

48 FLYING TRAINING SQUADRON



MISSION

The tanker and airlift track of specialized undergraduate pilot training is conducted by the 48 Flying Training Squadron. Students receive a minimum of 159 hours of flight instruction in the Beech T-1A Jayhawk. Students learn air refueling procedures, tactical navigation, airdrop and advanced navigation, with an emphasis on crew resource management. Upon completion of this phase, students earn the aeronautical rating of pilot and receive their coveted Air Force wings.

LINEAGE

48 Aero Squadron, 4 Aug 1917

Redesignated 435 Aero Squadron, 1 Feb 1918

Redesignated 462 Aero Squadron, 3 Mar 1918

Demobilized, 11 Aug 1919

48 School Squadron constituted, 6 Feb 1923

Activated, 1 Aug 1927

462 Aero Squadron reconstituted and consolidated with 48 School Squadron, 1930.

Consolidated organization designated 48 School Squadron

Inactivated, 1 Sep 1931

Activated, 1 Aug 1933

Redesignated 48 Pursuit Squadron, 1 Mar 1935

Inactivated, 1 Sep 1936

Disbanded, 1 Jan 1938

48 Pursuit Squadron (Fighter) constituted, 20 Nov 1940

Activated, 15 Jan 1941
Redesignated 48 Fighter Squadron, 15 May 1942
Inactivated, 9 Sep 1945
Activated, 20 Nov 1946
Inactivated, 2 Oct 1949
Redesignated 48 Fighter Interceptor Squadron, 11 Sep 1952
Activated, 1 Nov 1952

48 Pursuit Squadron consolidated with 48 Fighter Interceptor Squadron, 1956.
Consolidated organization designated 48 Fighter Interceptor Squadron

Inactivated, 31 Dec 1991
Redesignated 48 Flying Training Squadron, 25 Apr 1996
Activated, 1 Jul 1996

STATIONS

Kelly Field, TX, 4 Aug 1917
Mineola, NY, 21 Sep-13 Oct 1917
Issoudun, France, 4 Nov 1917 (detachment at Tours, 2 Dec 1917-15 Apr 1918)
Delouze (Rozières-en-Blois), France, 29 Apr 1918
Vaucouleurs, France (detachment at Bovee), 20 Aug 1918
Bulainville, France, 17 Sep 1918
Vadelaincourt, France (detachment at Foucaucourt), 19 Sep 1918
Lisle-en-Barrois, France (detachment at Foucaucourt), 21 Sep 1918
Parois, France, 6 Oct 1918
Buzancy, France, 6 Nov 1918
Mercy-le-Haut, France, 20 Nov 1918
Trier, Germany, c. 2 Dec 1918
Weissenturm, Germany, c. Jan 1919-unkn
Mitchel Field, NY, c. 29 Jul-11 Aug 1919
Kelly Field, TX, 1 Aug 1927-1 Sep 1931
Chanute Field, IL, 1 Aug 1933-1 Sep 1936
Hamilton Field, CA, 15 Jan 1941
March Field, CA, 10 Jun 1941-20 Jul 1942 (operated from San Diego, CA, 5 Feb-3 Jun 1942)
Atcham, England, 18 Aug-28 Oct 1942
Tafaraoui, Algeria, 11 Nov 1942
Maison Blanche, Algeria, 16 Nov 1942
Youks-les-Bains, Algeria, 20 Nov 1942
Berteaux, Algeria, 5 Jan 1943
Mediouna, French Morocco, 28 Feb 1943
Telergma, Algeria, 6 May 1943
El Bathan, Tunisia, 3 Jun 1943
Ste-Marie-du-Zit, Tunisia, 25 Jul 1943 (operated from Sicily, 6 Sep-18 Sep 1943)
Triolo Airfield, Italy, 12 Dec 1943

Lesina, Italy, Sep-9 Sep 1945
Dow Field, ME, 20 Nov 1946-2 Oct 1949
Grenier AFB, NH, 1 Nov 1952
Langley AFB, VA, 14 Jan 1953-31 Dec 1991
Columbus AFB, MS, 1 Jul 1996

ASSIGNMENTS

Unkn, 4 Aug-Nov 1917
Third Aviation Instruction Center, Nov 1917 (detachment with Second Aviation Instruction Center, Dec 1917-Apr 1918)
Advance Section, Service of Supply, Apr 1918
First Army, Aug 1918
Third Army, Nov 1918-Jun 1919
Unkn, Jun-11 Aug 1919
10 School Group, 1 Aug 1927
24 School Wing, 15 Jul-1 Sep 1931
Air Corps Technical School, 1 Aug 1933
3 Wing (attached to Air Corps Technical School) 1 Mar 1935-1 Sep 1936
14 Pursuit (later, 14th Fighter) Group, 15 Jan 1941-9 Sep 1945
14 Fighter Group, 20 Nov 1946-2 Oct 1949
4707 Defense Wing, 1 Nov 1952
4710 Defense (later, 4710 Air Defense) Wing, 14 Jan 1953
85 Air Division, 1 Mar 1956
Washington Air Defense Sector, 1 Sep 1958
33 Air Division, 1 Apr 1966
20 Air Division, 19 Nov 1969
23 Air Division, 1 Mar 1983
First Air Force, 1 Jul 1987;
Southeast Air Defense Sector, 1 Dec 1987-31 Dec 1991
14 Operations Group, 1 Jul 1996

WEAPON SYSTEMS

A-3
O-1
O-19
P-12
P-26, 1935-1936
P-40
P-6
P-43, 1941
P-38, 1941-1945
P-47, 1946-1949
P-84, 1947-1949
F-47, 1952

F-84, 1953
F-94, 1953-1957
F-102, 1957-1960
F-106, 1960-1982
F-15, 1981-1991
T-1, 1996

COMMANDERS

1st Lt William A. Hayward, 1 Aug 1927
1st Lt Dale V. Gaffney, 1 Mar 1928
1st Lt Edwin Sullivan, Jul 1928
1st Lt Stanton T. Smith, 1 Oct 1929
1st Lt Frederick I. Patrick, 12 Mar 1930
1st Lt John R. Drumm, 1 Jul 1931
Inactive, 1 Sep 31-1 Aug 1933
1st Lt Walter K. Burgess, 1 Aug 1933
Capt James F. Powell, 28 Aug 1933
Capt William C. Farnum, 1 Nov 1933
Maj Walter K. Burgess, 1 Sep 1934
Capt James E. Duke, Jr., 2 Oct 1935
Capt Oscar L. Rogers, 20 Jul 1936
2nd Lt William E. Fulmer, 15 Jan 1941
Maj Troy Keith, 4 May 1941
Maj Wade C. Walles, 12 Jun 1942
Maj Herbert E. Ross, unkn
1st Lt George E. Richards, 22 Sep 1943
Maj Baggott, unkn
1st Lt John W. McGuyrt, 31 Jan 1944 (acting)
Maj Franklin Lewis Robinson, 3 Feb 1944
Capt Walter A. White, unkn
Lt Col Hugh A. Griffith Jr., 2 Dec 1944-Unkn
Maj Ross Blachly, 21 Dec 1946
Lt Col Clure E. Smith, 2 Jan 1947
Lt Col W. J. Grumbles, By Nov 1948-Sep 1949
Maj Royal E. Koons, Jr. Nov 1952
Lt Col Phillip Loring, By Oct 1956
Lt Col Hiram G. Turner Jr., By Jul 1957
Lt Col Lawrence P. Mcintosh, By 30 Jun 1958
Lt Col Jimmy J. Jumper, 12 Jun 1961
Lt Col Harold I. Hill, By 31 Jul 1964
Lt Col Carl M. Hagle, 10 Jan 1966
Lt Col Herbert L. Bridger, By 31 Mar 1967
Lt Col Jack E. Bailey, By 31 Mar 1968
Lt Col Ralph H. Bowersox, By 31 Mar 1969

Col Daniel H. Parris, Unkn-29 Jun 1972
Lt Col Luther E. Millsap, 30 Jun 1972
Lt Col Donald C. Windrath, 24 Jul 1973
Lt Col Roger A. Gomas, By 30 Sep 1974
Lt Col Ronald E. Bernd, By 29 Feb 1976
Lt Col Robert S. Atwater, 19 Jul 1978
Lt Col Terry R. Luke, By Apr 1980
Lt Col Kerry G. Herron, 16 Oct 1981
Lt Col John M. Mcbroom, By Jan 1983
Lt Col John W. Weinig, 6 Jan 1984
Lt Col Peter W. Tkacs, 7 Jan 1986
Lt Col George R. Booth, 2 Oct 1987
Unkn, 1988-1991
Lt Col Bruce A. Busler, 1 Jul 1996
Lt Col Danny L. Leonard, 7 Jul 1998
Lt Col Tamra Rank, 2 Jun 2000
Lt Col Paul J. Judge, 7 Jun 2002
Lt Col Lloyd A. Ballard, 27 Apr 2004

HONORS

Service Streamers

Campaign Streamers

World War I

Lorraine

St Mihiel

Meuse-Argonne

World War II

Algeria-French Morocco

Tunisia

Sicily

Naples-Foggia

Anzio

Rome-Arno

Southern France

North Apennines

Po Valley

Air Offensive, Europe

Normandy

Northern France

Rhineland

Central Europe

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation

Austria, 2 Apr 1944

Air Force Outstanding Unit Awards

1 Jun 1968-1 Jun 1970

1 Jun 1983-31 May 1985

1 Jun 1988-31 May 1990

1 Jul 1997-30 Jun 1999

1 Jul 1999-30 Jun 2001

1 Jul 2001-30 Jun 2002

1 Jul 2002-30 Jun 2004

1 Jul 2004-30 Jun 2006

EMBLEM



48th Pursuit Squadron, activated January 15, 1941, at Hamilton Field, California, was one of the first air force squadrons to employ the new P-38 Interceptor planes now famous in all offensive and defensive sectors of the United Nations for their speed and maneuverability. The Disney-created insignia of this organization pays tribute to the functions and efficiency of the fighting 48th. A crafty air-minded cat, goggled and helmeted after the manner of confidence-inspired pilots is seen in mid-air in pursuit of a little flying bug which has both hands cupped in front and is diving for his life. Looking back over his shoulder the bug has reason to be terrorized. Within grasping distance, but content to play with his prey for the instant as he would with a mouse, the cat zooms easily through the air, anticipating every move of his quarry.



48 Fighter Interceptor Squadron emblem



48 Flying Training Squadron emblem approved, 1987, based on emblem used in World War II; slightly modified, 8 Aug 1996.

MOTTO

Tazlanglian Devils

OPERATIONS

AUGUST 4, 1917 - 462d Aero Squadron was formed as the 48 Provisional Squadron at Kelly Field. Lieutenant R. L. Walsh being the first Commanding Officer, succeeded by Lieutenant E. R. Scroggie.

AUGUST 25, 1917 The squadron was made into the first construction squadron for air service work overseas.

SEPTEMBER 17, 1917 The squadron entrained for Mineola arriving September 21, 1917. In October Captain H. M. Lamb reported and took the command away from Lieutenant Scroggie.

OCTOBER 13, 1917 The squadrons embarked on the Cunard Liner "Pannonia". The voyage was very stormy and the ship lost its convoy, arriving off the coast of Ireland on October 27th, where two English destroyers picked it up and took it into Liverpool.

OCTOBER 29, 1917 Landed at Liverpool going to rest camp at Borden, spending two nights in a mud hole. Then entrained for Southampton.

NOVEMBER 1, 1917 Crossed the Channel on the "Viper" to Le Havre, spending one night at Rest Camp No. 2.

NOVEMBER 3, 1917 Entrained for Issoudun where the squadron helped build the largest flying instruction center in France now called the Third Aviation Instruction Center. Then the squadron built barracks and shops out of lumber from the United States and erected French Beesoneaux hangars and did all kinds of work to make a complete airdrome. Here Lieutenant Blair was detached and made Assistant Provost Marshall and M. T. O. of Issoudun and the surrounding country. Lieutenant Cobb was Assistant Chief Construction Officer of the Post and in charge of all building construction.

DECEMBER 2, 1917 Lieutenant Scroggie took a detachment of forty men from the squadron to Tours, where they started building the Second Aviation Instruction Center. While there Lieutenant Scroggie took up flying and later joined the 94th Aero Squadron at the Front. Being wounded and taken prisoner after a hard fight. Lieutenant Spaulding took charge of the detachment until Lieutenant Scroggie was relieved, by Lieutenant Dean. The Squadron detachment did speedy excellent work on building barracks.

DECEMBER 18, 1917 Lieutenant Cobb took charge of building six outside fields around the main field at Issoudun. Where the squadron did fast and excellent work of all kinds, leveling flying fields building barracks, roads, paths and hangers and laying the water systems. At Issoudun and Tours the squadron got the reputation of being one of the best all around construction units in the American E. F. Lieutenant B. C. Granger, was Assistant Construction Officer under Lieutenant Frank on the main field. When Lieutenant Frank left he took his place. Lieutenant H. W. Hinkley assisted Lieutenant Cobb in constructing the outlying fields. When completed he went to Romonmatin. Lieutenant C. E. Palmer stayed a short while having orders to report to Colombey-lesBelles. Lieutenant E. D. Kiefer was purchasing agent for the Construction Department at the post. Later going with Lieutenant Frank. Lieutenant E. C. Fisher was transferred to the 35th Aero Squadron of which he took command shortly afterwards. Lieutenant R. S. Dean who had charge of the Cadets at Third Aviation Instruction Center was assigned as Adjutant and Supply Officer of the squadron. Lieutenant H. B. Ramage who was in charge of the construction and operation of the Issoudun Railroad attached to the squadron as a construction officer. During the stay at Issoudun the squadron number was changed to the 435th then to the 462nd, which the squadron still holds.

APR 15, 1918 Lieut. Dean brought the detachment back to get ready to move.

APR 27, 1918 The squadron entrained for the Front.

MAY 1, 1918 Started to build the Second Day Bombardment Airdrome, consisting of 27 French Barracks, 14 Nissen Huts and 15 Besseaux Hangers, roads and all the necessary buildings for an airdrome. Here 200 Moroccans assisted in leveling flying field. Here Lieut E. P. Peterman was assigned for duty from Colombey and took charge of barracks construction camouflaging them in the woods. Lieutenant Ramage having charge of the field and road work. Lieutenant Cobb as Chief Construction Officer.

JUN 21, 1918 Captain Lamb was ordered to Paris for duty turning over the squadron to Lieutenant Cobb.

AUG 20, 1918 The squadron was attached to the 1st Army and moved to Vancouleurs to build another airdrome in rush order for the Saint Mihiel Drive. At the same time a small detachment with the Moraccans went to Boves to do the same.

SEPTEMBER 17, 1918 The squadron moved overland to Bulainville. When they repaired the field and barracks and erected a few hangars.

SEPTEMBER 19, 1918 Squadron moved to Vadeleincourt where they put up hangars and also at Foucaucourt. The hangars being trucked from Vaucauleurs and Colombey.

SEPTEMBER 21, 1918 Squadron moved to Lisle en Barrois to erect barracks which they trucked from Vaucouleurs. While here the squadron put up more hangars at Feucaucourt and helped other construction squadron erect hangars on other fields.

OCTOBER 6, 1918 Squadron moved to Parcis Meuse, to build as airdrome of 12 hangars and 23 barracks. The field being full of trench and shell holes. Here we had to wait for the doughboys to push on.

NOVEMBER 6, 1918 The squadron moved en to Buzaney to reconstruct a captured German airdrome. The squadron was the first squadron on a German airdrome. This was the only airdrome the squadron built that was never used.

NOVEMBER 11, 1918 The Armistice was signed, therefore stopping all work and waited for further orders

NOVEMBER 18, 1918 Received word that squadron was attached to the Third Army to go into Germany.

NOVEMBER 20, 1918 Squadron moved to Mercy le Haut, taking all small tent, hangars with them. Get field ready in one day for one squadron and than went back for more hangars

DECEMBER 2, 1918 Get orders to move to Treves to prepare for 7 squadrons which the squadron did in three days. The 462d Aero Squadron was the first construction squadron formed for overseas duty; the first to land in England and France; the first to reconstruct a captured German airdrome. Also the first Air Service unit to enter Germany. On account of the fast and excellent work the squadron did in the First Army, it was chosen as one of the two construction squadrons to go with the Third Army.

The Army Air Service Commander, First Army, desires to make of record and in General Orders of the First Army Air Service his extreme satisfaction with the conduct of the Officers and Soldiers of the following units; 462nd Aero Construction Squadron during the advance of our troops in the St. Mihiel and Argonne-Meuse offensives constructed five airdromes on the retaken territory with such alacrity as to enable our flying squadrons to carry on operations without delay. By Order Colonel Milling.

3 Mar 1918 435th - Redesignated 462nd Aero Construction Squadron and ordered to active service as Army Troops, 1st American Army, A. E. F.

29 Jul 1919 462nd Aero Construction Squadron returned to United States aboard SS Baltic.

11 Aug 1919; 462nd Aero Construction Squadron disbanded and rendered inactive at Garden City, New York.

Constituted in the Regular Army on 6 February 1923 and assigned to the 11th School Group. Designated Active Associate was the 46th School Squadron 1923-27. Allotted to the Eighth Corps Area on 28 February 1927. Activated on 1 August 1927 at Kelly Field, TX. Consolidated in 1930 with the 462nd Aero Squadron (a WWI unit organized in August 1917 at Kelly Field, TX; demobilized on 11 August 1919 at Mitchel Field, NY; reconstituted in 1930). Relieved from assignment to the 11th School Group on 8 May 1929 and assigned to the 10th School Group. Inactivated on 1 September 1931 and relieved from assignment to the 10th School Group. Kelly Field, TX, designated as headquarters location on organization, but the unit was never reorganized at that location. Activated on 1 August 1933 at Chanute Field, IL, and assigned to the Air Corps Technical School. Reorganized and redesignated 48 Pursuit Squadron on 1 March 1935. Inactivated on 1 September 1936 at Chanute Field, IL, and allotted to the Sixth Corps Area. Disbanded on 1 January 1938.

The 48 was constituted on the active list at Hamilton Field, California, on 15 January 1941 as the 48 Pursuit Squadron. In May 1942 the Squadron received the new P-38 fighters, and then three months later embarked for England. After spending two months training in England the 48 was on its way to North Africa and the beginning of three years of combat.

The 48 fought for 15 months in North Africa, then crossed over to Italy with the first allied landing at Salerno, fighting up the leg of the Italian boot to participate in the battles of the Po Valley and the Appennines. Later, operating from Northern Italy, the 48 struck at the enemy in Southern France, Central Europe, and the Balkans, winning the presidential unit citation for outstanding

performance in the skies over Austria. On 9 September 1945 the 48 was deactivated and its personnel absorbed into other units.

The Squadron, jet propelled, was reactivated for a brief period of federal service at Dow AFB, Maine, as a unit of the Air Defense Command until it was again deactivated 2 October 1949. The present history of the 48 begins on 1 November 1952 when the 133rd Fighter Interceptor Squadron, Grenier Field, New Hampshire, was redesignated as the 48 Fighter Interceptor Squadron.

In January 1953 the 48 transferred to Langley AFB, Virginia, to fly its air defense mission. A few months later flying in F-84G jet fighters the 48 made an exceptional showing in the annual gunnery practice at Yuma, Arizona

August 1953 marked the beginning of many changes for the 48. The mission was changed to all-weather interception and the first of the Radar Observers and the F-94C all-weather interceptors began to arrive. A new hangar and alert buildings were constructed to accommodate the enlarged requirements.

In January, February, and March of 1954 the 48 compiled an unprecedented Air Defense Command total of 1000 flying hours a month in the F-94C aircraft.

The 48 FIS converted from the F-102 to the F-106 during the second half of 1960. It flew the Delta Dart from LangleyAFB until it became the first F-106 unit to transition to the F-15 in the spring of 1982. A detachment from the 48 FIS was stationed at Homestead AFB for some time. This early photo shows 59-0135 with the 48 FIS insignia on the tail.

Except for a short stint with the 48 FIS, 51-5604 spent its entire service life with the 46th FIS at Dover AFB. The two squadrons were both assigned to the 4710th Defense Wing. The squadron insignia appears oversized in comparison to other unit insignias. Note the odd shape of the main landing gear doors, sure to snag the old webbed jet barrier.

The 48 Fighter Interceptor Squadron was reactivated in November 1952 at Grenier AFB, NH to replace New Hampshire's 133rd Fighter Interceptor Squadron. Originally equipped with taken over Thunderbolts when the ANG squadron gave them up in exchange for F-51Hs, the 48 FIS surrendered their "Jugs" in January 1953 when they moved to Langley AFB, VA and equipped with F-84Gs. The Thunderjets gave way to F-94Cs in the summer of 1953, with the first five Starfires arriving on August 28. The 48 FIS also operated under the control of the 4710th Defense Wing, until March 1, 1956 when the 85th Air Division was formed. The majority of their F-94Cs were transferred to the Air National Guard in the Spring of 1957 when the 48 FIS became one of the first F-102A squadrons.

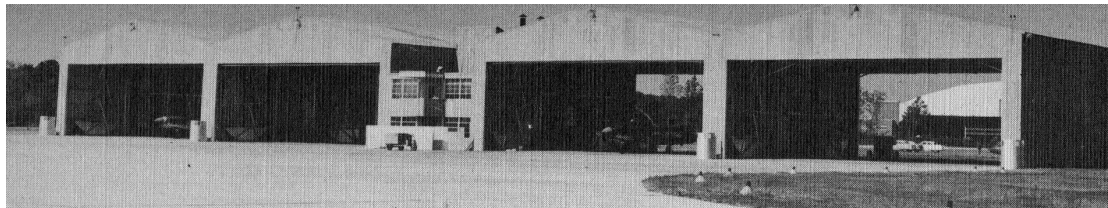
The end of the line. Placed upon Pike's Peak in 1957 by the Colorado Springs Chapter of the Air Force Association as a memorial to those of the Air Defense Command that gave their lives in the defense of their country, 51-5590, had served with the 48 and 60th FIS's. After being vandalized

it was removed, but by whom and when is one of the great unknowns. Questions about this aircraft's present location are only met with the "thousand yard stare," or comments that the aircraft never existed to begin with.

After the base's host wing had been flying the F-15 Eagle for more than five years, the 48 Fighter Interceptor Squadron began its conversion from the F-106 to the F-15 in August 1981. While 48 personnel were training in the new weapon system, the 1st Tactical Fighter Wing assumed the alert responsibilities of the squadron. On 26 January 1982, the wing made the first F-15 intercept of a Soviet "Bear" TU-95 aircraft. On 8 February, the last two F-106s left Langley AFB and the 48.



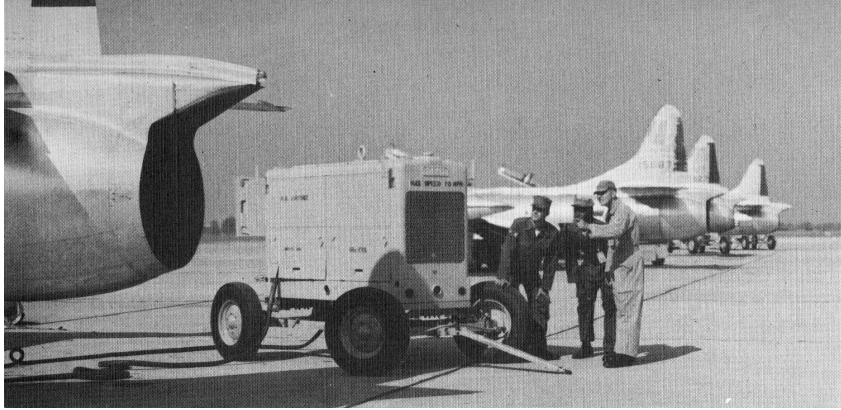
48 FIS F-94 with crew and support personnel and support equipment



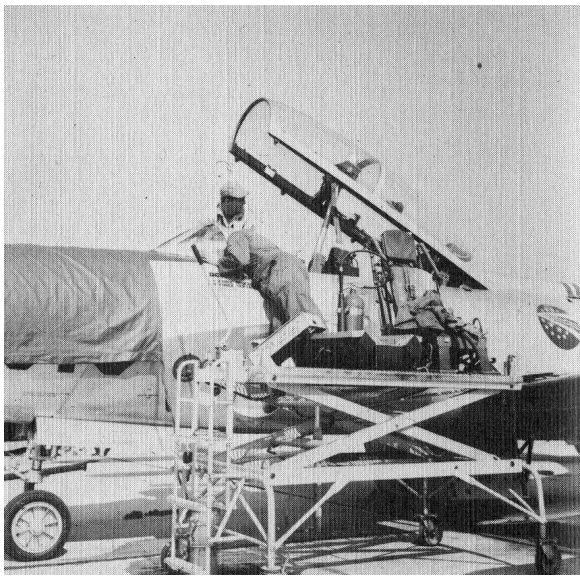
48 FIS F-94 alert shed, Langley AFB, VA



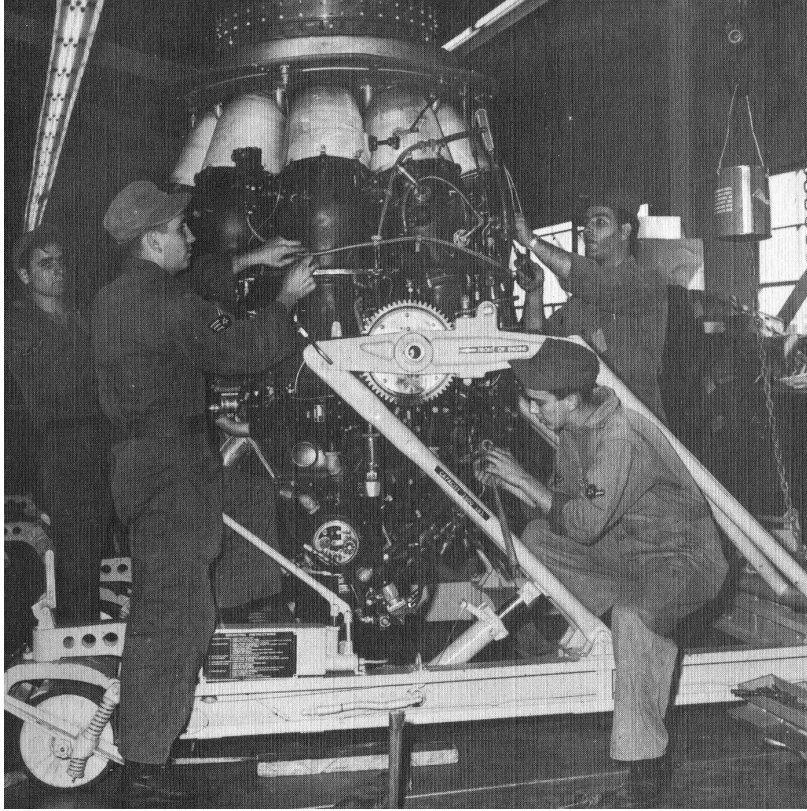
48 FIS F-94 taking off with full afterburner.



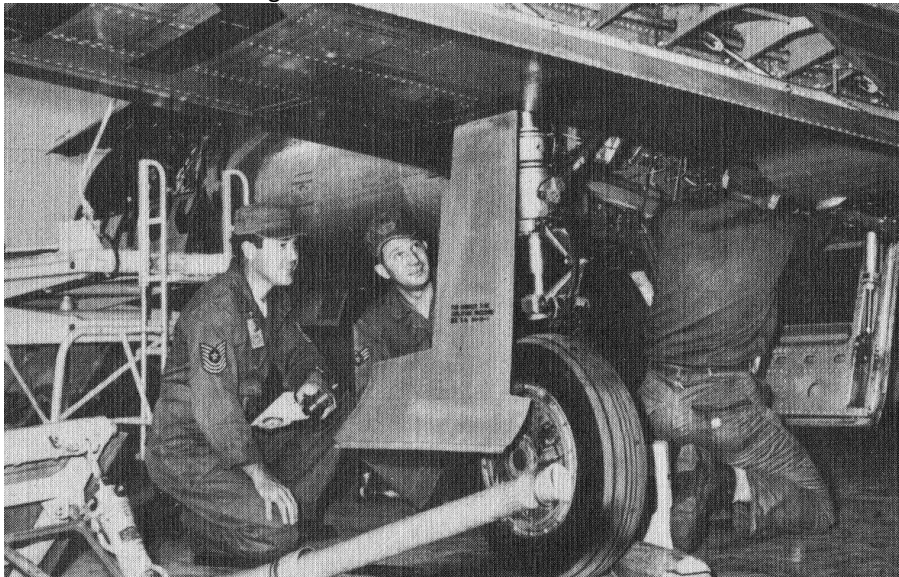
48 FIS F-94 and power cart



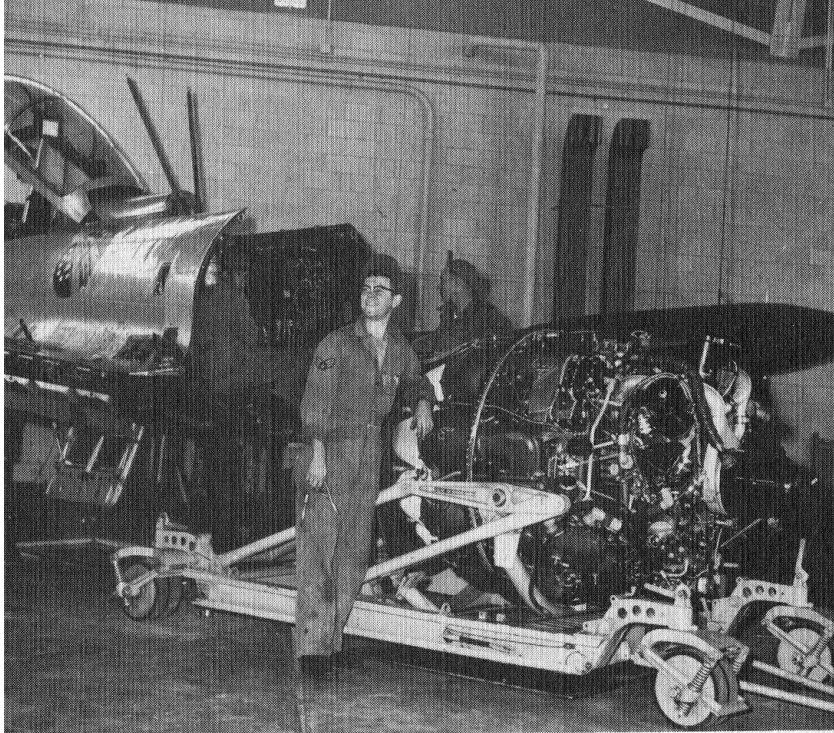
Ejection seat maintenance on 48 FIS F-94



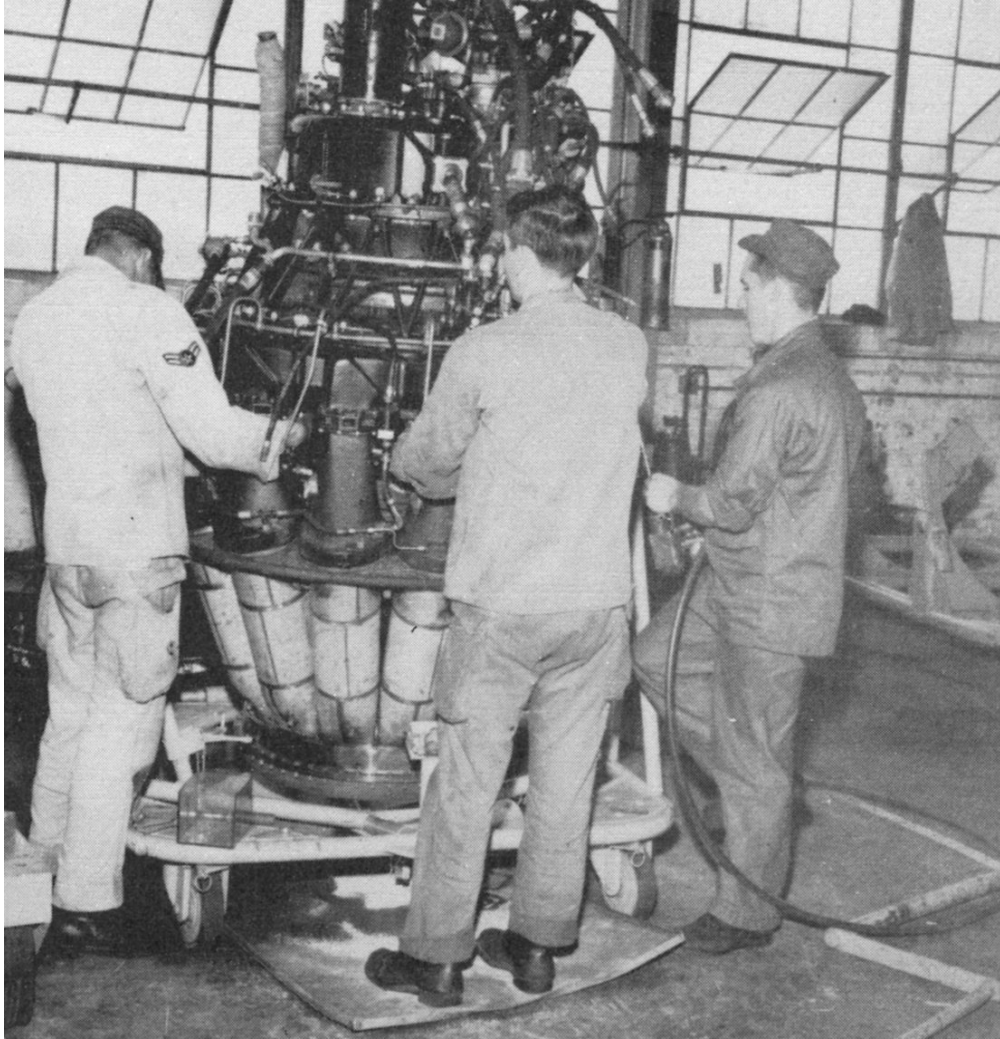
Maintenance on F-94 engine



Maintenance on F-94 landing gear



Engine change on F-94



Engine repair



Maj Troy Keith



Maj Royal E. Koons Jr.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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Unit yearbook. *10 Pursuit Wing and 45 Air Base. USAAC Hamilton Field, CA. 1941*

Unit yearbook. *March Field Air Base, CA, 1941.* Army and Navy Publishing Co. Inc. Baton Rouge, LA. 1941.

War Insignia Stamp Album, Vol. 4, Postamp Publishing Co. 1942

Unit yearbook. *48 Fighter Interceptor Squadron, 1954.*

Unit yearbook. *85 Air Division, Defense. 1957.*

Unit yearbook. *Washington Air Defense Sector. 1960.*

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