

3 FLYING TRAINING SQUADRON



MISSION

LINEAGE

3 Aero Squadron organized, 1 Nov 1916
Redesignated Squadron A, Post Field, OK, 22 Jul 1918
Demobilized, 2 Jan 1919

3 Aero Squadron organized, 13 May 1919
Redesignated 3 Squadron, 14 Mar 1921
Redesignated 3 Pursuit Squadron, 25 Jan 1923

Squadron A, Post Field, OK and 3 Pursuit Squadron consolidated, 1924. Consolidated unit designated 3 Pursuit Squadron.

Redesignated 3 Pursuit Squadron (Interceptor), 6 Dec 1939
Inactivated, 2 Apr 1946
Redesignated 3 Tactical Fighter Squadron, 12 Mar 1973
Activated, 15 Mar 1973
Redesignated 3 Fighter Training Squadron, 19 Dec 1991
Inactivated, 20 Aug 1993
Redesignated 3 Flying Training Squadron, 14 Feb 1994
Activated, 1 Apr 1994

Inactivated, 7 Apr 2000
Activated, 2 Apr 2001
Redesignated 3 Fighter Training Squadron, 8 May 2007
Redesignated 3 Flying Training Squadron, 14 Sep 2012

STATIONS

Ft Sam Houston, TX, 1 Nov 1916
South San Antonio, TX, May 1916
Ft Sill, OK, 30 Aug 1917
Post Field, OK, Nov 1917-2 Jan 1919
Mitchel Field, NY, 13 May 1919
Hazelhurst Field, NY, 29 May-28 Jun 1919
Manila, Luzon, 18 Aug 1919
Camp Stotsenburg, Luzon, 2 Dec 1919
Clark Field, Luzon, 15 Oct 1920
Nichols Field, Luzon, 16 Jun 1938
Iba Airfield, Luzon, 1 Sep 1941
Nichols Field, Luzon, 9 Dec 1941
Ternate, Luzon, 12 Dec 1941 (operated from Del Carmen, Luzon, 12-25 Dec 1941)
Bataan, Luzon, 25 Dec 1941-Apr 1942 (operated from Mindanao, 8 Apr-May 1942)
Korat RTAFB, Thailand, 15 Mar 1973
Clark AB, Philippines, 15 Dec 1975-19 Dec 1991
Eielson AFB, AK, 19 Dec 1991-20 Aug 1993
Lackland AFB, TX, 1 Apr 1994-7 Apr 2000
Moody AFB, GA, 2 Apr 2001
Vance AFB, OK, 26 Apr 2007

ASSIGNMENTS

Unkn, 1916-1919
Unkn, 13 May-18 Aug 1919
Philippine Department, 18 Aug 1919
1 Observation (later, 4 Observation; 4 Composite) Group, 10 Mar 1920
24 Pursuit Group, 1 Oct 1941-2 Apr 1946
388 Tactical Fighter Wing, 15 Mar 1973
3 Tactical Fighter Wing, 15 Dec 1975
343 Wing, 19 Dec 1991
343 Operations Group, 1 Feb 1992-20 Aug 1993
12 Operations Group, 1 Apr 1994-7 Apr 2000
479 Flying Training Group, 2 Apr 2001
71 Operations Group, 26 Apr 2007

ATTACHMENTS

Thirteenth Air Force, 15-16 Dec 1975

WEAPON SYSTEMS

R-4

JN-4

JN-6

DH-4

MB-3, 1923-1926

PW-9, 1926-1931

DH-4 1924-1931

P-12, c. 1930-1937

O-2

O-19

P-26, 1937-1941

P-35, 1941

P-40, 1941-1942

A-7, 1973-1975

F-4, 1975-1991

UH-1, 1991-1993

T-3, 1994-2000

T-6A, 2001-2007

T-38, 2007

COMMANDERS

Maj Benhamin D. Foulois, 1 Nov 1916

Capt Thomas S. Bowen, 6 Dec 1917-unkn

Capt Charles T. Phillips, Mar 1921

1st LT Raphael Baez, Aug 1921

Maj Adlai H. Gilkeson, 22 Oct 1921

Maj John C. McDonnell, 19 Oct 1923

Capt Earl H. DeFord, 10 Jul 1925

1st LT Frederick von H. Kimbel, 6 May 1926

Maj Leo A. Walton, 23 Sep 1926

Capt Lawrence P. Hickey, 18 May 1928

Maj Ralph P. Cousins, 1 Jul 1928

Maj John B. Brooks, 27 Jun 1930

Capt Aubrey Hornsby, 15 May 1931

Capt Leland R. Hewitt, 16 May 1932

Maj Gerald E. Brower, 17 Oct 1932

Maj Christopher W. Ford, 18 Aug 1935

Maj Lloyd Barnett, 3 Mar 1937

Capt Norris B. Harbold, 16 Jun 1938

Capt Alden R. Crawford, 1 Jun 1939-Sep 1939

Unknown, Sep 1939-Apr 1941

Maj Robert Patterson, Apr 1941

Maj William H. Maverick, 9 May 1941

Capt Benjamin Putnam, 27 Aug 1941
Capt William K. Horrigan, 29 Aug 1941
1st Lt Henry G. Thorne, 31 Oct 1941-18 Apr 1942
Unkn, 19 Apr 1942-2 Apr 1946
Lt Col Jerry A. Crist, 15 Mar 1973
Lt Col Ralph S. Penney, 27 Mar 1973
Lt Col Edward R. Skowron, 20 Sep 1973
Lt Col David R. Brown, 13 Mar 1974
Lt Col Donald L. Rebtov, 29 Aug 1974
Lt Col Paul E. Orf, 1 Aug 1975
Lt Col James T. Craig Jr., 17 Dec 1975
Lt Col J. R. Gilchrist, 13 Oct 1976
Lt Col William J. Eiback, 20 May 1977
Lt Col David F. Tippett, 15 Feb 1979
Lt Col Larry L. Henry, 23 Jun 1980
Lt Col Richard T. Swope, 1 Aug 1980
Lt Col Larry L. Henry, 14 Apr 1981
Lt Col Michael E. Heenan, 27 Oct 1982
Lt Col James J. Crumbliss Jr., 27 Jan 1984
Lt Col Alan W. Plotnik, 31 Jan 1986
Lt Col William L. Walters By Jan 1988
Lt Col Robert L. French, 9 Sep 1988
Lt Col Brian H. Wilbur, 5 Feb 1991-20 Aug 1993
Lt Col William C. Morris, 1 Apr 1994
Lt Col Philip A. Julien, 8 Sep 1995
Lt Col George Vogt, 29 Aug 1997
Lt Col Ronald W. Schaefer, 14 Oct 1998-7 Apr 2000
Lt Col Bruce M. Juselis, 2 Apr 2001
Lt Col Michael T. Byrne, 11 Apr 2003
Lt Col Mark E. Hess, 16 Apr 2004
Lt Col Rhea E. Dobson, 27 Jan 2006
Lt Col Thomas W. Tyson, 26 Apr 2007
Lt Col Allen R. Roberts, 27 Mar 2009
Lt Col Samuel C. Hinote, 21 Jul 2009

HONORS

Service Streamers

Campaign Streamers

World War II

Philippine Islands

Southwest Asia

Defense of Saudi Arabia

Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

Philippine Islands, 7 Dec 1941-10 May 1942

Philippine Islands, 8-22 Dec 1941

Philippine Islands, 6 Jan-8 Mar 1942

Air Force Outstanding Unit Award with Combat "V" Device

[15 Mar 1973]-15 Aug 1973

15 Oct 1974-12 May 1975

13-15 May 1975

Air Force Outstanding Unit Awards

1 May 1980-30 Apr 1982

22 Mar-1 Apr 1986

1 Jan 1989-1 Jun 1990

1 Jul 1990-30 Jun 1992

1 Jul 1992-[20] Aug 1993

1 Jul 1995-30 Jun 1996

1 Jul 1996-30 Jun 1998

1 Jan 2001-31 Dec 2002

1 Jul 2003-30 Jun 2005

1 Oct 2005-30 Sep 2007

1 Jul 2009-30 Jun 2010

1 Jul 2010-30 Jun 2011

1 Jul 2012-30 Jun 2014

Philippine Presidential Unit Citation (WWII)

EMBLEM



3 Pursuit Squadron





Approved, 14 Feb 1924; slightly modified in 1995

MOTTO

OPERATIONS

The 3 Aero Squadron was organized on 15 May 1919 for Philippine service and with this

inducement to offer, it was rapidly recruited to its final strength of 19 officers and 168 enlisted men. The enlisted personnel were largely secured from New York City and vicinity.

On 29 May 1919 the squadron was transferred to Hazelhurst Field, New York. On one 28 June the squadron entrained for San Francisco and arrived on 5 July, were marched aboard for US Army Transport Sherman and sailed at non that day for Manila

Upon arrival in Manila on 18 August 1919, the squadron was ordered to station at the Cuartel De Espana. Shortly thereafter one officer and 80 enlisted men were ordered to Fort Stotsenburg to assist in the construction of Clark Field and on 2 December 1919, the remainder of the squadron was transferred to Fort Stotsenburg for permanent station.

The men of the squadron lived in tents at Clark Field until 28 May 1920 on which date barracks were completed and squadron took possession.

Observer training unit, 1918-1919.

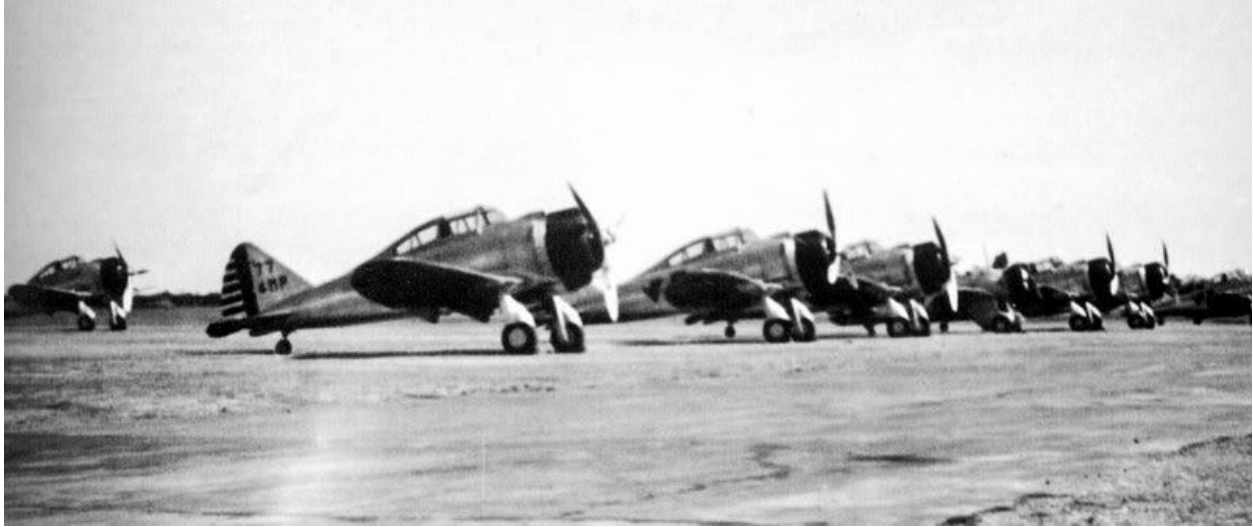
12 August 1920 Lt. William Calvin Maxwell, 28, of the 3d Aero Squadron, Camp Stotsenberg in Luzon, Philippines, a native of Atmore, Alabama, was killed in an aviation crash in the Philippines. While on a flight from Camp Stotsenberg to Manila, engine trouble forced Lt. Maxwell to attempt to land his DH-4 in a sugarcane field. Maneuvering to avoid a group of children playing below, he struck a flagpole hidden by the tall sugarcane and was killed instantly. On the recommendation of his former commanding officer, Maj. Roy C. Brown, Montgomery Air Intermediate Depot, Montgomery, Alabama, was renamed Maxwell Field on 8 November 1922.



3 Pursuit Squadron, 1930



Combat in the Philippines, 8 Dec 1941-1 May 1942; ground echelon fought as infantry unit on Bataan, 18 Jan-8 Apr 1942; carried as an active unit but was not operational from the fall of the Philippines to 2 Apr 1946.



Combat in Southeast Asia, 15 Mar-15 Aug 1973.

Supported evacuation of US personnel from Phnom Penh, Cambodia, and from Saigon, South Vietnam, Apr 1975, and the recovery of the SS *Mayaguez* crew, May 1975.





Provided primary flying training, 1994-2000.

With the purchase of the T-3A, the Air Force gained an aircraft that it believed provided a more rigorous and cost effective flight screening program. The aircraft possessed all the capabilities, overhead patterns, aerobatics, and recoveries required to properly screen prospective pilot candidates and to serve as the tool for leadership to base decisions on their entry into UPT. Almost from the beginning of the program, the T-3 was faced with a series of engine problems which eventually led to the aircraft's grounding for two months. This resulted in the shift of all flight screening to the Air Force Academy and in concerns that aircraft deliveries, which were already behind schedule, would be delayed further. The Air Force and Slingsby Aviation, the T-3's lead contractor, undertook several initiatives to correct the engine problems and restore the EPS program. These initiatives, ranging from the installation of clean servos to improved training and, most importantly, to the installation of an improved fuel system, resolved the engine problems and led to the resumption of enhanced flight screening at Hondo. Between resumption of flying and the end of 1994, the 12th Flying Training Wing graduated five more EPS classes. Despite the engine problems and the T-3's grounding, the EPS program performed as anticipated. Early indicators showed reduced attrition rates within UPT, giving AETC reason to believe that the Firefly had overcome its first-year growing pains.

The 3d FTS resumed acceptance of T-3 from Slingsby's Hondo plant on 6 July 1994, receiving two aircraft, followed by three more by mid-July, which brought the unit's number of possessed aircraft to 16. Unfortunately, the problems with the T-3 engines were not yet over. On the same day the 3d FTS began receiving aircraft from Slingsby, the squadron experienced the first of four engine stoppages that took place on two aircraft within a 14-day period. That series of events culminated in the grounding of the T-3 fleet on 20 July, the date of the fourth engine failure, by HQ AETC. The causes of the four engine stoppages varied—flow divider, fuel contamination, low idle, and vaporization. Each corrective action resulted in some type of fix to a fuel system component.

On 8 April 2000, AETC inactivated the 3d Flying Training Squadron at Hondo Municipal Airport, Texas, where the command had conducted the Enhanced Flight Screening Program with the T-3A.

On 2 April 2001 AETC simultaneously reactivated the 3d Flying Training Squadron at Moody to provide Joint SUPT with the command's first T-6s used for student training.

September 30, 2011 A pair of T-38 jets taxied to a stop on the windblown ramp at Vance Air Force Base Thursday afternoon, ending a flying mission with roots stretching back to World War I. The two jets had just concluded the final flight of the 3 Fighter Training Squadron, Vance's Introduction to Fighter Fundamentals Unit. In May the Air Force announced plans to discontinue the IFF programs at Vance and Laughlin AFB, Texas, and to consolidate the 40-day advanced pilot training course at three bases — Randolph AFB, Texas; Sheppard AFB, Texas; and Columbus AFB, Miss. Thursday's final flight was made by 3 FTS commander Lt. Col. James Bottomlee, and director of operations, Lt. Col. Troy "Snake" Henderson. They flew to military airspace near Canton Lake, where they conducted a simulated dogfight as part of continuation training, which helps keep instructors proficient. "I did too win," a smiling Bottomlee yelled across the tarmac at his opponent. Bottomlee wouldn't call the occasion bittersweet. "It's bitter everything," Bottomlee said, smiling. "Oh, no, not really. It's been a really nice time commanding the 3 and following in the legacy." The 3 FTS, which stood up at Vance in spring 2007, dates back to November 1916, when it was established as 3 Aero Squadron at Fort Sam Houston, Texas. "It is sad to see it go, sad to see the mission leave Vance," said Bottomlee. "I think it is a good mission and we did well, training up some good students." In its four-plus years of existence at Vance, the 3 FTS has trained 30 to 40 fighter and bomber pilots annually in T-38s equipped with gun sights and practice bomb dispensers. And did so successfully, Bottomlee said. "Our students have over the last three years been 100 percent successful at their follow-on training," he said, "which is a big deal because that means our product is a quality product." Based on the recommendation of combat commanders, the Air Force cut the number of IFF graduates it needed annually from 450 to 380. Consolidating the IFF mission into three bases, Air Education and Training Command officials estimate, will save some \$55 million over eight years. In the wake of the announced closure of the Vance IFF mission, Oklahoma Sens. Jim Inhofe and Tom Coburn and 3 District Rep. Frank Lucas, wrote a letter to Air Force officials seeking a detailed cost analysis of the expected savings. Inhofe is out of the country and couldn't be reached for comment, but his communications director, Jared Young, issued a statement saying "Senator Inhofe believes that the numbers-driven defense cuts that are taking place are not best for our military. "The loss of the Introduction to Fighter Fundamentals mission at Vance will mean that the Air Force is losing its surge capacity, which will make responses to emergencies more difficult." Young said Inhofe continues to question the Air Force's decision, saying the senator "believes that Vance can train these pilots efficiently, and at comparable cost." The IFF mission was formerly conducted at Moody AFB, Ga., until the 2005 Base Realignment and Closure Commission divided it among Vance, Laughlin and Columbus. That move, said Mike Cooper, military liaison for the city of Enid, was not popular at the time among the Air Force brass. "It was their original desire to leave that intact or to try to put it

back together,” Cooper said. “They think they are going to save money. It doesn’t have anything to do with Vance itself. They do a great job of training. It’s just the number of fighter seats available. You can’t have a full stand-up mission if there are not a lot of people to train.” Vance’s IFF mission includes 12 instructor pilots and two support personnel, as well as 16 aircraft. A ceremony officially deactivating the squadron is set for Dec. 2. In the meantime, Bottomlee said, the Warbirds will wind down their operations. Some of the 3 FTS’ personnel will be leaving Vance, but some, including Bottomlee, will stay on in different roles, he said. In the meantime, 3 FTS instructors will do temporary duty at Randolph and Columbus, helping stand up the IFF squadrons at those bases. “As we stand down they are going to ramp up, and they still don’t have all the instructors they need yet,” Bottomlee said. “So we’re going to go and augment their instructors. The training that we’ve done here will actually just carry that experience to those bases.” Young’s statement on behalf of Inhofe concludes: “He will continue to work with the Air Force to seek strategy-driven changes, and increased missions in the future for Vance.” Losing a mission is never good, said Cooper, but there is a bright side to the demise of the 3 FTS. Prior to the 2005 BRAC round, Vance was short on ramp space. But because of BRAC there have been millions of dollars in improvements, including ramp expansion and a new building to house the 3 FTS.

3 TFS, Det 1, Manila, Philippines

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

Air Force Historical Research Agency, U.S. Air Force, Maxwell AFB, Alabama.

Air Force News. Air Force Public Affairs Agency.