

## 86<sup>th</sup> FLYING TRAINING SQUADRON



### MISSION

The 86th Flying Training Squadron conducts T-1A flying training portion of Joint Specialized Undergraduate Pilot Training.

### LINEAGE

86<sup>th</sup> Bombardment Squadron, Light constituted, 20 Nov 1940  
Activated, 15 Jan 1941  
Redesignated 86<sup>th</sup> Bombardment Squadron, Light, 20 Aug 1943  
Redesignated 86<sup>th</sup> Bombardment Squadron, Light (Night Attack), 16 Apr 1946  
Redesignated 86<sup>th</sup> Bombardment Squadron, Light, Jet, 23 Jun 1948  
Inactivated, 2 Oct 1949  
Redesignated 86<sup>th</sup> Bombardment Squadron, Light, 1 Mar 1954  
Activated, 23 Mar 1954  
Redesignated 86<sup>th</sup> Bombardment Squadron, Tactical, 1 Oct 1955  
Discontinued and inactivated, 22 Jun 1962  
Redesignated 86<sup>th</sup> Flying Training Squadron, 22 Mar 1972  
Activated, 1 Sep 1972  
Inactivated, 15 Sep 1992  
Activated, 1 Dec 1993

### STATIONS

McChord Field, WA, 15 Jan 1941  
Fresno, CA, 11 Aug 1941  
Will Rogers Field, OK, 15 Feb 1942  
Greensboro, NC, 16 Jul–17 Oct 1942

Mediouana, French Morocco, 17 Nov 1942  
Youks-les-Bains, Algeria, Dec 1942  
Canrobert, Algeria, 21 Feb 1943  
Thelepte, Tunisia, 30 Mar 1943  
Souk-el-Arba, Tunisia, 16 Apr 1943  
Soliman, Tunisia, 1 Jun 1943  
Ta Kali Airdrome, Malta, 22 Jul 1943  
Torrente Comunelli, Sicily, 13 Aug 1943  
Gerbini, Sicily, 19 Aug 1943  
Grottaglie, Italy, 27 Sep 1943  
Vincenzo Airfield, Italy, 12 Oct 1943  
Vesuvius Airfield, Italy, 13 Jan 1944  
Capodichino, Italy, 22 Mar 1944  
Vesuvius Airfield, Italy, 25 Apr 1944  
Ponte Galeria, Italy, 9 Jun 1944  
Ombrone Airfield, Italy, 23 Jun 1944  
Poretta, Corsica, 12 Jul 1944  
Salon, France, 5 Sep 1944  
Follonica, Italy, 19 Sep 1944  
Rosignano Airfield, Italy, 4 Oct 1944  
Grosseto, Italy, 2 Jan 1945  
Pisa, Italy, 15–23 Jun 1945  
Seymour Johnson Field, NC, 14 Jul 1945  
Lake Charles AAFld, LA, 9 Sep 1945  
Biggs Field (later, AFB), TX, 20 Oct 1946  
Barksdale AFB, LA, 19 Nov 1948–2 Oct 1949  
Sculthorpe RAF Station, England, 23 Mar 1954  
Alconbury RAF Station (later, RAF Alconbury), England, 15 Sep 1955  
RAF Sculthorpe, England, 5 Aug 1959–22 Jun 1962  
Laughlin AFB, TX, 1 Sep 1972–15 Sep 1992  
Laughlin AFB, TX, 1 Dec 1993

#### **ASSIGNMENTS**

47<sup>th</sup> Bombardment Group, 15 Jan 1941–2 Oct 1949  
47<sup>th</sup> Bombardment Group, 23 Mar 1954  
47<sup>th</sup> Bombardment Wing, 8 Feb 1955–22 Jun 1962  
47<sup>th</sup> Flying Training Wing, 1 Sep 1972  
47<sup>th</sup> Operations Group, 15 Dec 1991–15 Sep 1992  
47<sup>th</sup> Operations Group, 1 Dec 1993

#### **ATTACHMENTS**

47<sup>th</sup> Bombardment Wing, 23 Mar 1954–7 Feb 1955

#### **WEAPON SYSTEMS**

B-18, 1941  
DB-7, 1942  
A-20, 1942  
A-20B  
A-20C  
A-20K  
A-26 (later, B-26), 1945  
A-26C  
B-45, 1949  
B-45, 1954  
B-66, 1958  
T-38, 1972

### **COMMANDERS**

1Lt G. L. Robinson, 1941-unkn  
Maj Richard E. Horner, 194  
LTC Leo E. Fielder, 20 May 1943  
Maj John A. Tilton, 25 Oct 1944  
Cpt Wilburn J. Butler, 29 Jan 1945  
LTC Marion J. Akers, 1 Feb-15 Jun 1945  
Unkn, 15 Jun-9 Sep 1945  
Maj Cameron W. Lane, 9 Sep 1945  
Maj Homer B. Howard, 8 Feb 1946  
LTC Charles J. Lutz, 11 Mar 1946  
Maj Leonard Kaufmann Jr., 11 May 1947  
Maj John L. Egan, 4 Jun 1947  
LTC Delwin D. Bentley, Apr 1948  
Maj John J. Ruetters, 2 Jul 1948  
LTC Frederick E. Price, Dec 1948  
Maj John J. Ruetters, Feb-2 Oct 1949  
LTC Edward M. Miller, 23 Mar 1954  
LTC Robert E. Adamina, 3 May 1955  
Maj Francis H. Riggs, Jun 1957  
LTC Raymond A. Fulton, Mar 1958  
Maj William A. Nolte Jr., 19 Jun 1961  
Maj Charles M. Sargen, 29 Jan-22 Jun 1962  
LTC Wilbur L. Mahaffey, 1 Sep 1972  
LTC Rollin S. Siefken, 8 Jun 1973  
LTC Bill D. Ericson, Jul 1975  
LTC Robert F. Waggoner, 1 Mar 1976  
LTC John H. Hanna, 24 Mar 1977  
LTC Frederick A. Zehrer III, 1 Jul 1977  
LTC Arthur E. Stamps, 8 Dec 1978

LTC William F. Flanagan, 1 Aug 1979  
LTC Richard G. Thompson Jr., 12 Dec 1980  
LTC Robert S. Schaumberg, 21 Aug 1981  
LTC James U. Mitchell Jr., 29 Jan 1982  
LTC Robert F. Wendrock Jr., 6 Jan 1984  
LTC Roger A. Alexander, 26 Nov 1984  
LTC Thomas S. Brandon, 10 Jan 1986  
LTC Gregory A. Loser, 1 Aug 1986  
LTC Sigourney D. Hall, 21 Dec 1986  
LTC Gregory A. Loser, 1 Jan 1987  
LTC Raymond C. Chapman Jr., 25 Nov 1987  
LTC Kenneth E. Hamlin, 23 Jun 1989  
LTC Joseph K. Stertz, 18 Jun 1990  
LTC Michael L. Mosier, 6 Dec 1991-15 Sep 1992  
LTC Robert M. McGreal, 1 Dec 1993  
LTC Kathleen M. Conley, 18 Dec 1995  
LTC Kim L. Lott, by 30 Jun 1997  
LTC Gregory S. Wiebe, 2 Jun 1999  
LTC Robert J. Rosedale, 20 Jul 2001  
LTC Jeffrey J. Kubiak, 19 Jul 2002  
LTC Frank L. Van Horn, 14 Jan 2004  
LTC David G. Stamos, 23 Jan 2006

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

World War II  
Antisubmarine, American Theater  
Algeria-French Morocco  
Tunisia  
Sicily  
Naples-Foggia  
Anzio  
Rome-Arno  
Southern France  
North Apennines  
Po Valley  
Air Combat, EAME Theater

### **Armed Forces Expeditionary Streamers**

None

## **Decorations**

Distinguished Unit Citations

North Africa 22 Feb 1943

Po Valley, 21–24 Apr 1945

Air Force Outstanding Unit Awards

1 Jul 1958–30 Jun 1960

1 Jan–31 Dec 1973

1 Jan 1976–28 Feb 1977

1 Jan 1979–30 Apr 1980

1 Mar 1982–29 Feb 1984

1 Mar 1985–28 Feb 1987

1 Mar 1987–31 Mar 1988

16 Mar 1989–15 Mar 1991

1 Jul 1991–15 Sep 1992

[1 Dec 1993]–30 Jun 1995

1 Jul 1997–30 Jun 1999

1 Sep 2003–30 Jun 2005

1 Jul 2005–30 Jun 2007

## **EMBLEM**



86<sup>th</sup> Bombardment Squadron at Hammer Field, CA



86<sup>th</sup> Flying Training Squadron emblem approved, 20 Feb 1973

86<sup>th</sup> Flying Training Squadron emblem Azure three rays issuant from dexter base bendwise sinister Argent debruised by a ray issuant from sinister base bendwise of the like between a decrescent moon in splendor in dexter chief Or and issuant from sinister base overall a cloud White issuing a demi-wolf caricature Sable with White face and cuffs, Red nose, eye, and tongue, wearing Yellow gloves, and a Black top hat with band garnished Red and grasping in its dexter paw a Black bomb palewise descending; all within a diminished bordure Yellow. (Approved, 8 Mar 1945 modified and reinstated, 22 Mar 1995)

#### **MOTTO**

#### **NICKNAME**

#### **OPERATIONS**

The 86th FTS traces its lineage to the 86th Bombardment Squadron, Light which was designated on 20 November 1940, activated on 15 January 1941 and stationed at McChord Field, Washington. Its mission was mainly anti-submarine patrols with the B-18 its primary aircraft.

In 1942, the 86th started its journey through various parts of Europe and North Africa. It was stationed in approximately 20 different locations including French-Morocco (1942), Conrobert, Algeria (1943), and Salon, France (1944). The 86th supported combat operations with the DB-7, A-20, and A-26 aircraft.

The 86th returned to the United States in 1945 to begin training in support of a new mission of night tactical operations. Stationed at Briggs Fields, TX, in 1946, and then Barksdale AFB, LA, in 1948, the 86th was redesigned the 86th Bombardment Squadron, Light, Jet, flying the A-26 and then B-45 aircraft.

The unkindest cut of all occurred on September 17, 1949, when Order No. 93 arrived from

Headquarters, Twelfth Air Force, announcing the 47th Bomb Wing's deactivation. The full extent of President Truman's FY 1950 budget cuts now manifested in the new Department of Defense Economy Program. Consequently, the 84th and 85th squadrons were reassigned to the 363rd Tactical Reconnaissance Group, 4th Fighter Wing, at Langley AFB, Virginia. The 86th Squadron was disbanded outright, with planes and personnel absorbed by the remaining two formations.

The wing was enlarged through formal reactivation of the 86th Bombardment Squadron on March 23, 1954, and its crews began circulating through the two senior formations to gain experience.

The 86th Bombardment Squadron departed RAF Sculthorpe on September 15, 1955, and temporarily berthed at RAF Alconbury in Huntingdonshire, 70 miles distant. The junior squadron had performed admirably in its assigned duties, a fact attributable to the presence of Major Frank Riggs, formerly of the 91st Strategic Reconnaissance Wing, as operations officer.

The 86th Bombardment Squadron enjoyed soaring morale and esprit de corps. Canadian expatriate Sergeant Glenn Ludlow spoke for many when he said, "It was the tightest thing I'd ever run across, and I mean we really were we felt like it was an 'us against the world' sort of thing. This became very strong when the 86th went all by itself down to Alconbury to open the base down there. Frank Riggs, who eventually became commander, maintained that 'we were the 86th Bomb Wing, because we did everything our way.'"

When it came to operational independence, Major Riggs was not exaggerating. Consider the 86th Squadron's innovative solution to winter conditions at Alconbury. According to Riggs, "I don't know who got the bright idea, but somebody said, 'Let's take those airplanes out there and melt that ice off the runway.' That's what they did! They'd take an airplane out and let it sit for a little, just at idle, and that draft from the tail pipes would eventually make a little open spot. So, then you'd get down on the open spot and set your brakes, then pour it on full-bore, and all this ice would come flying off all over the place. So, you'd clear off this 500 feet, then you'd clear off this 500 feet. The you'd go down the middle, come in at the right speed, crank that thing down, hold her nose up, and let it fall by itself, gently ease the brakes until you had 500 feet to really bind the brakes if you had to. Never had anybody go off the end, and it worked like a charm!"

The rest of the year passed in a deluge of continuing exercises like Operations Pogo Possum and Panther Paw to sharpen crew proficiencies with Shoran and APQ-24 bombing before the annual ORT was unleashed upon the wing. Operation Brown Cow, another grueling maximum effort, began on August 24 and ground on through September 2, 1955. It maximized the now-standard routine of dispersing aircraft to satellite fields, then staging mock atomic runs against targets in London or Frankfurt, Germany. By month's end Tornados also sortied as part of Exercise Beware against Royal Air Force defenses, which now utilized superlative Hawker Hunter jet fighters. These swept-winged dervishes were a quantum jump in performance over the straight-winged Meteors and Vampires they replaced. Lieutenant Alan MaClaren recalled one

mock engagement that illustrated the Tornado's advancing age. "We got jumped over the Continent by two F-100s and two Hawker Hunters at about 39,000 feet," he noted, "As they made their fighter break on us, Bob Ryan, coordinating with the tail gunner, waited until just as they were getting into their firing position. Bob then racked the airplane up and turned into them, and they didn't have the wing area we had and, of course, when they tried it they'd stall out and go spiraling down. So, we got rid of the first two F-100s, and then the next guy comes in with a Hawker Hunter and he had speed brakes—which are also on the F-100s, but they weren't smart enough to use. The guy in the Hunter popped them and he ate us up!"

This year the biggest change on the ground came for the 86th Bombardment Squadron. After fifteen months of flying from substandard conditions at RAF Molesworth, the transfer to rebuilt accommodations at RAF Alconbury finally transpired. Yet, despite the change of venue, operating conditions remained problematic. Captain Ted Crichton recalled what happened while attempting to land at Alconbury one night: "We let down and did that procedure of flying over the RAF station and picking up the required track, started the time, and let down to 700 feet. When the time ran out I was still looking at clouds underneath me and I looked at the fuel and we had none to go anywhere.

By fall, wing headquarters advanced preparations to drop all remaining B-45s from its inventory and phase in the newer B-66s. The 84th Bombardment Squadron accordingly transferred all sixteen of its Tornados to the 85th and 86th squadrons, while the majority of its flight and maintenance personnel attended conversion classes at Eglin AFB, Florida. Shoran training also terminated at Sculthorpe, as Destroyers were not equipped for that mission. Still, many pilots remained unimpressed by the sleek newcomer and remained loyal to their Tornados.

The waning days of B-45s in Europe proved anticlimactic throughout the spring and summer of 1958. Commencing on January 18 of that year, increasing numbers of B-66s arrived at Sculthorpe while the ranks of Tornados dwindled commensurately. The 86th Bombardment Squadron began exchanging aircraft in March 1958, while the 85th, which postponed converting until July, dispensed with them the following September. Beforehand, several Tornados concluded a final, five-day maneuver to Ben Guerir Air Base in Morocco in March, operating with a minimum of spare parts to rest self-support measures in combat, and the ingenuity of service crews. Afterwards, training flights grew less and less frequent.

On June 13, 1958 Friday, the thirteenth in one of the most bizarre episodes associated with the B-45. Airman Second Class Vernon L Morgan, a married twenty-one-year-old Indiana native, had entered into an illicit tryst with a local sixteen-year old girl. When the affair ended at the behest of her parents, Morgan, with no flight training inexplicably jumped into number 47-046 of the 86<sup>th</sup> BS at Alconbury, fired up the engines, and took off. He apparently lost control of the jet three minutes later, spun in near Wood Walton, Peterborough, cartwheeled across the ground, and blocked the main Edinburgh-London rail line. Morgan died instantly, but a bigger disaster was narrowly averted after an approaching train successfully braked before striking the wreckage. This is the last recorded crash of a B-45 and its last fatality



On March 22, 1972, the squadron was redesignated the 86th Flying Training Squadron replacing the 3646th Pilot Training Squadron at Laughlin AFB. Since 1972, the 86th has been an active squadron training student pilots. From 1976 to 1979, the squadron trained Strategic Air Command Co-pilots in the ACE program.

The squadron was deactivated in September 1992. Flying Training Squadrons Inactivated. With pilot production, down dramatically, the command reassessed the need for four flying training squadrons at each UPT base and concluded two would do. Accordingly, on 1 October 1992, ATC inactivated the following units: the 43d and 49th Flying Training Squadrons at Columbus AFB, Mississippi; the 84th and 86th Flying Training Squadrons at Laughlin AFB, Texas; the 7th and 26th at Vance AFB, Oklahoma; and the 33d at Reese AFB, Texas. That left one T-37 squadron and one T-38 squadron at each UPT wing. As each wing implemented specialized undergraduate pilot training, ATC intended to reactivate one of the squadrons to serve as the T-1A squadron. 1992

On 17 February 1994, the 86th Flying Training Squadron was reactivated at Laughlin AFB. The training mission continues utilizing the T-1A as part of Specialized Undergraduate Pilot Training airlift-tanker-bomber track.

On 16 August 2003, at 2221 CDT, a T-1A, S/N 91-0093, assigned to the 47 FTW, Laughlin AFB, TX, departed Runway 21 at Keesler AFB, MS, during landing rollout. The aircrew consisted of the Mishap Instructor Pilot (MIP), and Mishap Student Pilot (MSP), both assigned to the 86 FTS, Laughlin AFB, TX, Their call sign was RAKE 26. The mishap occurred while on a Specialized Undergraduate Pilot Training (SUPT) cross-country training mission. Neither crewmember was injured. The aircraft sustained substantial structural damage to the landing gear, forward fuselage and both wings. Total damage is estimated at \$2.5 million. There were no military or civilian injuries or fatalities and no civilian property damage.

The MSP was flying an Instrument Landing System (ILS) approach to Runway 21. They were in Visual Meteorological Conditions (VMC) at night and the runway was wet. After some deviations on the approach, they arrived over the threshold on a normal glide slope and faster (about 114 kts) than the computed approach speed of 108 kts. The aircraft touched down approximately 1500 feet down the runway. The MIP actuated the speed brakes/spoilers switch and the MSP began to immediately apply brake pressure. After 4-5 seconds, the MIP recognized that the aircraft was not decelerating and declared that she was taking control of the aircraft. The MIP immediately applied maximum braking with no perceived deceleration. She then grabbed the glare shield in an attempt to gain additional leverage on the brakes and again felt no perceived deceleration. At this point, the aircraft was rapidly running out of available runway. The MIP selected the emergency brakes just prior to arriving at the departure end threshold and the brakes locked resulting in a hydroplane skid. The aircraft departed the prepared surface and came to a halt 190 feet later. As a result of the runway departure, the right main and nose gear collapsed, and the forward fuselage and both wings were heavily damaged. Neither crewmember was injured and they egressed the aircraft safely.

I find clear and convincing evidence that this mishap was caused by a combination of several factors during the landing sequence. First, the MSP flew faster than the computed approach

and landing speeds. Additionally she maintained higher than idle thrust for the first few seconds after touchdown. Because of these factors, the aircraft did not settle completely on the runway after touchdown—as the struts were not completely compressed. This put the aircraft systems in the “AIR” mode meaning that the speed brakes/spoilers could not deploy. Finally, the runway was wet; and the crew was inexperienced and thus did not recognize the anti-skid cycling at high speeds on the wet runway.

On 21 May 2008, at 2144 Central Daylight Time (0244 Zulu), a T-1A, serial number 93-0633, referred to as the mishap aircraft (MA), crash landed approximately one nautical mile north of Runway 17R at Preston Smith International Airport, Lubbock, Texas. The mishap crew (MC) consisted of the Mishap Instructor Pilot (MEP) and Mishap First Pilot (MFP), both assigned to the 86th Flying Training Squadron, 47th Flying Training Wing, Laughlin Air Force Base, Texas. The mishap occurred while the MC was flying a Mission Qualification Training (MQT) flight to familiarize the MFP, as a new instructor, with local area mission procedures. The MC was on their second flight of the day. They took off from Runway 17R with the intent to fly the Localizer Approach (a non-precision approach) to Runway 26, circle to Runway 17R, and stay in the pattern for more approaches. The MC was aware of rain showers near the airport, gusty surface winds, blowing dust, and strong winds at altitude, approximately 35-40 knots. During the circling approach, the MC elected to go-around because of the winds. As the MC turned and aligned to final approach, the MA experienced a rapid nose down change in its pitch, and the MC felt a sinking sensation. The MC set the throttles at their maximum performance in order to gain altitude. The MA did not respond but kept descending. The MC applied stall recovery procedures and continued to maneuver the MA toward Runway 17R. The MC reported, “Major gust, major gust” on the radio to the tower just prior to impact. The MA hit the ground, sheared off its nose landing gear, and, after traveling some distance, came to rest on its main landing gear with its nose on the ground. The MA crash landed in a freshly plowed field owned by Texas A&M AgriLife Research. The MC shut down the engines and safely exited the aircraft. The MC suffered no significant injuries. The aircraft sustained substantial damage to numerous systems and flight controls. Total damage to the MA is estimated at \$3.7 million. In coordination with the Texas Commission on Environmental Quality, site remediation to remove fuel-contaminated soil was completed at an approximate cost of \$41,000. The AIB President found clear and convincing evidence this mishap had two main causes. First, a severe windshear in the form of a downburst hit the aircraft as it was turning onto final on the circling approach and caused the aircraft to descend rapidly and land short. Second, multiple pilot errors: ignoring warnings, poor mission planning, inattention, complacency, lack of procedural knowledge, and restricted vision, combined together to place the aircraft in the dangerous weather environment.

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Air Force Order of Battle

Created: 28 Aug 2010

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Sources

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

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *Sculthorpe RAF Station, England, 1957 in England, United States Air Force Sculthorpe, Norfolk. 1957.*

USAF Accident Investigation Board Reports.