

37 BOMB SQUADRON



MISSION

LINEAGE

37 Aero Squadron organized, 13 Jun 1917

Demobilized, 15 Apr 1919

Reconstituted and redesignated 37 Pursuit Squadron, 24 Mar 1923

Activated, 1 Sep 1933

Redesignated 37 Attack Squadron, 1 Mar 1935

Inactivated, 31 Jan 1938

Redesignated 37 Bombardment Squadron (Medium), 6 Dec 1939

Activated, 1 Feb 1940

Redesignated 37 Bombardment Squadron, Medium, 9 Oct 1944

Inactivated, 26 Nov 1945

Redesignated 37 Bombardment Squadron, Light, 29 Apr 1947

Activated, 19 May 1947

Inactivated, 10 Sep 1948

Redesignated 37 Bombardment Squadron, Light, Night Intruder, 8 May 1952

Activated, 10 May 1952

Redesignated 37 Bombardment Squadron, Tactical, 1 Oct 1955

Inactivated, 25 Jun 1958

Redesignated 37 Bombardment Squadron, Heavy, 16 Jun 1977

Activated, 1 Jul 1977

Inactivated, 1 Oct 1982

Activated, 1 Jan 1987

Redesignated 37 Bomb Squadron, 1 Sep 1991

STATIONS

Camp Kelly, TX, 13 Jun–11 Aug 1917
Etampes, France, 18 Sep 1917
Issoudun, France, 23 Sep 1917
Bordeaux, France, c. 6 Jan–18 Mar 1919
Mitchel Field, NY, c. 5–15 Apr 1919
Langley Field, VA, 1 Sep 1933–31 Jan 1938
Barksdale Field, LA, 1 Feb 1940
Lowry Field, CO, 10 Jul 1940
Pendleton, OR, 29 Jun 1941
Lexington County Aprt, SC, 16 Feb 1942
Barksdale Field, LA, 24 Jun–18 Nov 1942
Telergma, Algeria, 21 Dec 1942
Sedrata, Algeria, 13 May 1943
Djedeida, Tunisia, 25 Jun 1943
Villacidro, Sardinia, 5 Dec 1943
Poretta, Corsica, 21 Sep 1944
Dijon, France, 20 Nov 1944
Linz, Austria, 16 Jun 1945
Horsching, Austria, 6 Jul 1945
Clastres, France, 3 Oct–c. 17 Nov 1945
Camp Myles Standish, MA, 25–26 Nov 1945
Langley Field (later, AFB), VA, 19 May 1947–10 Sep 1948
Pusan AB, Korea, 10 May 1952
Miho AB, Japan, 9 Oct 1954–19 Mar 1955
Eglin AF Aux Field No. 9, FL, 1 Apr 1955
RAF Alconbury, England, 11 May 1958
Eglin AF Aux Field No. 9, FL, 12 May–25 Jun 1958
Ellsworth AFB, SD, 1 Jul 1977–1 Oct 1982
Ellsworth AFB, SD, 1 Jan 1987

ASSIGNMENTS

Unkn, 13 Jun–Sep 1917
Third Aviation Instruction Center, Sep 1917–Jan 1919
Unkn, Jan–15 Apr 1919
18th Pursuit Group (attached to 8th Pursuit Group), 1 Sep 1933
2nd Wing (attached to 8th Pursuit Group), 1 Mar 1935–31 Jan 1938
28th Composite Group, 1 Feb 1940
17th Bombardment Group, 23 Apr 1941–26 Nov 1945
17th Bombardment Group, 19 May 1947–10 Sep 1948
17th Bombardment Group, 10 May 1952–25 Jun 1958
28th Bombardment Wing, 1 Jul 1977–1 Oct 1982

28th Bombardment Wing, 1 Jan 1987
28th Operations Group, 1 Sep 1991

ATTACHMENTS

17th Bombardment Wing, 8 Jun 1957–25 Jun 1958

WEAPON SYSTEMS

Avro 504–K
Sopwith F–1 Camel
DH–4
Nieuport 27, 1918
P-6D
P–6E, 1933–1935
A–8, 1935–1936
A–17, 1936–1938
B–18, 1940–1941
B–25, 1941–1942
B–26, 1942–1945
B–26, 1952–1956
B–66, 1956–1958
B–52, 1977–1982
B–1, 1987

COMMANDERS

Sgt Monroe Reynolds, 13 Jun 1917 (acting)
Cpl Cody Dalton, 15 Jun 1917 (acting)
1Lt Joseph C. Trees, 27 Jul 1917
1Lt Patterson, 13 Nov 1917
1Lt Frederick C. Bowne, 25 Nov 1917
1Lt William W. Nolting, 10 Dec 1917
1Lt Richard H. Merkel, 28 Dec 1917
Cpt Lester T. Gayle, 9 Jun 1918
1Lt Richard S. Davis, 22 Aug 1918
1Lt Richard H. Merkel, Sep 1918
1Lt Malcolm C. Wall, Nov 1918
Unkn, Nov 1918-15 Apr 1919
Cpt Caleb V. Haynes, 1 Sep 1933
Cpt Ned Schramm, 18 Jul 1935-Jul 1936
Maj William C. Goldsborough, 7 Jul 1936
Capt David M. Ramsey, 3 Aug 1937
Maj Russell L. Maughn, 16 Aug 1937
Inactive, 31 Jan 1938-1 Feb 1940
1Lt Karl E. Bannister, 1 Feb 1940
Cpt William. C. Mills, 10 Jul 1940-unkn

Maj Ferrell L. Bowen, 28 Jun 1942
Maj Robert A. Zaiser, 3 Jun 1943
Maj Audie S. Wright, 12 Jul 1943
Maj Raymond J. Downey, 24 Sep 1943
Maj Harold L. McKean, 15 Oct 1943
Cpt Rodney S. Wright, 21 Jul 1944
Maj George H. Gibbens, 27 Aug 1944
Maj Eugene J. McCarthy, 10 Apr 1945
Maj Randle J. Dedeaux, 25 May 1945
Unkn, Jun-26 Nov 1945
Unkn, 19 May 1947-10 Sep 1948
LTC Albert C. Hegenberger, 10 May 1952
LTC Rhodes M. Elam, May 1952
Maj Alfred A. Beckner Jr., 22 Nov 1952
Unkn, 1 Jan 1953-29 Jun 1955
LTC George J. Nied, 30 Jun 1955
LTC Raymond A. Fulton, 30 Oct 1956-25 Jun 1958
LTC Leroy A. Myers, 1 Jul 1977
LTC James S. Dillon, 26 Jul 1978
LTC Stanley O. Smith, 16 May 1980
LTC William R. Lennard, 3 Apr 1981-1 Oct 1982
LTC Thomas A. O'Riordan, 1 Jan 1987
LTC Joseph P. Stein, 9 Nov 1989
LTC Kermit V. Boschert, 14 Dec 1990
LTC George A. Vidrine Jr., 1 Jun 1992
LTC Thomas C. Owskey, 11 Jun 1993
LTC Christopher Miller, 14 Jun 1994
LTC Richard E. Smith, 28 Jun 1996
LTC Stephen L. Wolborsky, 3 Oct 1997
LTC Jeffrey F. Smith, 16 Jul 1999
LTC Todd C. Westhauser, Jun 2001
LTC Gary A. Mausolf, 25 Jun 2003
LTC David B. Been, 3 Jun 2005
LTC Kirk W. Hunsaker, 24 May 2007

HONORS

Service Streamers

World War I
Theater of Operations

Campaign Streamers

World War II
Antisubmarine, American Theater

Tunisia
Sicily
Naples-Foggia
Anzio
Rome-Arno
Southern France
North Apennines
Rhineland
Central Europe
Air Combat, EAME Theater

Korea
Korea Summer-Fall 1952
Third Korean Winter
Korea, Summer 1953

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Italy, 13 Jan 1944
Schweinfurt, Germany, 10 Apr 1945
Korea, 1 Dec 1952–30 Apr 1953

Air Force Outstanding Unit Awards

1 Jul 1977–30 Jun 1978
1 Jul 1978–30 Jun 1980
1 Jul 1988–30 Jun 1990
1 Sep 1991–1 Jul 1993
1 Jun-30 Nov 1994
1 Jun 1997-31 May 1999
1 Jun 2003-31 May 2005

French Croix de Guerre with Palm
Apr, May, and Jun 1944

Republic of Korea Presidential Unit Citation
24 May 1952–31 Mar 1953

EMBLEM



37 Bombardment Squadron



37 Bombardment Squadron, Light, Night Intruder



37 Bombardment Squadron, Tactical emblem



37 Bombardment Squadron, Heavy emblems



37 Bomb Squadron emblem: On a White disc outlined in Black a roaring lion crouched affronte proper. (Approved, 25 Jul 1934; reinstated Feb 1994)



37 Bomb Squadron emblem: On a disc Gules, a tiger's head erased Proper, all within a narrow

border Blue. Attached below the disc, a Yellow scroll edged with a narrow Blue border and inscribed "37 BOMB SQUADRON" in Blue letters. Ultramarine blue and Air Force 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 Royal Bengal Tiger exemplifies the prowess and alertness of the unit's jet and its aircrew. Emblematically, the tiger has represented the Squadron's virtues since the Korean combat tour. The tiger also symbolizes the Squadron's high degree of proficiency and accuracy in striking power, together with the unit's jet precision weapon capabilities, ability to rapidly deploy anywhere in the world and to bring about unmatched firepower, persistence and flexibility. (Approved, 27 Dec 1956; reinstated)

MOTTO

NICKNAME

OPERATIONS

Construction, 1917–1918; flying training, 1918.

Demobilized on 15 April 1919 at Mitchel Field, NY, as the 37 Aero Squadron. Reconstituted in the Regular Army on 24 March 1923 as the 37 Pursuit Squadron and assigned to the 16th Pursuit Group. Designated Active Associate was the 16th Observation Squadron 1923-27. Allotted to the Seventh Corps Area on 28 February 1927. Withdrawn from the Seventh Corps Area on 1 September 1928 and allotted to the Eighth Corps Area. Kelly Field, TX, designated as headquarters location on organization, but the unit was never organized at that location. Relieved from assignment to the 16th Pursuit Group on 15 June 1932 and assigned to the 18th Pursuit Group. Activated on 1 September 1933 at Langley Field, VA. Reorganized and redesignated 37 Attack Squadron on 1 March 1935, relieved from the 18th Pursuit Group, and attached to the 8th Pursuit Group. Inactivated on 31 January 1938 at Langley Field, VA, and allotted to the Fourth Corps Area. Shreveport, LA, designated as headquarters location on organization, but the unit was never organized at that location. Redesignated as the 37 Bombardment Squadron (Medium) on 1 December 1939 and assigned to the 17th Bombardment Group. Relieved from assignment to the 17th Bombardment Group on 1 February 1940, activated at Barksdale Field, LA, and assigned to the 28th Composite Group. Transferred on 10 July 1940 to Lowry Field, CO. Transferred on 29 January 1941 to Pendleton, OR.

Antisubmarine patrols, Dec 1941–Mar 1942. Contributed aircrews for the Doolittle raid on Tokyo, Japan, 6 Apr 1942. Combat in MTO and ETO, 31 Dec 1942–1 May 1945.

On 12 Dec 01, at about 1540Z, B-1 aircraft S/N 86-0114, call sign Icecube 44, struck the ocean surface about 55 nautical miles (NM) north of the island of Diego Garcia, UK. The aircraft was destroyed upon impact and sank. All four crewmembers ejected and were rescued by the US Navy; they sustained minor injuries. The mishap crew (MC) was part of the 34th Expeditionary

Bomb Squadron (EBS) conducting combat operations from Diego Garcia in support of Operation ENDURING FREEDOM. The B-1 was permanently assigned to the 37 BS, 28 BW (ACC), Ellsworth AFB, SD, and was temporarily assigned to 34 EBS at the time of the mishap. The mishap aircraft (MA) departed Diego Garcia on a night air-to-surface attack mission over Afghanistan. Shortly after level off, the MC shut the #1 engine down due to an oil over-temperature. The associated primary engine generator fell off-line normally during the engine shutdown. The MC decided to abort the mission and return to Diego Garcia. En route to Diego Garcia the #2 primary engine driven generator dropped off-line, accompanied by loss of the MA's computer navigation complex. The pilot switched on the emergency generator, in accordance with the appropriate emergency procedure for single generator operation. Shortly thereafter, the pilots determined their primary and standby aircraft attitude (i.e. level flight, turning, climbing, etc.) information was unreliable. Though weather at the cruise altitude of FL 200 (20,000 feet) was clear, there was no lunar illumination and neither pilot could discern the horizon. The offensive systems officer (OSO) and defensive systems officer (DSO) noted increasing uncommanded bank angle displays up to 120° (partially inverted), accompanied by rapidly decreasing altitude and increasing airspeed, and advised the pilots. Passing his altimeter indication of 15,000ft MSL, the OSO determined the aircraft was out of control and, in accordance with technical order guidance, ejected, followed quickly by the DSO. The pilots confirmed the OSO and DSO altitude and airspeed indications but could not positively determine the MA attitude. Convinced the aircraft was out of control and unrecoverable, the pilots ejected.

From takeoff to ejection the evidence available to the board regarding aircraft system performance came exclusively from crew testimony. Objective evidence from the MA was not available because recovery efforts failed to locate any part of the wreckage. Therefore, it is not possible to make a clear determination as to the cause of the mishap. However, it is possible to reach an opinion regarding key factors that likely led to the loss of the aircraft. Emergency generator operation can make the displays of the primary heading and attitude sources erratic. It is a design feature of the B-1 that, when operating, the emergency generator powers the aircraft's essential AC electrical bus independently of the primary AC generators and not in parallel with them. This unsynchronized power, if applied to the pilots' primary flight instruments, can seriously degrade the displays of the primary heading and attitude sources. In this situation the pilots would have had to rely on backup attitude information. The source of backup attitude information was unavailable when the computer navigation complex fell off-line. To work around erratic displays created by the use of the emergency generator, the emergency procedure directs the crew to select a back-up attitude source that, if the computer navigation complex is off-line, presents an invalid constant level flight attitude display with no associated caution light warning. The pilots' primary attitude instrument would have displayed this invalid backup information in a way that likely would have approximated the actual level flight attitude of the MA. The MC could not confirm if the OSO and DSO attitude information was valid. Though the aft station attitude indicators share a common attitude information source with the pilots, the mishap pilots testified their primary attitude instruments and the aft station attitude indicators did not agree. Furthermore, neither indication agreed with the pilots' standby attitude. In short, the MC perceived three conflicting attitude displays. Given a lack of a discernable horizon and rapidly decreasing altitude and increasing airspeed, little time was available for the crew to determine which attitude display, if any, was valid. The pilots

perceived the Standby Attitude Indicator (SAI) had failed. With the loss of primary attitude reference sources and no discernable horizon, the pilots had to rely on the SAI. Though they disagree in the details of their recollections, both pilots' testimony states they perceived the SAI had failed. The board could not correlate a SAI failure to other likely aircraft malfunctions present at the time, but an SAI failure unrelated to the other malfunctions is possible. Regardless of whether the SAI actually failed, pilot and co-pilot momentary perception of the SAI failure was the last link in a chain of events that led to the loss of the MA. The circumstances the MC faced were sufficient to cause unrecognized spatial disorientation that would have made it near impossible for them to recover the MA. It is likely a progression of aircraft malfunctions, aggravated by aircraft design and technical order emergency procedures, created a situation where the pilots were unable to maintain control of the aircraft.

On 15 September 2005, at 2340L (1340Z), B-1B serial number 85-0066, experienced a fire in the right main landing gear shortly after landing at Andersen Air Force Base, Guam. The B-1B and Mishap Crew (MC) are assigned to the 28th Bomb Wing, Ellsworth AFB, South Dakota and deployed as the 37 Expeditionary Bomb Squadron. The mishap crew (MC) egressed the mishap aircraft (MA) safely. There were no injuries. There was no damage to private property. Damage to the MA was estimated over \$32 million while damage to the taxiway was estimated at \$183,967.40. The Accident Investigation Board (AIB) President found clear and convincing evidence the cause of the mishap was the combination of leaking hydraulic fluid and sparks from the forward inboard brake assembly gouging the interior of its accompanying wheel on the right main landing gear. The gouging resulted from a failure of the torque tube bushing in the brake assembly coupled with an outward migration of the axle beam bushing. Outward migration of the axle beam bushing absorbed the gaps designed into the spacing of the brake torque link, brake and wheel upon the axle. Over an indeterminate period of time, tension produced by the migrating axle beam bushing introduced vertical movement in the brake assembly deteriorating and eventually splitting the brake torque tube bushing. Once the torque tube bushing failed, the brake assembly was no longer securely supported on its vertical axis. The failed torque tube bushing coupled with a slightly more lateral position of the brake, due to the migrating axle beam bushing, allowed the brake bolts to press into the wheel and gouge the rim creating sparks. Consequently, a repetitive load on the brake swivel pin which connects the brake to the brake swivel weakened the pin. During the MA's final approach, between final gear extension and touchdown indication, the brake swivel pin broke. The broken pin resulted in a leak of the primary brake hydraulic system which sprayed hydraulic fluid onto the right main landing gear. Following touchdown and during aircraft rollout, sparks from the gouging wheel ignited the leaking hydraulic fluid causing a fire in the right main landing gear. Subsequently, the secondary brake hydraulic system line in the right forward main landing gear area burst providing additional fuel in the form of high pressure hydraulic fluid. This caused the fire to rapidly expand from the right main landing gear to the nacelle, wing and overwing fairing area on the right side of the MA.

On 7 March 2008, at approximately 0203 Zulu (Z), 1203 Guam local time, a B-1B Lancer, tail number 86-000138, assigned to the 37 Bomb Squadron, 28th Bomb Wing, Ellsworth Air Force Base (AFB), South Dakota, collided with two Aircraft Rescue Fire Fighting (ARFF) vehicles after

the aircraft began to roll following engine shut down. There were no reported injuries, fatalities, or damage to private property. The Mishap Aircraft (MA) left wing received considerable underwing flight surface damage to the leading edge and flaps. The MA nose radome received deep lacerations on both the left and right sides. Both ARFF vehicles sustained damage as well. Total damage to the aircraft and vehicles was \$ 5,773,954. The MA took off from Andersen AFB, Guam, on a redeployment mission to Hickam AFB, Hawaii. Approximately 24 minutes into the flight, the MA lost hydraulic system #3 and the mishap pilot (MP) declared an in-flight emergency and diverted back to Andersen AFB for landing. The MP executed an uneventful approach and landing, taxied the MA clear of the runway, and stopped on the taxiway with the parking brake set in order for the emergency response crew to visually inspect the MA. The emergency response crew observed a hydraulic leak on the right side of the MA and the MP was advised to shut down the aircraft. Within seconds after engine shutdown, the MA began to roll forward and collided with the two emergency response vehicles. The Board President found by clear and convincing evidence that the cause of this mishap was a malfunction of the right hand brake metering valve that caused the parking brake to fail following engine shutdown. Failure of the valve caused depletion of associated brake system accumulators, rendering MA brake systems inoperative when the engines shut down. The right hand brake metering valve was the single point failure of both the parking brake system and the backup emergency brake system. Substantially contributing factors include failure of emergency responders to chock the aircraft, a taxiway decline of .8 degrees, and the inability of ARFF vehicles #9 and #11 to clear the path of the rolling B-1B. The loss of hydraulic system #3, due to the separation of a 1.25 inch diameter tubing from a high pressure hydraulic line T-fitting assembly, caused the MA to return to Andersen AFB with an in-flight emergency, and is therefore also a contributing factor to the accident.

On 4 Apr 08, at 2103 local/1803 Zulu (Z, or Greenwich Mean Time), a B-1B aircraft, tail number 86-000116, impacted a concrete barrier while taxiing following a combat sortie in the United States Air Forces Central Command (USAFCENT) Area of Responsibility (AOR). The Mishap Aircraft (MA) was forward deployed in support of Operation IRAQI FREEDOM (OIF) and Operation ENDURING FREEDOM (OEF) from the 28th Bomb Wing, Ellsworth Air Force Base (AFB), South Dakota to the 379th Air Expeditionary Wing (AEW). The Mishap Crew (MC), assigned to the 37 Expeditionary Bomb Squadron, consisted of the Mishap Aircraft Commander (MAC), Mishap Pilot (MP), Mishap Defensive Systems Officer (MD), and the Mishap Offensive Systems Officer (MO). The MAC was in control of the aircraft for the approach, landing, during taxi operations and at the time of the mishap. Damage to the MA and two C-130J aircraft totaled \$346.2M. There were no injuries associated with this mishap. Following a combat sortie, the MC landed the MA and taxied clear of the runway. Shortly after turning onto the parallel taxiway, the MA made a pull to the left and a hydraulic and nosewheel steering light illuminated, notifying the MAC of system malfunctions. The MAC brought the MA to a stop and attempted to set the parking brakes. When the brakes failed to engage, the MA began to roll and the MAC activated the emergency brake system. Bringing the MA to a second stop, he notified the tower that they had hydraulic failures and needed to shut down. With the emergency brakes also ineffective, the MA began to roll, again toward the C-130 parking ramp. The MAC used differential throttle settings to maintain limited directional control, but after

noticing a dramatic increase in speed, directed the MP to shut down the engines. Initially paralleling the taxiway centerline, the MA began to drift to the right, towards the edge of the taxiway, the C-1 30 parking ramp, and the row of 7-foot tall concrete barriers. Approximately 30 seconds later, the MA impacted the barriers, causing fuel tanks to rupture and shortly thereafter caught fire, resulting in the total loss of the aircraft. The Accident Investigation Board President determined by clear and convincing evidence that the cause of the mishap was the near-simultaneous failure of hydraulic systems #2 and #3, due to a hydraulic leak, resulting in the complete loss of the MA's brakes and nosewheel steering. The MP's decision to advance power in engine #4 to gain partial steering and the dark, nighttime environment were substantially contributing factors.

USAF UNIT HISTORIES

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Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *17 Bombardment Wing, The Black Knights, Hurlburt Field, FL, 1956*. Army and Navy Publishing Co. Baton Rouge, LA. 1956.