

530 BOMBARDMENT SQUADRON, MEDIUM



MISSION

LINEAGE

530 Bombardment Squadron (Heavy) constituted, 28 Oct 1942
Activated, 3 Nov 1942
Inactivated, 20 Feb 1946
Redesignated 530 Bombardment Squadron, Very Heavy, 3 Jul 1947
Activated in the reserve, 17 Jul 1947
Inactivated, 27 Jun 1949
Redesignated 530 Bombardment Squadron, Medium, 20 May 1955
Activated, 11 Jul 1955
Redesignated 530 Combat Crew Training Squadron

STATIONS

Davis-Monthan Field, AZ, 3 Nov 1942
Biggs Field, TX, 2 Dec 1942
Lowry Field, CO, 4 Mar-19 Apr 1942
Fenton, Australia, May 1942
Darwin, Australia, 9 Aug 1944
San Jose, Mindoro, 28 Feb 1945
Okinawa, 10 Aug 1945
Ft William McKinley, Luzon, 28 Nov 1945-20 Feb 1946
Chatham Field, GA, 17 Jul 1947-27 Jun 1949
Plattsburgh AFB, NY, 11 Jul 1955

ASSIGNMENTS

380 Bombardment Group, 3 Nov 1942-20 Feb 1946
380 Bombardment Group, 17 Jul 1947-27 Jun 1949

380 Bombardment Wing, 11 Jul 1955

WEAPON SYSTEMS

B-24, 1942-1945

B-24D

B-47, 1955

FB-111

COMMANDERS

1Lt Zed S. Smith (acting)

Lt Col George A. Davies Jr., 20 Dec 1985

Lt Col Michael C. MacMahan, 20 Apr 1987

Lt Col Jack C. Laffoon, 19 Feb 1988

Lt Col Joseph B. McNichols Jr., 1 May 1989

Lt Col Donald C. Siegel, Aug 1990

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



530 Bombardment Squadron (Heavy) emblem: Over and through a light turquoise blue disc, border yellow-orange, piped and edged black, BUGS BUNNY proper, holding a carrot aloft in right forepaw and riding a large tan and brown aerial bomb, falling to dexter base, all emitting speed lines to rear. (Approved, 10 Jul 1943)

MOTTO

OPERATIONS

Combat in Southwest and Western Pacific, c. 21 May 1943-24 Jul 1945

The 509th Bombardment Wing, Heavy was redesignated the 509th Bombardment Wing, Medium, on December 1, 1969 in preparation for arrival of FB-111As. On December 16, 1970, the 509th Bomb Wing at Pease AFB, received its first FB-111A. The 509th, after many difficulties, was fully combat ready in October 1971. The 380th at Plattsburgh AFB, New York converted to FB-111A medium bombers in 1971, and began flying FB-111A strategic bombardment missions in July 1971. The training mission, along with the 4007th CCTS, was relocated from Carswell to Plattsburgh and became part of the 380th Strategic Aerospace Wing on December 31, 1971. FB-111A combat crew training was commenced FB-111A in August 1971. The 4007th CCTS retained its original designation until redesignated as the 530 CCTS on July 1, 1986. The 380th Strategic Aerospace Wing (the second of SAC's only two wings of FB-111 As) at Plattsburgh AFB, New York, became combat ready during 1972. The 380th won the SAC bombing and navigation competition, and Fairchild Trophy, in 1974, 1976, and 1977.

To increase survivability, FB-111 As of both Bomb Wings stood satellite alert during the early 1970s. The 380th Bomb Wing sent some of their jets on a programmed 90 day rotation to Kincheloe AFB, Michigan and K.I. Sawyer AFB, Michigan. The 509th Bomb Wing sent some of their jets to Rickenbacker AFB, Ohio and McGuire AFB, New Jersey. The actual deployment time for the aircraft turned out to be closer to 70 days. Satellite alert was discontinued in April 1975.

The 530 Strategic Bombardment Training Squadron was activated at Plattsburgh AFB on July 1, 1986. The unit was previously the 530 Bombardment Squadron and part of the 380th BW until inactivated on June 25, 1966. The squadron had been activated at Plattsburgh AFB, NY in July 1955 and performed ground training until January 1956 when the squadron received its first B-47s. The 530 participated in operations and exercises of the Strategic Air Command until 1965. The 530 BS deployed with the 380th BW to England from April to June 1957. Crews and aircraft from the 530 BS participated in overseas Reflex Action B-47 alert in England from January 1959 until March 1965. The squadron lost its aircraft in December 1965 and was not operational thereafter. The 530 BS was inactivated on June 25, 1966.

Soon after being activated as the 530 SBTS, the squadron was redesignated as the 530 Combat Crew Training Squadron, effective on January 1, 1987. On April 30, 1987, Lt Col. Michael C. McMahan assumed command of the 530 CCTS. In 1987, the unit was recommended for its fifth Award of the Air Force Outstanding Unit Award (AFOUA) for exceptionally meritorious service from July 1, 1986 to June 30, 1987. The previous four were accorded to the 4007th CCTS until redesignated the 530 SBTS.

The 530 Combat Crew Training Squadron (CCTS) qualified for the Air Force Outstanding Unit Award by clearly leading the way in developing the full potential of its people while accomplishing the unit mission of training aircrews to fly the FB-111A, still the most task-demanding bomber in the Air Force, during the period July 1, 1986 to June 30, 1987. During this period, the number of aircrews graduating from the Initial Qualification Course (IQC) increased 58 percent and the number graduating from the Requalification/Difference Training course, for previously experienced F/FB-111 crew members, was 190 percent of forecast. This increased production by the 530 brought the critically manned SAC FB-111A force up to 110 percent authorized manning from 80 percent. This was all accomplished without any additional instructor authorizations, resources, or time. In fact, the 530 CCTS was manned at only 75 percent during this period. Faced with the ever-decreasing experience level of the trainees in the IQC and CFIC, due to SAC emphasis on a younger and more stable crew force, the 530 CCTS adapted its training programs to the people. Flight and simulator profiles as well as academics courses were modified to meet the student's and instructor's candidates needs while the high standards expected of the 530 CCTS graduates remained unchanged. The number of instructor candidates graduating from the CFIC did not increase over the previous years, however, the course was lengthened 42 percent to compensate for the lower experience level of the candidates. The 530 CCTS's instructors successfully met the challenge and trained the new FB-111A aircrews and instructor candidates to the same proficiency as their more experienced predecessors. The 530 not only produced top-notch aviators for the FB-111A, it also added to SAC's deterrent force by maintaining six combat-ready instructor crews who augmented the wing's tactical squadrons in support of the Emergency War Order (EWO) mission and maintained currency in conventional weapons delivery. Instructor crews further developed their own potential by participating in exercises such as Giant Armor, Red Flag, Maple Flag, Amalgam Brave, and this wing's ORI. Additionally, the instructor crews completed 100 percent of their own ground training and flying requirements in the midst of the increased work load. The 530 further developed the instructor's expertise to the benefit of both instructors and students by sending them to schools such as Squadron Officer School, SAC Tactics School, SAC Instrument Flight Course and the SAC Scheduling School. The squadron encouraged further professional development of its instructor cadre by insuring time was available for PME and advanced degree course work, resulting in completion or enrollment in the appropriate level of PME and advanced degree course work by 100 percent of the instructor force. Attesting to the superior performance of the 530 CCTS was "Outstanding" rating received from the 1st Combat Evaluation Group (1CEVG). Flawless job knowledge testing and flying performances ensured this top rating during the evaluation. The squadron's performance was equally impressive when it received an "Excellent" during the 1987 Operational Readiness Inspection (ORI). During this ORI, Strategic Air Command Inspector General team members, including a member of the Joint Strategic Target Planning Staff praised the 530 CCTS combat mission training as the best in the command. They called it "a product that was developed with a thorough knowledge of adversary threat capabilities/employment coupled with the latest tactics and techniques". The 530 CCTS emblem is a Leon Schlesinger Production copyright which was obtained in writing on April 26, 1943 for the 530 BS's right of use and reproduction of the emblem design.

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Sources
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