 1994-unkn
Lt Col Sam M. Kyle, Jan 1998
Lt Col Jeffrey B. Smith, Jan 2000
Col Phillip J. Neely, 17 Apr 2001
Lt Col Peter J. Jones, 18 Jun 2004
Lt Col Joel M. Milton, 4 Mar 2009

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

World War II

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Southwest Asia

Defense of Saudi Arabia

Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

ETO, 13–20 Mar 1945

Germany, 25 Apr 1945

Air Force Outstanding Unit Awards

1 Nov 1970–15 Sep 1971

1 Jan 1972–30 Jun 1973

1 Jul 1973–30 Jun 1974

1 Jul 1975–30 Jun 1976

1 Jul 1982–30 Jun 1984

1 Jul 1985–30 Jun 1987

1 Jul 1990–5 Aug 1991

1 Jul 1998–31 Dec 1999

1 Oct 2001–30 Sep 2002

3 Sep 2006–2 Sep 2008

1 Oct 2008–30 Sep 2010

Air Force Organizational Excellence Award

1 Jul 1996–30 Jun 1998

Cited in the Order of the Day, Belgian Army

6 Jun–30 Sep 1944

EMBLEM





10 Tactical Fighter Squadron emblems



10 Flight Test Squadron emblem: Azure, a sword bendwise sinister point to base, blade Argent, hilt and tassels Or, grip Brown, winged pommel of the second enfiling the "bulls eye" of a paper target in base White with rings Sable and surmounted by a scroll fesswise Argent inscribed with musical notations Black; all within a diminished bordure of the last. (Approved, 23 Jul 1953; modified, 1996)

MOTTO

OPERATIONS

Conducted training in fighter tactics, 18 Mar 1942–28 Jan 1944; combat in ETO, 1 May 1944–7 May 1945.

November 30, 1984 The 10 Tactical Fighter Squadron deployed to Incirlik Air Base, Turkey, where in less than ten hours the unit flew 116 graduated combat capability training sorties, exceeding its record set in February, and establishing a new record for United States Air Forces Europe.

Combat in Southwest Asia, Jan–Feb 1991. Returning to Hahn AB following an October 1990 training deployment to Zaragoza AB, Spain, 10 TFS commander Lt. Col. Ed Houle received notice to prepare his unit for possible deployment. Originally scheduled for a Thanksgiving Day movement, plans changed and called for the deployment of the 10 within 72 hours of the outbreak of hostilities, should that happen.

Pilots scheduled to separate or return to the United States before June 1991 transferred to the 496th TFS, while pilots from the 496th filled the resulting vacancies in the 10. The squadron selected its best 26 aircraft and 35 crews for the deployment. Special arrangements allowed pilots who had not flown as part of the 10 TFS to conduct training with the unit to familiarize themselves with squadron flight operations. It appeared the 10 TFS, after 45 years of peacetime service, would again take to the air to stop an aggressor.

As the final days of autumn passed and winter began, plans again changed. Word came that the 10 TFS would deploy on January 15, 1991, to fill out the combat strength of the fighter wing at Al Dhafra, United Arab Emirates. United States Central Command readjusted this date twice, finally establishing a deployment date of January 1, 1991. Meanwhile, crews continued to train and make other preparations.

Thirty F-16Cs left Hahn AB, for Zaragoza AB Dec. 29, 1990. Six served as airborne spares to replace any of the original 24 that might not complete the trip to Al Dhafra. While hundreds of personnel at Zaragoza AB celebrated and welcomed the new year, thirty pilots of the 50th TFW fired their afterburners, drowning the sounds of celebration, and lifted into the darkness bound for the Middle East and the near certainty of combat.

When they arrived, aircrews learned they would not employ the low-level procedures they had practiced for use in Central Europe. Instead of low-level ingress and 10- to 30-degree dive angles, they would deliver their payloads from nearly 20,000 feet with ingress angles near 60 degrees. As training progressed, crews from the 10 TFS began sitting alert with crews of the 17th and 33d TFSs, hoping that they might be the first to strike if war erupted.

Jan. 15, 1991, passed with Al Dhafra's crews and much of the coalition forces watching events unfold on cable television news. International news broadcasts, beamed via satellite, told of Iraq's refusal to withdraw and the resulting discussions on how the U.N. coalition would proceed. January 16, 1991 was much the same.

Then, with a click of the second hand, Desert Shield became Desert Storm. At 4 a.m. local time Jan. 17, the first 40-plane strike package left Al Dhafra for targets in Iraq. The 10 TFS flew its first combat sorties of the war later that afternoon, led by squadron commander Lt. Col. Edward Houle. The assigned target for the eight-ship element of the 10 TFS was Al Taqaddum Airfield, near Baghdad--a round-trip of more than 1,400 miles and an eight-hour mission for crews accustomed to training flights of only one to three hours.

For nearly six weeks, 10 TFS crews attacked Iraqi airfields, communication centers and military

command centers. What few Iraqi fighters did fly were either shot down or chased across the Iraq-Iran border.

After initial attacks against static targets, the 10 TFS crews received new orders. Iraq had begun using SCUD missiles in retaliation against the coalition's offensive air strikes, targeting both coalition forces and Israeli civilian population centers. In response, U.S. Central Command ordered search-and-destroy missions against Iraqi mobile and fixed SCUD launchers.

Attacking those targets put 10 TFS pilots at greater risk. A good kill required locating and identifying the SCUD's associated radar once it was activated for launch, and the launchers were heavily defended. The squadron's first SCUD patrol mission began Jan. 19, only three days into Desert Storm.

The mission changed again Jan. 23. With most of the strategic targets eliminated, the 10 TFS received orders to concentrate on Iraq's Republican Guard units occupying Kuwait and Iraq's southern region. For the Al Dhafra-based crews, this meant bombing any military targets on the road and destroying any pontoon bridges being constructed across the Tigris River. In addition, the wing's crews dropped leaflet bombs over Iraqi positions and civilian centers. For the next month, emphasis centered on counter-SCUD operations and preparing the battlefield for the eventual ground war.

When the ground war began Feb. 25, crews began flying combat air patrols, protecting and supporting coalition ground forces. This mission lasted only three days. On the morning of Feb. 28, the offensive ceased to allow Iraqi units to withdraw. The Gulf War had ended. The 10 TFS lost one aircraft, and one pilot had become a prisoner of war. Capt. Bill "Psycho" Andrews had been shot down and captured on the afternoon of Feb. 27. Iraqi forces provided him with no medical treatment for the broken leg he suffered while ejecting from his aircraft, and he received beatings during interrogations. Fortunately, he remained a POW for only one week, released March 5 to representatives of the International Red Cross in Baghdad. Captain Andrews received the Air Force Cross for heroism May 20.

In October 1999, the 10 Flight Test Squadron began to convert from an active duty unit under Air Force Material Command to an associate reserve unit under Air Force Reserve Command supporting the operational mission of the Oklahoma City Air Logistics Center. This transition came to fruition on 1 October 2001.

TINKER AIR FORCE BASE, Okla. first B-52H Stratofortress to be resurrected from long-term storage at the Aerospace Maintenance and Regeneration Group (AMARG) to rejoin the active strategic bomber fleet soared into the sky from Tinker Air Force Base Sept. 27. The historic flight, which the aircraft is nicknamed "Ghost Rider," marked the end of the warbird's 19-month transformation from a mothballed, 55-year-old, eight-engine jet parked in the Arizona desert to a fully updated conventional and nuclear-capable global strike bomber platform. Tinker's 76th Aircraft Maintenance Group handed over the plane 90 days ahead of schedule to Air Force Global Strike Command. Ghost Rider will join the 5th Bomb Wing at Minot AFB, North Dakota.

“I am extremely proud of the team that was able to deliver Ghost Rider back to Air Force Global Strike Command,” said Brig. Gen. Mark Johnson, the Oklahoma City Air Logistics Complex commander. “This is really a testament to accomplishing the art of the possible. It shows that when there is a common goal, team members from across multiple organizations can rally behind the objective and deliver their team's full impact to the project.”

Tinker’s 565th Aircraft Maintenance Squadron completed the overhaul, modernization and restoration work in 272 calendar days. Charles Alley, the 565th AMXS director, said maintainers, engineers and support teams were excited to work on the historic project, spending approximately 45,000 man-hours restoring Ghost Rider to fighting shape. Alley said pilots of Tinker’s 10 Flight Test Squadron flew the B-52 six times to verify system functionality and ensure a safe and reliable aircraft before declaring the plane ready for delivery Sept. 13.

The jet needed an extra 7,000 hours over normal programmed depot maintenance to “get it up to speed with all the other B-52s in the fleet,” Alley said. “I told people during test flight that because the aircraft sat in the desert so long, we’re knocking all the ghosts out of it,” he said. “It seemed like every time it came back it had two or three different things wrong with it.” Lt. Col. Darrel Hines, a B-52 flight commander with the 10 FTS, flew the plane from Arizona to Barksdale AFB, Louisiana, in February 2015, and flew in part of the six final functional test flights.

The plane arrived at Tinker AFB on Dec. 14, 2015, with overhaul and maintenance work beginning Dec. 31, 2015. The plane was due to be delivered later this year on Dec. 23 but was delivered 90 days early. Hines praised all the organizations involved in the restoration, including the 309th AMARG, the OC-ALC, Air Force Life Cycle Management Center, and above all the maintainers whose skilled hands-on work made the difference. “This was a great team effort from multiple commands and it was a great success,” Hines said. “Now this plane is going to come out of Tinker back to the warfighter, and it’s going to be a huge asset to the guys going out in combat.” Ghost Rider will join 75 other B-52Hs in the Air Force’s operational bomber fleet.2016

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.