

## 40<sup>th</sup> FLIGHT TEST SQUADRON



### MISSION

### LINEAGE

40<sup>th</sup> Pursuit Squadron (Interceptor) constituted, 22 Dec 1939

Activated, 1 Feb 1940

Redesignated 40<sup>th</sup> Fighter Squadron, 15 May 1942

Redesignated 40<sup>th</sup> Fighter Squadron, Single Engine, 20 Aug 1943

Redesignated 40<sup>th</sup> Fighter-Interceptor Squadron, 20 Jan 1950

Redesignated 40<sup>th</sup> Tactical Fighter Squadron, 20 Jun 1965

Inactivated, 15 Oct 1970

Activated, 1 Oct 1971

Inactivated, 30 Apr 1982

3247<sup>th</sup> Test Squadron designated and activated, 25 Jun 1982

40<sup>th</sup> Tactical Fighter Squadron and 3247<sup>th</sup> Test Squadron consolidated and redesignated 40<sup>th</sup> Test Squadron, 1 Oct 1992

Redesignated 40<sup>th</sup> Flight Test Squadron, 15 Mar 1994

### STATIONS

Selfridge Field, MI, 1 Feb 1940

Baer Field, IN, 6 Dec 1941

Port Angeles, WA, 16 Dec 1941–22 Jan 1942

Brisbane, Australia, 25 Feb 1942

Ballarat, Australia, 9 Mar 1942  
Mount Gambier, Australia, 16 Mar 1942  
Townsville, Australia, Apr 1942  
Port Moresby, New Guinea, 2 Jun 1942  
Townsville, Australia, 30 Jul 1942  
Port Moresby, New Guinea, c. 25 Nov 1942  
Tsili, New Guinea, 11 Aug 1943  
Nadzab, New Guinea, Oct 1943  
Gusap, New Guinea, 5 Feb 1944  
Nadzab, New Guinea, 9 Jun 1944  
Noemfoor, 4 Aug 1944  
Owi, Schouten Islands, 14 Sep 1944  
Morotai, 17 Oct 1944  
Mangaldan, Luzon, 21 Jan 1945  
Lingayen, Luzon, 11 Apr 1945  
Clark Field, Luzon, 19 Apr 1945  
Okinawa, 30 Jun 1945  
Irumagawa, Japan, 10 Oct 1945  
Yokota AB, Japan, 13 Mar 1950  
Ashiya AB, Japan, 7 Jul 1950  
Pohang, South Korea, 17 Jul 1950  
Tsuiki, Japan, 13 Aug 1950  
Pohang, South Korea, 7 Oct 1950  
Yonpo, South Korea, 18 Nov 1950  
Pusan AB, South Korea, 3 Dec 1950  
Misawa AB, Japan, 25 May 1951  
Johnson AB, Japan, 1 Jul 1951 (detachment stationed at Komaki AB, Japan, 13 Jul 1953–17 Feb 1955)  
Yokota AB, Japan, 13 Aug 1954–15 Jun 1965  
Eglin AFB, FL, 20 Jun 1965–15 Oct 1970  
Davis-Monthan AFB, AZ, 1 Oct 1971  
George AFB, CA, 1 Jun 1972–30 Apr 1982  
Eglin AFB, FL, 25 Jun 1982

## **ASSIGNMENTS**

31<sup>st</sup> Pursuit Group, 1 Feb 1940  
35<sup>th</sup> Pursuit (later, 35<sup>th</sup> Fighter; 35<sup>th</sup> Fighter-Interceptor) Group, 15 Jan 1942  
41<sup>st</sup> Air Division, 1 Oct 1957  
Tactical Air Command, c. 17 Jun 1965  
33<sup>rd</sup> Tactical Fighter Wing, 20 Jun 1965–15 Oct 1970  
355<sup>th</sup> Tactical Fighter Wing, 1 Oct 1971  
35<sup>th</sup> Tactical Fighter Wing, 1 Jun 1972–30 Apr 1982  
3246<sup>th</sup> Test Wing, 25 Jun 1982  
46<sup>th</sup> Test Wing, 1 Oct 1992

46<sup>th</sup> Operations Group, 8 Sep 1993

### **ATTACHMENTS**

35<sup>th</sup> Fighter-Interceptor Wing, 15 Jan–14 Jul 1954 and 8 Oct 1956–1 Jul 1957  
3<sup>rd</sup> Bombardment Wing, 1 Dec 1961–31 May 1962

### **WEAPON SYSTEMS**

P-39, 1941–1944  
P-47, 1944–1945  
P(later F)-51, 1945–1950, 1950–1953  
F-51D  
F-80, 1950, 1953–1954  
F-86, 1953–1961  
F-102A, 1960–1965  
F-4, 1965–1969  
A-7, 1971–1972  
F-80C  
P-39D  
P-39K  
P-39N  
P-47D  
P-51D

Conducted test and evaluation missions, using the following aircraft, 1982

A-10  
F-4  
F-15  
F-16A  
F-16B  
F-16C  
F-16D  
F-111  
T-38  
T-39  
C-130  
UH-1

### **COMMANDERS**

Maj John F. Egan, 1 Feb 1940  
Cpt Albert P. Clark, Dec 1940-Feb 1941  
1Lt Fred M. Dean, Sep 1941-Oct 1941  
LTC James F. Kirkendall

### **HONORS**

**Service Streamers**

None

**Campaign Streamers**

World War II

East Indies

Air Offensive, Japan

China Defensive

Papua

New Guinea

Bismarck Archipelago

Western Pacific

Leyte

Luzon

Ryukyus

China Offensive

Korea

UN Defensive

UN Offensive

CCF Intervention

First UN Counteroffensive

CCF Spring Offensive

**Armed Forces Expeditionary Streamers**

None

**Decorations**

Distinguished Unit Citations

Papua, 23 Jul 1942–23 Jan 1943

New Guinea, 6 Feb 1943

Borneo, 10 and 14 Oct 1944

Air Force Outstanding Unit Awards

[1 Dec 1961]–31 Mar 1962

1 Jan 1967–30 Jun 1968

1 Jul 1968–[10 May 1969]

1 Oct 1971–31 May 1972

25 Jun 1982–31 Dec 1983

1 Jan 1984–31 Dec 1984

1 Jan 1991–31 Dec 1992

Philippine Presidential Unit Citation (WWII)

Republic of Korea Presidential Unit Citation  
7 Sep 1950–7 Feb 1951

**EMBLEM**



40<sup>th</sup> Fighter Squadron Single-Engine emblem



40<sup>th</sup> Fighter Interceptor Squadron emblem



40<sup>th</sup> Tactical Fighter Squadron emblem



3247<sup>th</sup> Test Squadron emblem



40<sup>th</sup> Flight Test Squadron emblem: On a Blue disc within a narrow Yellow border a shield quartered Red and White with a narrow Yellow border charged with an eagle in flight bend sinisterwise, body Brown detailed Black, head White, beak and talons Yellow detailed Gold Brown grasping a warhead quartered White and Black. (Approved, 27 Jul 1983; replaced

emblems approved, 9 Jul 1959 and 19 Jun 1941)

## **MOTTO**

## **OPERATIONS**

The 40th Pursuit Squadron was activated at Selfridge Field, MI on 22 Dec 1939 as part of the 31st Pursuit Group with the 39th and 41st Squadrons. One of the early Commanders, Captain Albert P. Clark, designed the first Red Devil insignia to fit on the anticipated P-40s. Later in 1941, when the squadron was under 1st Lt. Fred M. Dean, the Red Devil was redesigned to fit on the cockpit doors of the new P-39s which were flown on the Summer-Fall maneuvers in the southeastern USA.

The squadron was at Baer Field, Fort Wayne, IN 7 Dec 1941. On 10 Dec, the ground echelon headed for Port Angeles, WA and the pilots and crews took the P-39s via the southern route to avoid the winter weather enroute to Paine Field at Everett, WA. The 31st Group was recalled to Selfridge Field and took half of the 40th to become the 308th Squadron. The remaining 40th cadre of 14 officers and 76 enlisted men along with 39th and 41st cadres shipped from San Francisco aboard the USAT ANCON on 31 Jan 1942 for Australia. They disembarked at Brisbane 25 Feb 1942. 1st Lt. Stephen M. Smith was the 40th Commander during this period.

The squadron settled at Mt. Gambier, SA by 16 March. Teddy W. Hanks was a member of the 40th Fighter Squadron and did not know the movements and/or locations of the other two squadrons during the early months after their arrival in Brisbane. While at Mt. Gambier, Teddy Hank's squadron received the first influx of personnel, namely 8 pilots and 16 enlisted men who had served in Java in the 17th Pursuit Squadron, Provisional, a P-40 organization.

In the early evening of 31 March 1942, they departed Mount Gambier via train and arrived at Camden in New South Wales, late on the 2 April 1942. Because of the difference in the width of rails, at Albury they were compelled to change trains. As Teddy recalls, they were sent to Camden to afford aerial protection for Sydney in case the Japanese should manage to send aircraft carriers close enough to launch an attack. They departed Camden on 14 April 1942 and, after changing trains at Brisbane, reached Townsville at mid-day on the 17th April 1942. They were transported to Antil Plains that same day.

The 40th Squadron moved in with the 36th Squadron of the 8th Fighter Group. Within a very few days, the 36th packed up and departed for Port Moresby. Within walking distance of their camp was an airfield (pasture?) being used by the 33rd Bomb Squadron, 22nd Bomb Group, a B-26 Martin Marauder unit. Teddy W. Hanks knew one of the gunners in the 33rd, and soon located him. His friend in the 33rd Bomb Squadron explained that it took three days for them to make a strike against the enemy.

Day One: Fly to Seven Mile (now Jackson International Airport) at Moresby and refuel the aircraft by hand pumping fuel out of 55 gallon barrels.

Day Two: Fly to Rabaul, make attack and return to Moresby where the aircraft was refueled.

Day Three: Return to Antil Plains. A strike consisted of six B-26s -- no fighter escorts because none were capable of flying the distance. My friend said they were losing an average of one plane per strike. The day Teddy visited him he had just returned from a mission on which the squadron commanding officer was lost. A few days later the 33rd moved to another location believed to be Woodstock.

Around the end of April 1942, and the first part of May 1942, the 40th Squadron was brought up to authorized strength when a large contingent of enlisted men joined the squadron. Almost all of them had enlisted after the Pearl Harbor attack. Very few were trained to do the various jobs required of a fighter squadron. It was up to the existing men in the squadron who knew a little, to train those who knew nothing. With few exceptions, they learned and performed well. On 2 June 1942, the 39th and 40th squadrons were sent to the Port Moresby area to relieve the 35th and 36th Fighter Squadrons, of the 8th Fighter Group, that had been sent up in April 1942.

After six weeks of training new people and securing P-400s and P-39s, the 40th was ordered to Port Moresby, Papua on 2 June 1942 as the 40th Fighter Squadron. Lt. Harvey J. Scandrett had scored the first victory for the 40th while on TDY with another unit on 17 May. Lt. B. J. Oliver scored the 2nd victory on an intercept over Salamaua on 16 June but Lts. William L. Hutcheson, Stanley F. Rice, and P. J. Magre were MIA. Lts. Robert S. Johnson and Stephen M. Smith were wounded. Capt Hubert I. Egenes, a Java veteran, took over the command.

On 11 July 1942 on an intercept over Port Moresby Lts. Robert W. Shick, Chester E. Trout, Garth B. Cottam, Clarence M. Wilmarth, and Philip K. Shriver scored victories. Lt. O. A. Kirtland was MIA and Lt. Ed J. Gignac was injured in a forced landing. Late in July the squadron rotated back to Antil Plains to re-coup and re-arm. On 21 Nov, the 40th moved to Port Moresby and based at Berry Field (12 mile). Capt. Malcolm A. Moore was the commander. The 40th received the Presidential Unit Citation for its role in aerial support for the Papuan Campaign.

On 7 Dec 1942 in an air battle over Buna, Capt. Moore and Lts. Wilmarth and Charles A. Klein each downed a Zeke. On 6 Feb 1943 while covering C-47s supplying troops at Wau, a flight of eight 40th P-39s ran into a large group of Japanese aircraft and shot down twelve with no losses to themselves. Victors were Lt. Gene De Boer (1), Lt. Bill McDonough (2), Lt. Lewis Raines (1), Lt. Bill Shick (2), Lt. Lee Taylor (1), Capt. Tom Winburn (2), and Lt. Ed Schneider (3). This feat earned the 40th a second Presidential Unit Citation.

On 12 April 1943 on an intercept over Port Moresby Lts. Klein, Lou Nagy, Hauser Wilson, and Gene Heinz scored one victory each, while Capt. Bill Davitt got two. For the next three months, the missions were routine patrol, air support for bombers, and escort for transports. Then came the move to Tsili-Tsili, a highly-secret, landlocked strip 200 miles north of Port Moresby. The first escort of C-47s began on 14 August. On the 15th, Lts. Dick Schamlz and Bob Yaeger tacked onto a 41st flight which got to the Tsili-Tsili area just as the first Japanese raid came in. Lt. Schmalz got one victory and Lt. Yaeger got two. The 40th moved to Tsili-Tsili on 25 Aug 1943 for



some of the most rugged and severe flying and living conditions. Fuel, food and munitions supply could only come in by C-47. Mud and heat prevailed in the extremes, and cloud build-up over the surrounding mountains made every flight hazardous. The 40th covered the Lae landings of Allied troops and participated in the airborne assault of the Nadzab area. The 40th moved to Nadzab in October 1943 and were able to cover Allied landings at Finschhafen.

On 27 Oct planes led by Capt. John Clapper intercepted Japanese bombers over Finschhafen. He and Lts. Carl E. Nelson, Nathan Smith, Schneider, Phil Wolf, and Robert G. Allison each downed a bomber. The Japanese also raided Nadzab at random and on 7 Nov 1943 Lts. John E. Doordan, Ben J. Ewers, Nelson, Walter S. Thayer, and William H. Strand each scored. Again, on 9 Nov Capt. Clapper got 2 victories, Lts. Jack A. Grimm and John M. Davis got one each. In late November over Saidor Lts. Francis J. Vetort, Grimm, and Nelson got single victories, and Lt. Alvaro J. Hunter got two.

In late December 1943 with Capt. Joseph E. Lamphere as commander the 40th began transition into P-47 Thunderbolts, a big change from P-39s. In January 1944, the 40th flight line was bombed and strafed several times, but no big damage was done. Then in Feb 1944 the 40th moved up the Markham river to the Ramu river valley base called Gusap. It had cool air and cold water and put the squadron within the range of the Japanese bases around Wewak. Major Bill McDonough got two P-47 victories over Wewak on 15 Feb and another over Gusap on 4 March as Japanese Tony's followed our flights back from Wewak. On 11 Mar 1944 Capt. Robert Yaeger, Jr. got 3 scores over Wewak.

The 40th continued to fly support missions for the Hollandia battle during April and May. They moved back to Nadzab June 1st for training and recuperation. The ground echelon loaded twice for Biak. Delays prevailed. Finally, on 4 Aug the air echelon moved to Noemfoor Island. The squadron covered the Sansapor area during August and in September flew their longest dive bombing mission with 500 lb. bombs to Halmahera Island. Capt. John R. Young was commander during this period. On 10 Oct flying out of Morotai he led the 40th on the first Balikpapan mission - a 1600 mile round trip - the longest ever for 5th Ftr Cmnd at that time. Capt. Young led ten others flying P-47Ds (bubble canopied) aircraft. He scored two victories, Capt. Bill Strand got 3, Capts. Thomas F. Powell, Linsfield W. Poteet, and Charles D. Clark got 2 each, and Lt. Hilton S. Kessel got 1. On 14 Oct with Capt. Young leading eight P-47s he scored one more victory, Capts. Strand, Hunter, and Lt. Henry G. Wilkes got two each. Capt. D. J. Laird, Phil Thomas and Lt. Jack E. Simonini each got one victory. For this feat, the 40th Fighter Squadron was awarded its third Presidential Unit Citation.

On 8 Nov 1944 Capt. John Young transferred to 35th Group Operations and was replaced by Capt. Al Hunter. Capt. Daniel Cherry replaced Hunter on 8 Dec.

In November and December 1944 there were many escort missions requiring a lot of open water flying to targets over Negros Island. On 5 Nov Lt. Robert Powers got a victory over Bacolod and on 6 Nov Lt. Wilkes and Lt. Jack L. Marvin each got victories at the same place. On 21 Nov Capt. Strand got a victory there. Then on 24 Nov over Alicante the squadron came upon

a Japanese bomber flight and shot down six. Victors were Warren Wycoff (2), Bob Steffy, Ellis Baker, Graydon Franklin, Alvaro Hunter and Jack Gautreaux each (1). Bill Colsh had a victory over Mindanao on 6 Dec. Then on 14 Dec the 40th had another big day, 14 Japanese bombers shot down. The victors were Harold Vaughn (1), Warren Wycoff, Ellis Baker, James Meeks, and Bill Colsh (2) each, Roger Howe and Robert Haigh (1) each, and Bob Steffy (3).

The 40th headed for the Lingayen Gulf and landed on Luzon 18 January 1945. On 30 Jan Ellis Baker destroyed a Zeke over Formosa. On 27 Feb 1945 Capt. Darrel Laird (now Lt Col, ret) leading a 4 plane fighter sweep over Formosa destroyed three enemy "Frank" fighters. It was a bad month for the squadron though, since five pilots were shot down by ground fire on bombing and strafing missions. On 21 March the 40th flew its last P-47 mission from Mangaldan strip. On 3 April 1945 Capt. Tony Faikus lead a four-plane P-51 flight over Formosa when they sighted two Zekes and one Nick. The victors were Capt. Faikus, Lt. William L. Colsh, and Lt. Irving C. Pine. On the 19th the 40th moved to Clark Field where they occupied a camp originally set up by the 475th Group. Living at Clark Field was great compared to all the other places in the past. Flying consisted mainly of close support for U S Army troops on Luzon with a few strafing missions to Formosa. In May Capt. Daniel Cherry returned to the USA and he was replaced by Capt. Carlos Dannacher who had a previous tour with the 40th in New Guinea.

On 1 July 1945, the 40th staged 27 P-51Ds through Laog and the next day flew into Yontan airstrip on Okinawa. Camp was set up on the beach near Machinato. On 3 July, the 40th took 16 airplanes on the first sweep over Kyushu, flying high cover for the 35th Group force of 48 airplanes. There was no enemy contact by the 40th. On 5 July on another sweep, with Capt. Henry P. Rettinger leading, four Japanese George type fighters were sighted just south of Sasebo. Capt. Rettinger got two victories and Lt. Ellis Baker got the other two. This ended the air-to-air combat in WW II. In all the 40th destroyed 113 Japanese planes. Of these 51 were shot down by P-39s, 55 by P-47s, and 7 by P-51s. Five aces led the way - Capt. Bill Strand with 7, Lt. Ellis Baker with 6, and Major Bill McDonough with 5, and Capts. Al Hunter and Robert Yaeger, Jr. with 5 each.

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In October 1945, the 40th flew their P-51s from Machinato AB to Irumagawa, a small base on Honshu near Tokyo. This became Johnson AB during the post-war years. At Yokota AB in April 1950 the 40th Fighter Squadron converted to jets, the P-80 Shooting Star. Their mission was to provide for the air defense of the Kanto Plains. The Squadron had 25 new airplanes manned by twenty-five officers and one hundred airmen.

On July 4, 1950, the Squadron heard hints that all this might change, and on July 7 they received orders to move to Ashiya Air Base and to begin flying combat missions into Korea. Sixteen aircraft flew into the new base that evening with crew chiefs and essential equipment followed during the night in C-47s and C-54s. The first combat mission was flown on July 8, 1950.

On July 10, the Squadron learned that it was to be the first jet fighter squadron to be converted back to P-51Ds to provide loiter time in the target areas in support of our ground forces. The first P-51D was received on July 11, and the conversion was completed on July 16. During that period the 40th FIS flew combat missions in both F-80Cs and F-51Ds. Then the Squadron was alerted for a move from Ashiya AB to Korea, and on July 17 moved to Po Hang (K-3), the first Fifth Air Force Squadron to be based in Korea. This resulted in quite a scramble since the 40th had only eleven assigned armorers. Other skills including crew chiefs, sheet metal, and clerks filled in temporarily to get the job done.

Po Hang (K-3) came under increasing pressure from enemy ground forces, and on Aug 13 the Squadron was ordered to move to Tsuiki Air Base in Japan. The 40th FIS operated from Tsuiki AB until October 7 when our advancing Ground Forces made possible a return to K-3. The sorties A" party moved up on October 3 and 4 with the F-51Ds following on October 7. The sorties B" party of remaining personnel and equipment followed on October 8 and 9. Operations were easier now since the Squadron had been augmented by some fifty airmen and fifteen officers, and all the Wing support units were operational except the Maintenance Squadron. The 40th FIS remained at Po Hang (K-3) until October 31, 1950.

During the first part of November 1950 the 40th Fighter Interceptor Squadron continued to operate from Po Hang Dong. Combat missions were flown from there in support of advancing United Nations Forces steadily moving north. As had been the case at Tsuiki, Japan the scene of hostilities had moved so far from our base that the move had to be undertaken to maintain full effectiveness of the squadron. The move took place on 10 November 1950 and the 40th Fighter Interceptor Squadron was part of the 35th Fighter Interceptor Group conducting operations at Yon Po Base, Hamhung. The base itself did not interfere with the mission of the Squadron and combat missions were flown without interruption.

In general, the move to Hamhung proved to be a benefit to the morale of the squadron personnel. Although the climate at Hamhung was less agreeable than that at Po Hang, facilities included several buildings which were far more adequate than before. Also, Hamhung would probably be the last stop before returning to Japan. Due to the proximity to the front lines, our squadron could more effectively carry out its mission of close support for advancing United Nations ground forces.

The 40th Fighter Interceptor Squadron continued to be based at K-9 (Pusan) Korea during the month of March 1951. a detachment was stationed at K-13 (Suwon) during the month. This detachment consisted of from two to four aircraft each from the 39th and 40th Squadrons and necessary pilots and ground crews to fly, maintain, and re-arm and refuel the aircraft. This detachment proved to be very effective since it moved aircraft nearly two hundred miles closer to the front lines and enabled them to fly as many as seven sorties per aircraft in one day. During the latter part of the month this detachment was stabilized at four aircraft each from the 39th and 40th Squadrons with a sortie rate of four per day for each aircraft. This squadron rotated planes and pilots every three days and ground crews weekly. All personnel were

enthusiastic about the K-13 detachment. it increased our sorties considerably and was welcomed by the ground forces since in several instances the planes from K-13 were the only ones flying due to weather in the rear areas. Pilots flying four missions per day became very familiar with the terrain covered and could readily locate targets. Missions for the squadron during March continued to place emphasis on armed reconnaissance with close support, interdiction, and escort missions also being flown. To everyone's surprise the weather remained good for the month of March contributing to the fact that the squadron had its second largest sortie month since entering the Korean conflict in July 1950. The flow of replacement pilots fell off during March with the result that the squadron was very low on pilots as the month ended.

No new tactics were used during March, although added emphasis was placed on the moving of vehicles on the main roads, and hunting in ravines and secondary roads for camouflaged vehicles and supplies. The enemy moved in many automatic weapons for use as anti-aircraft guns necessitating careful flying, and increased speed and altitude on recce in some cases. Recces were tried at 2500 feet or above but were found to be less effective at this altitude, since camouflaged objects are hard to spot at this altitude. Greater attention was paid to plotted flak, and pilots attempted to avoid low flying over heavy flak areas. Increased commitments required that 30 hour inspections be running inspections again. Maintenance personnel believe this does not hamper aircraft operation. During the month Captain Vanderyerk crash landed behind enemy lines and was rescued by helicopter. He was given air cover throughout. The helicopter was alerted through K-13 tower, and rescue was effected in 57 minutes.

The month of April 1951 found the 40th Fighter-Interceptor Squadron still at the sorties old" home base at K-9, Pusan, Korea. The detachment which had been stationed at K-13, Suwon, Korea, lost no time in following the advance of the United Nations ground forces. As soon as the dust had settled on Seoul, the K-13 detachment was in place and operating at K-16, Seoul. The initial detachment consisted of approximately ten to fifteen men from the Squadron but was steadily increased during the month to cope with the stepped-up sortie rate of the organization, which was maintained although adverse weather precluded flying for several days. The new location of the detachment was found to be of incalculable value when the enemy began his long expected spring offensive, and friendly ground forces were hard pressed for firepower. Thanks to the proximity to the battle scene and untiring efforts frequently involving round-the-clock shifts by all personnel, the Squadron together with the 39th Fighter-Interceptor Squadron could fly over four-hundred (400) sorties within a four-day period, which more than made up for the time lost due to inclement weather. The flow of replacement pilots continued to fall off during the month of April, and pilots who were eligible for rotation after completing 100 missions were compelled to continue flying combat missions. Among those leaving the Squadron during April was Lieutenant Colonel James F. Kirkendall, who commanded the 40th Fighter-Interceptor Squadron since the beginning of the Korean conflict and completed 104 combat missions. Lieutenant Colonel Kirkendall was replaced by Major Frank C. Malone, who prior to assignment in the 40th Fighter-Interceptor Squadron last month, was a member of the 36th Fighter Bomber Squadron and had completed over 50 F-80 missions in Korea.

Tactics remained generally the same throughout the month of April as in previous months. During this period, it was found that the enemy has steadily increased his anti-aircraft defenses, utilizing innumerable automatic weapons positions and creating veritable sortie flak alleys", which in quality as well as quantity surpassed anything the enemy has offered up to that point. In addition, the enemy has apparently intensified his camouflage program, making it increasingly difficult to locate targets in obvious places. In many instances pilots found that previously destroyed villages had been rebuilt over and around supply and POL dumps. Once the offensive began, Chinese and North Koreans once more moved by day and in the open, which in turn resulted in very effective close support missions. The road and railroad interdiction program was continued with increasing success. Although many damaged roads were made passable within hours, reconnaissance revealed many bomb craters containing trucks, indicating that traffic to the front lines from the north was successfully being slowed down. The proximity of K-16 to enemy territory facilitated more effective armed reconnaissance missions, allowing more time over the recce area and decreasing actual flying time and pilot fatigue.

Major J. C. Van Bloom, Maj. Thomas F. Bailey and Lt Col. William D. Chalek were three of the Commanders during this period. Later in 1954 the 40th converted to F-86D interceptors and moved to Yokota AB. The last interceptor aircraft was the F-102 which they flew until 1965 when the squadron was deactivated and returned to the USA.

The 40th Tactical Fighter Squadron was reactivated at Eglin AFB, FL in July 1965 under the 33rd Tactical Fighter Wing. They were equipped with F-4s. Three times during the period up to May 10, 1969 they deployed to Southeast Asia leaving planes and aircrews and returning to Eglin AFB without people or equipment.

Twice during these years at Eglin AFB under the 33rd Tactical Fighter Wing, the 40th TFS shared the Air Force Outstanding Unit Awards. After the return to Eglin AFB on May 11, 1969 the 40th TFS existed as a paper unit until its inactivation on October 15, 1970.

The 40th was activated again on October 1, 1971 as part of the 355th Tactical Fighter Wing at Davis-Monthan AFB, AZ. They were never brought up to strength, but at one time did have 4 A-7Ds. On June 1, 1972, the 40th moved WOPE to George AFB, CA to become part of the 35th Tactical Fighter Wing. The 40th was attached to the 35th Wing, and on April 30, 1982 was inactivated.

EXECUTIVE SUMMARY AIRCRAFT ACCIDENT INVESTIGATION F-15C, S/N 80-0022 40th FLIGHT TEST SQUADRON. On 30 April, 2002 at 0915 local time, the mishap aircraft (MA), an F-15C, S/N 80-0022, crashed in the Gulf of Mexico about 127 nautical miles southeast of Eglin AFB, FL. The F-15C was conducting a standard Compatibility Flight Profile test mission to support store certification of the AIM-9X Captive Air Training Missile (CATM) for the F-15. The mishap pilot (MP), assigned to the 40th Flight Test Squadron, Eglin AFB, was fatally injured in the mishap. Shortly before the beginning of the mishap sequence, the MA began a high-speed dive from

46,300 feet, and accelerated to 1.97 Mach Number and 780 knots. At about 24,000 feet, the MA experienced a structural failure of the leading edge (front) of the left vertical stabilizer (tail). This caused a large section of the leading edge, approximately 6 feet by 3 feet, to break off from the aircraft. The remaining left tail structure severely increased drag, which caused the MA to yaw to the left at a high rate and depart controlled flight. The departure created further severe structural overloads which caused the MA to break up. The right boom, right tail, and right horizontal stabilizer, departed the MA, followed by the right (#2) engine. The forward fuselage and cockpit area separated from the remainder of the MA, which liberated fuel from the #1 fuel cell and caused a fire. The MP likely initiated ejection at an unknown altitude, airspeed, and attitude of the MA, but likely very shortly after the beginning of the departure from controlled flight and during the break-up of the MA. During high-speed ejection at over 600 knots, serious injury can and in most cases does occur. Analysis of the recovered ejection seat, MP helmet, and other associated life support equipment, indicated that safe ejection under the prevailing conditions was not possible.

The 40th Flight Test Squadron at Eglin AFB, Fla., completed developmental flight testing of BAE Systems' fixed-wing Advanced Precision Kill Weapon System II on the A-10 ground-attack aircraft, according to a base release. The first of three shots of the 2.75-inch diameter, 35-pound, laser-guided rocket occurred in February, with the weapon impacting inches away from the target, according to the April 3 release. The Air Force is performing this testing under an Office of the Secretary of Defense-sponsored joint concept technology demonstration that aims to take the combat-proven APKWS, which Marine Corps helicopters have used in Afghanistan, and modify it for use on fixed-wing platforms. The lightweight rocket is designed to minimize collateral damage. "We don't have a precision weapon out there now that can do that," said Joe Stromsness, project manager. Operational testing on the A-10 and F-16 is slated to start in May at China Lake Test Range in California. The Navy in March tested this variant of APKWS on the AV-8B. This weapon could be ready for operational use by 2015. 2013

Officials with the 40th Flight Test Squadron at Eglin AFB, Fla., this month wrapped up developmental flight testing of a wireless router destined for the Air Force's Litening and Sniper targeting pods, said unit officials. The router is a software upgrade for the two pods, which B-1 bombers and legacy fighters carry; it is called Net-T for network tactical. With it, ground forces equipped with the Remotely Operated Video Enhanced Receiver-5, a small-sized touchscreen device, can communicate with each other and with the aircraft. Until now, ROVER-5 could only send and receive data from aircraft. "This is a new capability the Air Force does not currently deploy with and it has not been tested until now," said Capt. Joseph Rojas of the 40th FLTS and the Net-T project test engineer, in Eglin's Jan. 18 release. The router provides real-time information and images without relying on satellites, radio, or other traditional communications, states the release. Squadron officials said they are still compiling the data from the 23 test missions, which began in October. Air Force officials anticipate that the router could be operational by 2014 following operational testing. 2013

A-10's External Fuel Tank Tested for Combat Environments The 40th Flight Test Squadron at Eglin AFB, Fla., is testing whether the A-10 can safely carry its 600-gallon external fuel tank into

combat, according to a base release. "Currently, the A-10 doesn't carry an external fuel store into combat," said Maj. Olivia Elliott, test pilot for this evaluation. "The present flight limitations on the Sargent Fletcher tank restrict it from being flown in a combat environment," she said. So far, in more than 30 test flights, there have been no anomalies, states Egin's Aug. 26 release. Once the testing is complete, and the data are reviewed, the Air Force will decide whether to clear the fuel tank in this role. If approved, the A-10's loiter time would expand by 45 minutes to an hour, states the release. "This will allow the aircraft to remain in flight during a combat situation longer, provide lengthier periods of armed over watch for ground missions, as well as limit the amount of time spent air-to-air refueling during a combat sortie," said Elliott. 2013

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