

2589 AIR RESERVE FLYING CENTER



MISSION

2589 Air Reserve Flying Center mission was to supervise the administration and training of the Dixie Wing, Georgia's only active reserve flying wing. It also maintained and operated Air Force facilities at Dobbins AFB and provided support to such personnel and or units assigned and attached for administrative and logistical support. The Center is responsible for the preservation and proper utilization of all government facilities, equipment, and property on the installation. Base housekeeping involves many functions such as supply, maintenance, transportation, finance, public relations, dining halls and recreational facilities that have a direct relationship to the Dixie Wing's operations.

The Center provides qualified military personnel for supervision of on the job training which places reservists and regulars side by side on a job. Classroom facilities and instructor personnel are furnished to cover many types of training. Flying reservists receive their training under the supervision of active duty Air Force Pilots.

LINEAGE

2589 Air Force Reserve Training Center
2589 Air Force Reserve Combat Training Center
2589 Air Reserve Flying Center
Inactivated, 19 Dec 1958

STATIONS

Marietta (Later Dobbins) AFB, GA

COMMANDERS

Maj Joe S. Montgomery

Col Joseph L. Sullivan

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

The emblem represents the mission of the ARFC: The torch represents the knowledge passed on to the reservist whose training is supervised by the ARFC and the eternal vigilance he is prepared to fulfill in his mobilization day assignment. It is also the torch of eternal light which represents maintenance of the base facilities at the ARFC. The lightning indicates the swift striking force which has been developed in the training of reservists. The aircraft represents flying activities. The red and white stripes represent the national flag and stand for patriotism while the blue quarters of the shield represent the sky, the 2589th's primary theater of operations. (Approved, Jan 1958)

MOTTO

NICKNAME

OPERATIONS

Growing from a small unit attached to Atlanta Municipal Airport as a Reserve Training Unit, to its present 413 officers and airmen engaged in operating and maintaining sprawling Dobbins Air Force Base and training a full-fledged Bomb Wing, the 2589th ARTC traces its growth in direct ratio to the development of the Air Force's Reserve Training Program.

This unit was to have participated in the conversion process as well but never got so much as one F-86H to replace its F-84E Thunderjets. The unit received C-119s before the first Sabre could be delivered.

Reserve training is basically supervised and monitored by two sections of the 2589th Air Reserve Flying Center. They are Flight Training, established primarily to supervise the training of reserve pilots, and Ground Training, responsible for the monitoring and supervision of technical and administrative training.

Flight Training: During the last reporting period the "Dixie Wing" pilots concentrated on and attained transition from conventional aircraft and Shooting Stars to F-84E Thunder jets, the Wing's primary aircraft. Since transition into Thunderjets had been attained, major emphasis was placed on precision formation flying, 23 camera gunnery and gunnery in preparation for their role in aerial defense. In order to accomplish their gunnery missions permission was received to use the Aerial Gunnery Range

at Travis Field, Savannah, Georgia, and upon the allocation of adequate man-days from Fourteenth Air Force for Reserve Gunnery Training the prerequisites needed to start this interesting phase of reserve training were on hand. Groups were taken to Travis for active duty tours consisting of three days in March, seven days in April and seven days in May. During these active duty tours, practically all of the Fighter Squadron pilots completed their gunnery transition.

In April, extra training periods for all rated reserve personnel was approved and became effective toward the end of the month. This allows rated personnel thirty-six extra training periods per year with a maximum of twelve periods per quarter; the first quarter being April, May and June. Since this would double a reserve pilot's pay for a quarter if he took full advantage of the extra periods, flying time for May and June skyrocketed.

Ground Training: For ground personnel of the "Dixie Wing," the OJT program has continued to receive major emphasis from Ground Training, 2589th Air Reserve Flying Center, and Training, 482nd Fighter-Bomber Wing. These sections perform highly coordinated functions and, in all projects requiring more time than is available during the regularly scheduled training periods, maximum support has been given to the "Dixie Wing" Training Section by its Air Reserve Flying Center counterpart.

During this period, 14th AFR 45-23, "On-the-Job Training - Reserve" was received and the training program was adjusted to comply with this regulation. The main point contained in this regulation is that reserve OJT will be conducted and reported in a method very similar to that used for the regular service personnel. The reserve OJT program faces many obstacles, such as: (1) continuity of training is hindered by the time element between training periods; (2) uncertain attendance of trainees at the scheduled training periods; and (3) wide variation in the proficiency levels of the reserve airmen assigned to the various reserve units.

The foregoing are major problems and will probably continue to exist, but the local reserve OJT program has made progress and should continue to improve with each training period. This Improvement has been the result of the following Standing Operating Procedures which were published and initiated during this period.

There was considerable building and construction activity on the Base during 1955, including several new projects as well as the completion of some major jobs started in earlier periods. The new \$600,000 Academic and Training building was beneficially occupied in June with most of the 2589th administrative and staff offices moving into the new headquarters site. Offices and classroom space were also made available for reserve wing administrative personnel, and it is believed that the relocation into the modern, air-conditioned structure will result in higher work standards and improved morale among active duty and reserve personnel.

Work continued on the two new airmen's dormitories, an airmen's service club, new base operations building, and an electronics warehouse, completed during 1955 was the parachute and dinghy shop, aircraft maintenance shops, a base warehouse, medical storage area, and numerous recreational facilities. A road resurfacing and parking lot paving program was also initiated as well other repair

and minor construction jobs.

Headquarters, ConAC established a project for assistance in obtaining necessary supplies, and with the excellent cooperation of the Mobile Air Material Area, effected timely delivery of our requirements for supplies and equipment to handle the planes. By January 28th, 95.4% of the spares and ground handling equipment required to support the newly assigned F-84B aircraft had been received. By 30 June only one item of ground handling equipment had not arrived.

Training was provided for a total of 434 regular and reserve personnel. The length of the course varied among the "student" personnel. Regular Air Force pilots received 24 hours of instruction and active duty aircraft mechanics were given 68 hours. Reserve pilots received 20 hours of training and instruction and reserve maintenance personnel received 48 hours. Although causing a severe shortage of personnel while in operation, the training increased the productivity and improved the quality of 2589th maintenance considerably.

USAF Unit Histories
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Sources
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.