

## 15 TEST SQUADRON



### MISSION

#### LINEAGE<sup>1</sup>

15 Pursuit Squadron (Interceptor) constituted, 20 Nov 1940

Activated, 15 Jan 1941

Redesignated 15 Fighter Squadron, 15 May 1942

Disbanded, 1 May 1944

Reconstituted, 10 May 1947

Activated in the reserve, 12 Mar 1947

Inactivated, 27 Jun 1949

Redesignated 15 Fighter Interceptor Squadron, 11 Feb 1953

Activated, 20 Apr 1953

Inactivated 24 Dec 1965

2872 Test Squadron designated and activated, 15 Jan 1988

15 Fighter Interceptor Squadron and 2872 Test Squadron consolidated and redesignated 15 Test Squadron, 1 Oct 1992

Inactivated

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<sup>1</sup> Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL; Unit yearbook. *34<sup>th</sup> Air Division, Defense*. 1956.

## **STATIONS**

MacDill Field, FL, 15 Jan 1941  
Tallahassee, FL, 8 May-18 Dec 1941  
LaChorrera, Panama, 2 Jan-10 Nov 1942  
Dale Mabry Field, FL, 26 Nov 1942  
Drew Field, FL, 6 Jan 1943  
Ft Myers, FL, 5 Feb 1943-1 May 1944  
Andrews Field, MD, 12 Mar 1947-27 Jun 1949  
Davis-Monthan AFB, AZ, 20 Apr 1953  
Homestead AFB, FL, 30 Jun 1967-30 Mar 1968  
Hill AFB, UT, 15 Jan 1988

## **ASSIGNMENTS**

53 Pursuit (later Fighter) Group, 15 Jan 1941-1 May 1944  
Eleventh Air Force, 12 Mar 1947  
419 Troop Carrier Group, 30 Sep 1947-27 Jun 1949  
34 Air Division, 20 Apr 1953  
Los Angeles Air Defense Sector, 1 Jan 1960  
Phoenix Air Defense Sector, 1 May 1961  
Ogden Air Logistics Center, 15 Jan 1988

## **WEAPON SYSTEMS**

P-35, 1941  
P-40N 1941  
P-39D, 1941-1943  
P-51A, 1943  
P-47D, 1943-1944  
F-86A, 1953  
F-86D, 1954  
F-86L, 1957  
F-89J, 1959  
F-101B, 1960

## **COMMANDERS**

Lt Col Winton W. Marshall  
Maj Hugh C. Slater, Jul 1954  
Lt Col Walter T. Carter, Aug 1955  
Lt Col William Reynolds  
Lt Col William McVey, 3 Jun 1959

## **Service Streamers**

American Theater

## **Armed Forces Expeditionary Streamers**

## Campaign Streamers

## Decorations

## EMBLEM



15 Fighter Squadron emblem



Over and through a light turquoise blue disc, wide border turquoise blue, a death's head proper, resting on the brim of an inverted black silk top hat, all in front of a red walking stick, capped and handled of white. (Approved, 28 Jul 1943)<sup>2</sup>

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<sup>2</sup>The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.



## **MOTTO**

### **OPERATIONS**

The 15 Pursuit Squadron was assigned P-35s and P-40s for training purposes and eventually P-39s. Personnel were assigned from the 29th Bombardment Group and from the General Headquarters Recruitment detachment. Shortly after the attack on Pearl Harbor, the unit was alerted for overseas shipment and on 26 December 1941, the unit was placed aboard a troopship and embarked for the Canal Zone, Panama. New Years Day, 1942, saw the squadron arrive at Balboa, in the Canal Zone.

While in Panama, the Squadron flew combat air patrols, interceptions and maintained an alert schedule. The unit was returned to the United States on 22 November 1942, and entrained for Dale Mabry Field, Tallahassee, Florida, arriving there on the 26 November.

The third of the subordinate squadrons of the 53rd Pursuit Group (Interceptor) to deploy to Panama as part of the emergency reinforcement of the Command following Pearl Harbor, the 15 Pursuit Squadron (Interceptor) arrived and was immediately deployed to La Chorrera Auxiliary Aerodrome #1 on 2 January 1942. The squadron was disbanded, 1 May 1944

After four years of inactivity, the Squadron was designated as the 15 Fighter-Interceptor Squadron and was activated on 20 April. Experienced personnel from the 93rd Fighter-Interceptor Squadron, Kirtland Air Force Base, were dispatched on orders to Davis-Monthan Air Force Base to begin the task of making the Squadron operational.

Under the leadership of Lieutenant Colonel Winton W. Marshall, who relinquished command of the 93rd Fighter Squadron to assume command of this Squadron, the unit progressed rapidly toward attaining full combat capabilities to fulfill its Air Defense mission.

In November 1955 the 15 was the only ADC unit to participate in "Operation Sagebrush," a joint Army-Air Force maneuver in Louisiana and Texas. This was the largest military maneuver ever

under taken in the United States and the 15 Fighter-Interceptor Squadron made an invaluable contribution to the operations effectiveness.

The squadron's most recent honor came in May of 1956 at Yuma Air Force Base, Yuma, Arizona, where the 15 Fighter-Interceptor Squadron set a new rocket firing record at the ADC's rocketry training school.

In September 1956, Major Earl H. Singleton became acting commander when Lieutenant Colonel Carter began full-time studies at the University of Arizona under the Air Force's "Operation Bootstrap."

On January 5, 1959, the 15 FIS terminated their alert commitment with F-86L Sabres and commenced conversion to F-89Js.

Lt. Colonel William Reynolds commanded the 15 FIS at the time the first F-89Js arrived from the 98th FIS at Dover AFB for transition training. In a rather exceptional feat, by the end of the first quarter of 1959 97% of the pilots and 100% of the newly arrived R/Os had completed their training. 14% of the pilots and 29% of the R/Os were considered combat qualified. In fairness to the pilots for the lopsided percentages, the pilots had to conduct their transition training from Sabres to Scorpions at Davis-Monthan, while the ROs had the advantage of training with experienced Air National Squadrons in Montana and Minnesota.

In late fall 1959 the 15 FIS deployed to MacDill AFB for Operation Peak-Up and live firing from their F-89s for the first time. In another exceptional action, Lt. John Holoqueen and R/O Collipi fired 100%.

In late winter 1960 many of the 15 FIS F-89Js were flown to Mobile, Alabama, to be turned over to the Alabama Air National Guard. In April the remaining F-89Js departed for James Connelly AFB and assignment to the Air Training Command, and the 15 FIS became an F-101 squadron.

A number of new units were activated and others were redesignated during the 1980s. Detachment 2, 2849th Air Base Group, was redesignated 2849th Support Squadron (Range) in October 1983. The Base Services Division was upgraded to the 2849th Services Squadron on 1 December 1987. Effective 1 August 1988, the 2872d Test Squadron was formed in the Directorate of Maintenance, consolidating the Flight Test Branch and other related section duties. The 299th Communications Squadron (ANG) moved to Hill AFB from Salt Lake City airport in December 1983, and was redesignated the 299 Range Control Squadron, reporting to the 6545th Test Group (AFSC). Far out in the Pacific, Detachment 35, Ogden Directorate of Maintenance, AFLC Support Center Pacific, was established at Kadena AB, Japan, to service PACAF aircraft. It began operations on 15 May 1984.

2872 Test Squadron mission was to perform flight tests on F-16s that had undergone depot maintenance.