

## 4007 COMBAT CREW TRAINING SQUADRON



### MISSION

The 4007th CCTS was responsible for initial FB-111A combat crew academic training, with the 9th BS conducting the flying training.

### LINEAGE

4007 Combat Crew Training Squadron

### STATIONS

Carswell AFB, TX, 2 Jun 1968-31 Dec 1971

Plattsburgh AFB, NY, 31 Dec 1971

### ASSIGNMENTS

### WEAPON SYSTEMS

FB-111

### COMMANDERS

Lt Col. Robert D. Myles, Mar 1969

Lt Col. Donald E. Mahrt, 2 Mar 1970

Lt Col. Eugene W. Loy, 22 Jun 1971

Lt Col. Robert S. Russell, Mar 1973  
Lt Col. John A. Suther, 5 Sep 1973  
Lt Col. Russell C. Mountcastle II, 13 Dec 1974  
Lt Col. Mack C. Turley, 11 Jun 1975  
Lt Col. John F. Buddi, Jr., 4 Feb 1977  
Lt Col. Dale E. Wolfe, 4 May 1979  
Lt Col. George W. Larson Jr., 10 Sep 1979  
Lt Col. Daniel K. Harmon, 17 Nov 1980  
Lt Col. Brett M. Dula, 23 Dec 1980  
Lt Col. Edward R. Hale, 27 May 1982  
Lt Col. Orin L. Godsey, 23 Sep 1983  
Lt Col. Laurence M. Jones, 22 Jan 1985  
Lt Col. George A. Davies Jr., 20 Dec 1985

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

## **EMBLEM**



## **MOTTO**

## **OPERATIONS**

Problems with the FB-111A's wing longerons and terrain-following radar slowed production. The 4007th CCTS was still short seven aircraft when all deliveries from General Dynamics were stopped. The few FB-111As already delivered were returned to General Dynamics for rework due to the mandatory Recovery Program caused by the F-111 A crash of December 1969. In April 1970, the first of CCTS FB-111A left Carswell to undergo a 75-day test and structural inspection and receive necessary modifications. It was ready for assignment back to the 4007th in July 1970. In September 1970 the 4007th CCTS received the last of its 15 FB-111 As after the final slippage and resulting Recovery Program modifications.

The training mission, along with the 4007th CCTS, was relocated from Carswell to Plattsburgh and became part of the 380th Strategic Aerospace Wing on December 31, 1971. FB-111A combat crew training was commenced FB-111A in August 1971. The 4007th CCTS retained its original designation until redesignated as the 530th CCTS on July 1, 1986.

The 4007th Combat Crew Training Squadron was established in the autumn of 1968 at Carswell AFB, Texas. The mission of the squadron was to train crews to fly the FB-111A for the Strategic Air Command. Initially, the squadron consisted of the simulator complex and personnel who had never flown the aircraft. It was up to these personnel to establish the first program of academic and simulator training. The first academic class graduated in August 1969. Training at Carswell AFB continued until 1971 when sufficient trained crews and aircraft were available to man the 509th Bomb Wing at Pease AFB, NH. Simultaneously, the 4007th CCTS closed its operation at Carswell AFB and moved to Plattsburgh AFB, NY, where it assumed flight line training responsibilities in addition to the academic and flight trainer programs. Captains William Wright and Jimmie Boone became the first Plattsburgh AFB trained crew to solo the FB-111A. The squadron's designation was changed from the 4007th Combat Crew Training Squadron to the 530th Strategic Bombardment Training Squadron on 1 July 1986.

The Combat Crew Training Squadron was responsible for the development and admission of all 51-111 training syllabi for FB-111A mission-ready crew members as listed in SACR 60-4. The courses taught by the CCTS included; Navigator Bombardier Training, The Initial Qualification Course, Requalification, Difference Training, the Central Flight Instructor Course, the Senior Staff Qualification Course and the Distinguished Visitor Orientation Course.

The Initial Qualification Course. The major task of the CCTS was the FB-111A Initial Qualification Course where pilots and navigators new to the weapon system were trained to be fully qualified FB-111 combat crew members. This course was approximately seven months long and classes started once every quarter with approximately four crews per class. The IQC itself was divided into two phases; the academic phase and the flight-line phase. The academic phase was three months long and was itself divided into avionics training and systems training. Both pilots and navigators attended all classes together. Avionics training lasted 18 days and covered all the right seat equipment such as the onboard computers, inertial navigation system, the attack radar and the stores management system. The Bomb Nav Trainer (BNT) was introduced here to reinforce classroom learning for both the pilots and the radar navigators.

The systems phase followed and covered all aircraft systems such as engines, hydraulics, flight controls and egress. It was during this phase of system training that the student crew was introduced to the Operational Flight Trainer (OFT) where mission profiles were flown to reinforce academic training in the classroom and learning center. There were a total of seven OFT missions in the academics phase of training and seven BNT missions. While the bomb nav trainer mission were concentrated in the avionics phase. they were interspersed throughout both the academic and flight-line phase to facilitate navigator training continuity and introduce new blocks of instructions such as the AGM-69A Short Range Attack Missile (SRAM) and electronic countermeasures.

The flight-line phase of training followed academics and consisted of 16 sorties for the pilot, 9 for the navigator and 15 weapon system trainers. Of flight missions, the pilot flew nine with his assigned instructor pilot followed by a check ride with Stan/Eval. The navigator flew five missions prior to the pilot's initial in-flight check and had four additional BNT missions with emphasis on degraded navigation procedures. Concurrently, the student crew received six OFT missions with emphasis on total mission accomplishment and a review of system training followed by a check ride in the OFT. The pilot and navigator both took a check ride in the OFT.

After the initial checks, the crew entered the solo phase of training in the aircraft and the Emergency War Order (EWO) phase of training in the OFT. each crew member received two crossover flights with an instructor and two solo flights to increase proficiency and practice peacetime procedures on a full mission profile which included formation, refueling and low-level. During this period, the crew also received tactics, SRAM and ECM training. They practiced these skills on eight EWO Profile OFT missions and were evaluated during their Mission Qualification Check on their ability to fly an EWO Profile.

In November 1981, what was a \$4 million training center at Plattsburgh AFB was dedicated in memory of a two-man FB-111A crew who died when their bomber crashed off the coast of Maine. It was a fitting tribute to the two men who gave their lives for their country. Maj. Thomas M. Mullen and Capt. Gary A. Davis are two who did. Mullen an instructor pilot, and Davis, an instructor navigator, were killed the night of Oct. 6, 1980, as they put their bomber through a low-level training mission over the Atlantic Ocean just off the coast of Maine. Neither body were recovered and the crewmen were eventually declared dead. The widows of both men were presented with the Air Force's Meritorious Service medal posthumously following the dedication of the training facility. Among the dignitaries present for the ceremony were Rep. David O' B. Martin (R-Canton); Clyde A. Lewis, chairman of the Plattsburgh Air Force Base Liaison Committee; and Gen. Thomas M. Ryan Jr., commander of the Air Force's Air Training Command. Ryan was the father-in-law of Capt Mullen, killed in the crash. Placing the Combat Crew Training Center at Plattsburgh AFB solidified the Strategic Air Command's mission in Plattsburgh. The building, known as the FB-111 Training Center, housed the 4007th Combat Crew Training Squadron, two FB-111A mission simulators, one bombing and navigational trainer, and associated support, maintenance functions and personnel.

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USAF Unit Histories  
Created: 26 Mar 2022  
Updated:

Sources

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