

436 TRAINING SQUADRON



MISSION

The 436 Training Squadron teaches 15 courses, 12 that are Community College of the Air Force accredited, to over 1,400 students annually. These include the Aviation Resource Management course, three safety courses cover a range of operations from Occupational Safety requirements to weapons loading, the Aircraft Mishap Investigation course and the Aircrew Flight Equipment (AFE) training that teaches Airmen, sister service members and coalition partner nations how to operate such critical equipment like the Combat Survivor Evader Locator radio. The AFE team also provides education on how to manage an aircrew contamination control area for all aircrew and supports Joint and NATO exercises.

The second primary mission set is to capture, develop and provide professional instructional video. This capability allows organizations to educate today's, and future, Airmen for years to come. The 436 produces instructional videos have ranged from motorcycle safety, to aircraft egress, preflight and aerial refueling.

LINEAGE

88 Aero Squadron organized, 18 Aug 1917

Redesignated 88 Squadron, 14 Mar 1921

Redesignated 88 Observation Squadron, 25 Jan 1923

Inactivated, 1 Aug 1927

Activated, 1 Jun 1928

Redesignated 88 Observation Squadron (Long Range, Amphibian), 1 Mar 1935

Redesignated 88 Reconnaissance Squadron, 1 Sep 1936

Redesignated 88 Reconnaissance Squadron (Long Range), 6 Dec 1939

Redesignated 88 Reconnaissance Squadron (Heavy), 20 Nov 1940

Redesignated 436 Bombardment Squadron (Heavy), 22 Apr 1942

Inactivated, 6 Jan 1946

Redesignated 436 Bombardment Squadron (Very Heavy) and activated, 1 Oct 1946
Redesignated 436 Bombardment Squadron (Heavy), 20 Jul 1948
Discontinued and inactivated, 1 Apr 1963
Redesignated 436 Strategic Training Squadron, 12 Feb 1986
Activated, 1 Jul 1986
Redesignated 436 Training Squadron, 1 Jun 1992

STATIONS

Kelly Field, TX, 18 Aug 1917
Garden City, NY, 11-27 Oct 1917
Colombey-les-Belles, France, 16 Nov 1917
Amanty, France, 1 Feb 1918
Ourches, France, 28 May 1918
Francheville, France, 7 Jul 1918
Fenne-de-Greves, France, 4 Aug 1918
Goussancourt, France, 4 Sep 1918
Ferme-de-Greves, France, g Sep 1918
Souilly, France, 12 Sep 1918
Pretz-en-Argonne, France, 14 Sep 1918
Souilly, France, 20 Sep 1918
Bethelainville, France, 4 Nov 1918
Villers-la-Chevre, France, 29 Nov 1918
Trier, Germany, 6 Dec 1918
Le Mans, France, 1-10 Jun 1919
Mitchel Field, NY, 27 Jun 1919
Scott Field, IL, 11 Jul 1919
Langley Field, VA, 5 Sep 1919 (operated from Charleston, WV, 3-8 Sep 1921; detachment at Charleston until Oct 1921)
Godman Field, KY, 15 Oct 1921
Wilbur Wright Field, OH, 11 Oct 1922
Brooks Field, TX, 7 May-1 Aug 1927
Post Field, OK, 1 Jun 1928
Brooks Field, TX, 5 Nov 1931
Hamilton Field, CA, 28 Sep 1935
Ft Douglas, UT, 7 Sep 1940
Salt Lake City, UT, c. 15 Jan-11 Nov 1941
Brisbane, Australia, 22 Dec 1941-4 Feb 1942 (operated from Hickam Field, Hawaii, 7 Dec 1941-10 Feb 1942, Nandi Airport, Fiji Islands, 12-17 Feb 1942, Townsville, Australia, 20 Feb-c. 14 Mar 1942)
Karachi, India, 12 Mar 1942
Allahabad, India, 1 Jun 1942
Gaya, India, 14 Nov 1942
Bishnupur, India, 25 Feb 1943
Panagarh, India, 25 Sep 1943

Madhaiganj, India, 13 Dec 1943
Tezgaon, India, 14 Jun 1944
Madhaiganj, India, 6 Oct 1944 (detachment based at Luliang, China, ferrying gasoline to Suichwan, China, Dec 1944-Jan 1945)
Tezpur, India, 1 Jun-7 Dec 1945
Camp Kilmer, NJ, 5-6 Jan 1946
Ft Worth AAFld, TX, 1 Oct 1946
Barksdale AFB, LA, 1 Aug 1958-1 Apr 1963
Carswell AFB, TX, 1 Jul 1986-1 Jun 1993
Dyess AFB, TX, 1 Jun 1993

ASSIGNMENTS

Unkn, 18 Aug 1917-May 1918;
I Corps Observation Group, May 1918
III Corps Observation Group, Aug-Nov 1918
unkn, Nov 1918-Sep 1919
2 Wing, Sep 1919
1 Army Observation Group, 24 Mar 1920
Air Service Field Officers' School, 10 Feb 1921
Fifth Corps Area, 15 Oct 1921
Air Corps Training Center, May-1 Aug 1927
Eighth Corps Area, 1 Jun 1928
12 Observation Group, 30 Jun 1931
1 Wing, 1 Mar 1935
7 Bombardment Group; attached 1 Sep 1936 (air echelon attached to 31 Bombardment Squadron, 10 Dec 1941-8 Feb 1942, and to USN, 8 Feb-14 Mar 1942), and assigned 25 Feb 1942-6 Jan 1946
7 Bombardment Group, 1 Oct 1946
7 Bombardment Wing, 16 Jun 1952
4238 Strategic Wing, 1 Aug 1958
Strategic Air Command 1 July 1986-1992
7 (Bomb) Wing, 1992
552 Operations Group, 30 Sep 2015
552 Training Group, 17 Aug 2018

ATTACHMENTS

V Corps Observation Group, 12-17 Sep 1918
1 Army Observation Group c. Oct 1919
1 Provisional Air Brigade for operations, 6 May-3 Oct 1921
Field Artillery School to c. Nov 1931

WEAPON SYSTEMS

AR type, 1918
Sopwith 1, 1918

Salmson 2, 1918-1919

DH-4

DH-4B

O-2

O-2A

O-2H

O-19, 1930-1935

O-19B

O-19C

O-19E

O-31

C-11

O-35

B-12, 1936

B-12A

O-27

OA-4

OA-4A

Y1OA-8

B-7

B-10

B-18

B-17, 1939-1942

B-24, 1942-1945

B-29, 1946-1948

B-36, 1948-1958

B-52

COMMANDERS

Capt Clearton H. Reynolds, Sep 1919

1lt Raymond E. Davis, 1 Oct 1920

Capt Harry H. Flounders, 6 Oct 1921

Maj John H. C. Williams, 1 Feb 1922

Capt Harry H. Flounders, 20 Sep 1922

Capt John C. Colgan, 13 Jan 1923-10 Feb 1923

Capt John C. Colgan, 13 Jul 1925

Capt Henry Pascale, 1 Oct 1925

Maj John C. McDonnell, 8 Feb 1926

Capt John C. Colgan, 15 May 1926

1st Lt Clifford C. Nutt, 27 Apr 1927

1st Lt John C. Kennedy, 1 Jul 1927-1 Aug 1927

Inactive, 1 Aug 1927-1 Jun 1928

1st Lt Thomas L. Gilbert, 1 Jun 1928

1st Lt William E. Beakley, 1 Jul 1928

Maj Louis H. Brereton, 15 Aug 28
Maj Hugh J. Knerr, 10 Feb 15 Jul 1931
Capt Clarence E. Shankle, 5 Nov 1931
Capt Harry H. Young, 3 Dec 1931
1st Lt Winfield S. Hamlin, 1 Mar 1932
Maj Calvin E. Giffin, 17 Mar 1932-1 Sep 1936
Maj Newton Longfellow, 6 Oct 1936-1 Dec 1941
Maj Robert E. L. Pirtle, 1941-Nov 1941
Maj Richard H. Carmichael, Nov 1941-20 Mar 1942
Capt William E. Basye, Mar 1942-22 Apr 1942
Capt William E. Basye, 22 Apr 1942
Capt John M. Toomy, 15 Jun 1942
1st Lt Daniel E. Braswell, 28 Jun 1942
Capt Earl R. Tash, 23 Aug 1942
Maj Harvey J. Watkins, 4 Feb 1943
Lt Col Clyde Box, 13 Aug 1943
Capt Richard T. Henning, 7 Oct 1943
Capt James C. Griffith, Jr., 8 Jan 1944
Lt Col John T. Fitxwater, 2 Apr 1944
Capt David Brown, 1 Nov 1944
Maj Raymond E. Holsey, 30 Nov 1944
Capt James J. Nemecek, Jr., 15 Jan 1945
Maj Harry S. Alexander, 1 Feb 1945
Maj Walter S. Rector, 1 Jul 1945-Unknown
Unknown, 1 Oct 1945-6 Jan 1946
Lt Col Richard T. Hernlund, 1 Oct 1946
Lt Col Joseph D. White, 30 Nov 1946-Unknown
Lt Col Harry E. Goldsworthy, 1 Nov 1947
Lt Col Ellery D. Preston, Jr., 14 Jul 1948
Maj John D. Bartlett, 11 Jul 1949
Maj Kent J. Richens, 16 Jul 1950
Lt Col Calvin W. File, Jr., 12 Sep 1950
Maj Kent J. Richens, 1 Feb 1951
Lt Col Michael J. Galer, 1 Mar 1951
Maj Roy C. Crompton, 6 Aug 1951
Lt Col Melvin R. Schultz, 16 Jun 1952
Lt Col Norman W. Ray, 31 Jan 1955
Capt William E. Yingling, 29 Apr 1958
Lt Col Robert S McCormick, 2 Jul 1999
Lt Col Terry Kono, 14 Jun 2000
Lt Col Kelvin P Kearney, Dec 2001
Lt Col Steven Hiss, 25 Jul 2003
Lt Col Gordon P Greaney, 30 Jun 2005
Lt Col Robert Rogers, Jun 2007

Lt Col Bradley D Barnette, Jun 2009
Lt Col Kent L Payne, 9 Jun 2011
Lt Col Edward Brennon, 1 Oct 2015
Lt Col Brian R. Servant, 7 Jul 2017
Lt Col Matt Belote, 10 Jul 2019

HONORS

Service Streamers

Campaign Streamers

World War I
Lorraine
Ile de-France
Champagne-Marne
Aisne-Marne
Champagne
Oise-Aisne
St Mihiel
Meuse-Argonne

World War II
Central Pacific
East Indies
Burma
India-Burma
China Defensive
Central Burma
China Offensive
Air Combat, Asiatic-Pacific Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
Thailand, 19 Mar 1945

Air Force Outstanding Unit Awards

1 Jul 1986 - 30 Jun 1988
1 Jul 1988 - 30 Jun 1990
1 Jul 1990 - 29 May 1992
1 Jun 1992 - 30 Jun 1994
1 Jun 1996 - 31 May 1998
1 Jun 1998 - 31 May 2000
1 Jun 2002 - 31 May 2004

1 Jun 2005 - 31 May 2007

Air Force Meritorious Unit Awards

1 Jun 2015 - 31 May 2016

1 Jun 2016 – 31 May 2018

EMBLEM



A rough rider in black in silhouette on an orange disc. (Approved, 2 Feb 1924 from World War I emblem) Originally approved on 2 February 1924. Approved by AFHRA on 20 July 2016 per unit request.

MOTTO

MANU FORTI--With a Strong Hand (Approved, 22 Apr 1960)

OPERATIONS

The Eighty-eighth Aero Squadron was engaged in the operations in the Toul Sector, at Chateau Thierry, St. Mi-hid, and the Argonne-Meuse first and second offensives. This squadron accomplished many reconnaissance's over the lines, taking many pictures, locating machine-gun nests and batteries and gathered military information of greatest value. It received official credit for four enemy planes brought down. The squadron suffered 14 casual-ties, consisting of 6 killed and 8 wounded.

The arrival of the 88 Squadron on July 6 completed this group, which operated as such from July 7. From this last date to July 15 the main purpose of operations undertaken was a thorough recon-naissance and surveillance of the enemy opposite our sector, in order to keep our command informed of his movements and dispositions. Missions were sent out for this purpose daily at dawn and dusk, while other missions were dispatched throughout the day according to the existing situation. All missions were quite definite. Great importance was attached to photographing the

enemy works. Visual reconnaissance and photographic missions were both fraught with difficulties and the enemy often endeavored to interfere with them. Nevertheless, our staff received timely and important information, the result of the work of this observation group during this period. In addition, a certain number of artillery adjustments and contact patrols were undertaken. When the enemy attack finally came and was repulsed the corps observation worked during every hour of daylight and again brought invaluable information Observation Work in the Counter-Offensive

The allied counter offensive of July 18 changed materially the work of the observation squadrons. A war of movement had begun and there became apparent at once the greater difficulties in the way of keeping ground and air forces closely in touch with each other. Contact patrols became of far greater importance. Photography decreased in importance, while the regulation of artillery fire on hostile batteries became much more difficult. Our patrols, in spite of these obstacles, did obtain important information and transmit it to its destination. Our corps observation did effective work, even deep photography, while enemy attempts at photography and visual reconnaissance were greatly hampered by our own pursuit. Throughout all of these operations, in spite of the larger number of enemy airplanes in this sector and their aggressiveness, our pilots maintained their fighting spirit against heavy odds.

Early in August, 1918, the American 3d Army Corps came into line on the Vesle and an observation group, consisting of the 88 American Squadron and two French squadrons, was organized for its use. The enemy had paused in his retreat and held strongly the heights north of the Vesle. The character of the observation work demanded of both of our observation groups was essentially the same as that undertaken on the Marne. Added experience made for greater efficiency, and the difficult problem of liaison with both Artillery and Infantry was attacked with energy. On the whole, it may be stated that during this, their first taste of real warfare, the observation squadrons did good service.

The Squadron had two days before the opening of the St. Mihiel operation, changed station from Goussancourt to Ferme-de-Greves, twelve kilometers Southeast of Chateau-Thierry. It was then serving with the 3rd American Army under the VI French Army. It received orders, verbally at Headquarters Air Service, First Army, on noon 11th September to move with all possible speed and to report at Souilly for such duty as called for by the 5th Observation Group. The Squadron Commander reached Ferme-de-Greves, late on the night of 11th September with the orders for change of station. The squadron flew its planes to Souilly the following morning and made two reconnaissances that afternoon. That evening the flying personnel of the Squadron stood sixteen pilots and eleven observers, all available for duty. Fourteen airplanes were available. One hundred and fifty kilometers had been covered in its change of station, on a forenoon blustery with rain and wind.

The Souilly field had adequate hanger and barracks space for only two American Squadrons. The 99th and 104th American Squadrons and a French Escadrille were under orders for the Souilly field and arrived between the 11th and 17th. On the 14th the Squadron changed station to the Pretz-en-Argonne Airdrome, fifteen kilometers Southwest of Souilly.

The Squadron throughout its part in the St. Mihiel attack served under the 5th Observation Group, commanded by Lt. Colonel A. R. Christie. The work was principally with the 26th Division, at the

Northern end of the battle line, with Headquarters at Dieue-sur-Meuse. The enemy line was ... the same as it had been for many months: one section was that on which two observers of the Squadron had worked on in the previous April. The Division advanced its line some seven kilometers on the first day, reaching and holding the Army Objective. Because of this favorable progress the Air Service work became Divisional Reconnaissance with special attention to signs of enemy retreat or counter-attack.

The Squadron experienced but one combat, on 14th September, the Squadron Commander, Capt K. P. Littauer, pilot, and Lieut. Theodore E. Boyd, observer, were shot down while accompanying as protection, a photographic mission from the 99th Aero Squadron. The formation had not been carefully maintained and enemy pursuit planes were able to cut Capt Littauer out of the formation and attack him alone. The plane was practically riddled and the puncturing of the radiator forced the pilot to seek a landing. Lieut. Boyd had been several times wounded in the leg and arm but was able to assist the pilot orient his course.

On September 17th the Squadron was relieved from the 5th Corps and re-assigned to the 3rd Corps, per orders Hdqrs. Air Service, 1st Army.

What is particularly worth while during our participation in this first "All-American" battle is that the Squadron coming two days before from the most strenuous and intensive service along the Vesle was able to move on a night's notice and to report the following noon with a full personnel and equipment prepared to operate.

Stationed at Mitchel Field, NY, as of 27 June 1919 as the 88 Aero Squadron. Transferred on 11 July 1919 to Scott Field, IL. Transferred on 5 September 1919 to Langley Field, VA.

Assigned on September 1919 to the 2nd Wing. Attached on 1 October 1919 to the 1st Army Observation Group.

Relieved from the 2nd Wing on 24 May 1920 and assigned to the 1st Army Observation Group.

Participated in demonstrations of effectiveness of aerial bombardment on warships, Jun-Sep 1921.

Deployed for service in connection with civil disorders arising from West Virginia coal strike, Sep 1921.

Attached to the 1st Provisional Air Brigade 6 May-3 October 1921 while supporting the battleship bombing tests off the Virginia coast. Redesignated as the 88 Squadron (Observation) on 14 March 1921.

Flew missions in support of authorities engaged in quelling civil disorders in the West Virginia coal fields 2-8 September 1921.

Transferred on 15 October 1921 to Godman Field, KY, and assigned to the Fifth Corps Area. Transferred on 11 October 1922 to Wright Field, OH.

Redesignated as the 88 Observation Squadron on 25 January 1923. Assigned on 24 March 1923 to the 5th Division.

Transferred on 7 May 1927 to Brooks Field, TX, and attached to the Air Corps Training Center. Inactivated on 1 August 1927 at Brooks Field, TX.

Activated at Post Field, OK, on 1 June 1928 and attached to the Field Artillery School. Relieved from assignment to the 5th Division on 15 February 1929 and assigned to the 14th Observation Group.

Relieved from assignment to the 14th Observation Group on 30 June 1931 and assigned to the 12th Observation Group. Transferred on 5 November 1931 to Brooks Field, TX. Reorganized and redesignated 88 Reconnaissance Squadron (Long Range, Amphibian) on 1 March 1935. Concurrently relieved from the 12th Observation Group and assigned to the 1st Wing.

Transferred on 24 September 1935 to Hamilton Field, CA.

20 June 1935 Douglas Y10-35, 32-319, c/n 1119, of the 88 Observation Squadron, suffers loss of power on right engine during takeoff from Griffith Park, Los Angeles, California for flight to Rockwell Field, San Diego, California, at 1000 hrs. Pilot, Cadet Tracy R. Walsh, manages to hop over soldiers breaking camp alongside runway but does not have sufficient flying speed. Airplane crashes through a tent, a fence, and into an automobile, demolishing itself, the vehicle, and killing three civilians in the car. Three crew on plane unhurt. O-35 surveyed and dropped from records at March Field, 15 October 1935.

Redesignated as the 88 Reconnaissance Squadron on 1 September 1936 and attached to the 7th Bombardment Group. Relieved from attachment to the 7th Bombardment Group on 1 October 1937 but remained assigned to the 1st Wing.

Air-dropped foodstuffs and flew reconnaissance missions in support of flood relief operations in central California 12-13 December 1937. Redesignated as the 88 Reconnaissance Squadron (Long Range) on 6 December 1939.

Transferred on 7 September 1940 to Fort Douglas, UT. Redesignated as the 88 Reconnaissance Squadron (Heavy) on 20 November 1940. Transferred on 15 January 1941 to Salt Lake City, UT, and attached to the 7th Bombardment Group. Ground elements departed from Fort Douglas 13 November 1941 and sailed from the port of San Francisco on 21 November on an army transport en route to the Philippines. Aircraft and crews began departing Muroc Field, CA, on 6 December en route to Hawaii. Elements of the squadron flew their B-17s into Hickam Field at the height of the Japanese attack on Pearl Harbor.

In December, a B-36B of the 436 Bomb Squadron, 7th Bomb Group completed a round trip non-stop flight from Carswell AFB to Hawaii and back. The B-36, commanded by Maj John D. Bartlett, flew the

mock attack on Pearl Harbor, Hawaii flying over 8,000 miles without landing in thirty-five hours and thirty minutes.

On 26 May 1949, the 7th Bomb Wing became the first unit in the Air Force to receive the world's largest land aircraft, the Consolidated XC-99, 43-52436 cargo aircraft. It was the sister ship to its far-reaching counterpart bomber, the B-36, and was assigned to the 436 Bomb Squadron, 7th Bomb Group, for a series of inspections prior to reassignment with another Air Force unit at Kelly AFB, San Antonio, Texas in September 1949. The gigantic, cigar shaped aircraft had its modification and flight test program administered by the 436 Bomb Squadron. During June, the XC-99 had a complete overall inspection. Maintenance of the double decked XC-99 was the responsibility of Master Sergeant Howell M. Covert, 436 Bomb Squadron crew chief. He and Technical Sergeant C.E. Cornell, 436 Bomb Squadron, his assistant, had just completed a seven-week familiarization training course on the XC-99 at the Consolidated plant in Fort Worth. Maintenance people assigned to the 436 Bomb Squadron constructed four specially built loading cranes for the XC-99. These cranes expedited loading the transport.

One of the most important developments in the B-36 program occurred in mid-February as a result of numerous Maj malfunctions associated with the B-36. Those problems brought the B-36 program down to a low and were emphasized in a dramatic, but tragic, manner — the crash of B-36B 44-92075 of the 436 Bomb Squadron, 7th Bomb Group, returning from Alaska. The aircraft had been taking part in cold weather maneuvers over British Columbia, Canada. The aircrew abandoned the aircraft when severe icing plus an engine fire endangered the crew. A total of five out of seventeen that parachuted lost their lives. Those five individuals were: First Lieutenant Holiel Ascol, bombardier; Capt Theodore F. Schreier, copilot; Capt William Phillips, navigator; Staff Sergeant Neal A. Straley, gunner; and Staff Sergeant Elbert W. Pollard, gunner.

Those engineering difficulties attributed to the crash in Canada were concerned with the following aircraft components: exhaust system, alternators, icing systems, and carburetors. Based on these problem areas and the crash on 14 February, General Irvine grounded the B-36 aircraft at Carswell effective 15 February 1950. Flying activity ground to a halt following this. Flying resumed shortly thereafter.

During March 1951, the 7th Wing established a new unit flying record when the 436 Bomb Squadron flew 477 hours with six B-36s in twenty-nine days out of Carswell.

A second familiarization flight to Goose Bay, Labrador, Canada was flown in September 1951. The purpose of the mission was to familiarize the 436 Bomb Squadron with the staging base at Goose Bay and test the capabilities and facilities of the base. On 16 September, the 436 deployed six B-36D aircraft out of Carswell, landing the same day at Goose Bay. While at Goose Bay, the aircraft flew a polar navigation sortie to Thule, Greenland. The six bombers returned to Carswell on 23 September. Enroute, a partial profile mission was conducted.

After completing the mission and landing at Carswell on 6 March, a 436 Bomb Squadron B-36F burned up on the ramp with only minor injuries recorded. The accident resulted from the left landing

gear failing while the aircraft was parked on the ramp. This was the sixth Maj accident in the wing to date that destroyed an entire B-36, but the first non-flying.

August opened with a B-36F 49-2679 of the 436 Bomb Squadron destroyed by fire on 5 August 1952. While on the parking ramp at Carswell, gasoline overflowed from the number three tank vent, which was ignited by the exhaust from a B-10 power unit on the ramp. No loss of life resulted with only minor injuries to three crew members. This was the seventh B-36 destroyed in the wing to date. Of those, five were flying crashes.

Two days later, on 6 August 1952, a unit simulated combat mission was flown against Philadelphia by nineteen wing B-36s (seven-F and twelve-H), nine of the 9th Bomb Squadron, five of the 436 Bomb Squadron and five of the 492nd Bomb Squadron. After launch, the bombers flew to Maine and encountered several Air Defense Command F-84, F-86 and F-94 fighters in the northeastern United States. From Maine, the bombers attacked Philadelphia. Following this, the aircraft landed at Carswell on 7 August. Fighter opposition was very small during the mission and did not affect the mission's effectiveness. Overall, the mission was considered very successful.

13 February 1950 A U.S. Air Force Convair B-36B 44-92075, of the 436 Bomb Squadron, 7th Bomb Wing, in transit from Eielson AFB, Alaska to Carswell AFB, Texas, loses three of six engines, suffers icing. To lighten aircraft, crew jettisons Mark 4 nuclear bomb casing over the Pacific Ocean from 8,000 feet. High explosives detonate on contact, large shockwave seen, 17 crew later bails out safely over Princess Royal Island, but five (the first to depart the bomber) are not recovered and are assumed to have come down in water and drowned. Aircraft flies 210 miles (340 km) with no crew, impacting in the Skeena Mountains at 6,000 feet, east of Stewart, British Columbia. Wreckage found in September 1953.

27 April 1951 B-36D Peacemaker, 49-2658, of the 436 Bomb Squadron, 7th Bomb Wing, Carswell AFB, Texas, collides with F-51D Mustang, 44-84973, of the 185th Tactical Reconnaissance Squadron, Oklahoma Air National Guard, out of Will Rogers Field, Oklahoma City, during gunner training NE of Perkins, Oklahoma, 55 Miles NE of Oklahoma City, Oklahoma. Mustang pilot Lt. Fred Black killed, as well as 13 of 17 B-36 crew.

USAF Unit Histories
Created: 7 Feb 2011
Updated: 10 Mar 2023

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.
US Army Order of Battle 1919-1941. Steven E. Clay. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, KS. Nd.
Unit yearbook, *Ft Worth AAF, TX*, Army and Navy Publishing Company, Baton Rouge, LA, 1947.