

370 FLIGHT TEST SQUADRON



MISSION

LINEAGE

370 Bombardment Squadron (Heavy) constituted, 28 Jan 1942
Activated, 15 Apr 1942
Redesignated 370 Bombardment Squadron, Heavy, Mar 1944
Inactivated, 18 Jan 1946
Redesignated 370 Bombardment Squadron, Very Heavy, 15 Jul 1946
Activated, 4 Aug 1946
Redesignated 370 Bombardment Squadron, Medium, 28 May 1948
Discontinued and inactivated, 25 Mar 1965.
Redesignated 370 Flight Test Squadron, 24 Sep 2001
Activated in the Reserve, 1 Oct 2001

STATIONS

Geiger Field, WA, 15 Apr 1942
Ephrata, WA, 27 May 1942
Sioux City AAB, IA, 29 Sep-21 Oct 1942
Kipapa Field, TH, 2 Nov 1942
Guada 10 Sep-27 Dec 1945
Camp Stoneman, CA, 16-18 Jan 1946
MacDill Field (later, AFB), FL, 4 Aug 1946
Kadena, Okinawa, 15 Aug 1953
Lincoln AFB, NE, 19 Nov 1954-25 Mar 1965
Edwards AFB, CA, 1 Oct 2001

DEPLOYED STATIONS

Midway, 22-24 Dec 1942

Espiritu Santo, 6 Feb-18 Mar 1943
Kadena, Okinawa, 4 Aug 1950
RAF Lakenheath, England, 11 Jul 1956-5 Oct 1956

ASSIGNMENTS

307 Bombardment Group, 15 Apr 1942-18 Jan 1946
307 Bombardment Group, 4 Aug 1946
307 Bombardment Wing, 16 Jun 1952-25 Mar 1965
452 Operations Group, 1 Oct 2001

WEAPON SYSTEMS

B-17, 1942
B-24, 1942-1945
B-29, 1946-1954
B-47, 1955-1965

COMMANDERS

Unkn, 15-30 Apr 1942
Capt Jarvis, 1 May 1942
Capt Green, 25 May 1942
1LT Edward A. Jurkens, 29 May 1942
Maj Green, 18 Jun 1942
Maj Edward A. Jurkens, 11 Jul 1942
Maj Ulmer J. Newman, 11 Aug 1943
Capt Samuel T. Gregory, 18 Sep 1943
Maj Marshall T. Vose, 13 Oct 1943
Maj Russell W. Neely, by Aug 1944
Maj Ralph P. Gentry, Jul 1945
Unkn, Nov 1945-18 Jan 1946
Lt Col Clifford V. Warden, 4 Aug 1946
Maj Harold A. Wilging, Sep 1946
Maj Donald A. Frank, 16 Nov 1946
Lt Col John W. Carroll, 17 Jan 1947
Lt Col Charles R. Heffner, 30 Apr 1947
Lt Col Thomas W. Abbott, 18 Jan 1948
Maj Dale F. Benadom, Aug 1948
Lt Col Joel A. Carroll Jr., 9 Jan 1950
Lt Col Robert T. Calhoun, 19 Apr 1951
Lt Col Hugh B. Vail, Dec 1951
Lt Col Richard G. Wilkinson, May 1952
Lt Col Thomas F. Foley, Nov 1952
Lt Col Jacob A. Hutchison, Jul 1953
Lt Col Howard G. Shidal, Dec 1953
Lt Col Madison M. McBrayer, Jun 1954

Lt Col Roy R. Showalter Jr., Dec 1955
Lt Col George J. Iannacito, Aug 1956
Lt Col Raleigh D. Smith, May 1957
Lt Col John A. Thompson, May 1958
Maj James P. Myers, Feb 1959
Maj Fred C. Ouderkirk, 1 Sep 1959
Maj Robert D. Crooks, by Mar 1960
Lt Col Thomas H. Powell, Aug 1961
Col Glenn J. Lally, by Mar 1962
Maj Frank A. Fish, 25 Mar 1963
Lt Col Stephen Mattick, by Aug 1963
Lt Col Hale A. Dodge, by Sep 1964-25 Mar 1965
Lt Col Howard Judd, 1 Oct 2001
Lt Col Douglas Carpenter, Dec 2005
Lt Col Dean Spahr, May 2007
Lt Col Ronald Milligan, Jan 2009

HONORS

Service Streamers

Campaign Streamers

World War II
Central Pacific
Guadalcanal
New Guinea
Northern Solomons
Eastern Mandates
Bismarck Archipelago
Western Pacific
Leyte
Luzon
Southern Philippines
China Offensive
Air Combat, Asiatic-Pacific Theater

Korean War
UN Defensive
UN Offensive
CCF Intervention
First UN Counteroffensive
CCF Spring Offensive
UN Summer-Fall Offensive
Second Korean Winter
Korean Summer-Fall, 1952

Third Korean Winter
Korea Summer, 1953

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
Truk, 29 Mar 1944
Borneo, 3 Oct 1944
Korea, 11-27 Jul 1953

Air Force Outstanding Unit Award: 3 Sep 2006-2 Sep 2008.

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation
[Aug] 1950-27 Jul 1953

EMBLEM



On a disc Azure, an aerial bomb chased bendwise sinister Or, surmounted by the Roman letter

“X” Sable fimbriated Argent, bearing a lightning flash bendwise striking to base of the last, all within a narrow border Yellow. Attached below the disc a Blue scroll edged with a narrow Yellow border and inscribed "370TH FLIGHT TEST SQUADRON" in Yellow letters **SIGNIFICANCE:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The capital letter “X” is universally known as a flight test symbol. The lightning flash represents the electronic element of the flight test mission. The bomb outline and flash are retained from the original World War II emblem approved in 1943 for the 370th Bombardment Squadron. (Approved, 19 Jun 2002)

MOTTO

OPERATIONS

Sea search missions from Hawaii, Nov 1942-Jan 1943. Combat in Central Pacific, 22-23 Dec 1942; South and Southwest Pacific, 16 Feb 1943-11 Aug 1945. Training unit for antisubmarine warfare, Sep 1947-May 1948. Combat in Korea, 8 Aug 1950-27 Jul 1953. Trained for strategic bombardment operations, 1954-1965

After years of development and ground testing, the Air Force’s newest aircraft don’t take to the skies for the first time by themselves. They are accompanied by chase aircraft with safety, photo and refueling support from the 370 FLTS at Edwards AFB, Calif. “It’s an all-encompassing mission area that is unique,” said Colonel Carpenter, who was the 370 FLTS commander prior to assuming his current position. “Oftentimes the simplest thing is the most necessary and that is having eyeballs on whatever is supposed to be happening that maybe the pilot in the aircraft can’t verify.

Many times a photographer is along filming for later analysis. “The chase aircraft also help with work load management. The test pilots are running test cards according to a detailed test plan. The work load can be demanding. They are focused on executing many test points and data collection. “The chasers, as members of the formation and test team, can facilitate test profile flow and execution. There is also a critical flight safety element — the test pilot might be heads-down running some flight data points and looking for the aircraft’s response, and the chase aircraft are responsible for deconflicting the flight path or making sure the target aircraft don’t get too close.”

As a test aircraft is conducting its flight test, an accompanying KC-135 is in the air ready to refuel. This capability creates a force multiplier, allowing for more tests to be completed during each flight instead of wasting time landing, taxiing, parking and refueling on the ground. The 370 FLTS doesn’t always fly the refueling missions, but it does set up and brief crews that come in from all over the country.

These opportunities support the Flight Test Center refueling mission for the test flight program, and the visiting KC-135 crews are able conduct some important training of their own. The 370 FLTS also supports the posttest pilot school with flight test training in the T-38 and C-12. The squadron’s flight test support isn’t just limited to the Air Force. It also includes the Army and Navy as part of the Big Crow Program. This mission is managed by a detachment located at Kirkland AFB that flies the NKC-135E and NKC-135B aircraft.

These two aircraft carry a unique designation: The “N” signifies they are configured in such a way that once their flight test mission is completed for the Air Force, the aircraft can’t be put back into service in any other capacity. Once retired, they will head to the boneyard. Thousands of retired aircraft lie in wait in the desert sands of Arizona. For many, the boneyard is a final resting place. However, some receive a new lease on life. For example, F-4Es and RF-4Cs, which were last flown between 1988-1989, were carefully preserved so they could be potentially brought back to life in another capacity.

A select number of Phantoms are currently in consideration for the “bones to drones” program. Those that are deemed safe to fly will be converted to fully remote or partially remote controlled drones used at Tyndall AFB, Fla., or Holloman AFB, N.M. It is the mission of the 514th FLTS, which is part of the Aerospace Maintenance and Regeneration Group, at Davis-Monthan AFB, Ariz., to bring these Phantoms back to life. The regeneration crews bring the aircraft out of a preserved status and give them an overhaul to bring them back up to a functional status.

“Our crews, each consisting of a pilot and weapons systems officer, will conduct tons of ground checks and engine runs, and once an airplane is deemed airworthy, it is then sent to BAE (British Aerospace Engineering) in Mojave, Calif., for transformation,” Sergeant Webster said. “BAE modifies the F-4 to become a fully remote drone or a drone that is partially remote with a pilot inside. Our job is to start that process and get those airplanes ready for flying.” From cradle to grave and even regeneration from the grave, the crews of the 413th FTG are an integral part of keeping the Air Force war fighters flying. They work to fulfill their mission, to “execute flight test to sustain and enhance aircraft capabilities for the war fighter; and recruit, support and develop highly skilled professionals,” supporting and flying in one of the most diverse units in the Air Force Reserve. 2008

T-38s at Edwards AFB, Calif., are getting upgraded ejection seats with improved safety features. Installation of the new Martin-Baker Mk US16T seats began in July and is scheduled for completion by mid-October. "The biggest benefit of this new seat is the expanded ejection envelope, which increases aircrew survivability," said Maj. Jon Appelt, 370 Flight Test Squadron training officer. "This includes the ability to successfully eject in a zero-air-speed and zero-altitude situation as well as improving survivability in the high-altitude and high-air-speed regime," he said. The ejection seats also have an inter-seat sequencing system to avoid seat-to-seat interference when the two T-38 pilots eject. There's also a leg restraint system that keeps the pilot's legs in, clear of obstacles, until the pilot separates from the seat. Further, the new seats incorporate a parachute system so that pilots no longer have to carry a 50-pound parachute with them. 2013

USAF Unit Histories
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Sources

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