

84th FLYING TRAINING SQUADRON



MISSION

LINEAGE

84th Pursuit Squadron (Interceptor) constituted, 13 Jan 1942
Activated, 9 Feb 1942
Redesignated 84th Pursuit Squadron (Interceptor) (Twin-Engine), 22 Apr 1942
Redesignated 84th Fighter Squadron (Twin-Engine), 15 May 1942
Redesignated 84th Fighter Squadron, 1 Mar 1943
Redesignated 84th Fighter Squadron, Single-Engine, 21 Aug 1944
Inactivated, 18 Oct 1945
Activated, 20 Aug 1946
Redesignated 84th Fighter Squadron, Jet, 24 Sep 1948
Redesignated 84th Fighter Interceptor Squadron, 20 Jan 1950
Redesignated 84th Fighter Interceptor Training Squadron, 1 Jul 1981
Inactivated, 27 Feb 1987
Redesignated 84th Flying Training Squadron, 9 Feb 1990
Activated, 2 Apr 1990
Inactivated, 1 Oct 1992
Activated, 1 Oct 1998

STATIONS

Baer Field, IN, 9 Feb 1942

Muroc, CA, 30 Apr 1942
Oakland, CA, 11 May 1942
Hamilton Field, CA, 4-10 Nov 1942
Goxhill, England, 1 Dec 1942
Duxford, England, 1 Apr 1943-11 Oct 1945
Camp Kilmer, NJ, 16-18 Oct 1945
Straubing, Germany, 20 Aug 1946-25 Jun 1947
Mitchel Field, NY, 25 Jun 1947
Hamilton AFB, CA, 24 Nov 1948
Castle AFB, CA, 1 Sep 1973-27 Feb 1987
Laughlin AFB, TX, 2 Apr 1990-1 Oct 1992
Laughlin AFB, TX, 1 Oct 1998

ASSIGNMENTS

78th Pursuit (later, 78th Fighter) Group, 9 Feb 1942-18 Oct 1945
78th Fighter (later, 78th Fighter Interceptor) Group, 20 Aug 1946
4702nd Defense Wing, 6 Feb 1952
28th Air Division, 7 Nov 1952
566th Air Defense Group, 16 Feb 1953
78th Fighter Group, 18 Aug 1955
78th Fighter Wing, 1 Feb 1961
1st Fighter Wing, 31 Dec 1969
26th Air Division, 1 Oct 1970-27 Feb 1987
47th Flying Training Wing, 2 Apr 1990
47th Operations Group, 15 Dec 1991-1 Oct 1992
47th Operations Group, 1 Oct 1998

WEAPON SYSTEMS

P-38, 1942-1943
P-47, 1943-1944
P-51, 1944-1945
F-51, 1949-1951
F-84, 1949-1951
F-89, 1951-1952
F-86, 1952-1958
F-89, 1958-1959
F-101, 1959-1968
F-106, 1968-1981
F-106A
F-106B
T-33, 1981-1987
T-37, 1990-1992
P-47C
P-47D

P-51B
P-51D
P-51K
F-84D
F-89B
F-94B
P-38E
P-38F
F-101B
F-101F

COMMANDERS

Maj Eugene P. Roberts, Feb 1942
Maj Jack C. Price, 28 Sep 1943
Maj Harold E. Stump, 28 Feb 1944
Cpt Richard M. Holly, 11 Jun 1944
Maj Ben I. Mayo Jr., 17 Jul 1944
Maj Leonard P. Marshall, 25 Sep 1944
Maj Harry L. Downing, 14 Mar 1945
Cpt Dorian Ledington, 25 Mar 1945
Maj Bruce C. Hunt, 25 Apr 1945
Maj Gillespie Bryan, May-Oct 1945
Unkn, 20 Aug 1946
LTC Philip E. Joyal, by Jan 1952-unkn
Maj Marvin W. Miller, #1954
LTC Thomas M. Gerbing, by Jan 1958
Col George W. Milholland, 15 Jun 1959
LTC Joseph B. Guynes, 28 Jul 1960
Col Marvin H. Good, by Mar 1962
LTC Wilbur A. Tapscott, 6 Jul 1964
LTC James W. Babb, 13 Jun 1965
LTC Edward J. Kinney, 28 Jan 1967
LTC Lawrence W. Pool, 3 Sep 1968
LTC Randall R. Renken, by Dec 1970
LTC Robert E. Turner, by Sep 1971
LTC Martin W. Kasischke, by Dec 1971
LTC James W. Aycock Jr., by Dec 1972
LTC Gerald J. Smith, Jul 1975
LTC Donald L. Schick, 10 Jun 1977
LTC Thomas F. McGuire, 9 Aug 1978
LTC Shirley, by 30 Sep 1979
LTC Glen Doss, by Aug 1980
LTC Cecil L. Snell, 23 Jun 1982
LTC Joseph E. Tezak II, 23 Jul 1984

LTC William E. Crowe Jr., 2 Apr 1990
LTC Kevin E. McHugh, 24 May 1991-1 Oct 1992
None (not manned), 1-13 Oct 1998
LTC Kevin M. Keith, 14 Oct 1998
LTC William E. Hogan, 6 Nov 2000
LTC Francis M. Brown, 26 Jun 2002
LTC Kelly E. Fletcher, 30 Jan 2004
LTC George E. Day Jr., 29 Jul 2005
LTC Bruce A. LaCharite, 5 Sep 2006

HONORS

Service Streamers

None

Campaign Streamers

Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Holland, 17-23 Sep 1944
Czechoslovakia, 16 Apr 1945

Air Force Outstanding Unit Awards

1 Jul 1968-30 Jun 1969
1 Aug 1973-31 May 1975
1 Jul 1981-30 Jun 1983
[2 Apr 1990]-15 Mar 1991
1 Jul 1991-[1 Oct 1992]
[1 Oct 1998]-30 Jun 1999
1 Sep 2003-30 Jun 2005
1 Jul 2005-30 Jun 2007

EMBLEM





On a disc Azure, a panther salient Sable langued Gules, grasping in front dexter paw a lightning bolt bendwise sinister and grasping in sinister front paw a lightning bolt bendwise of the third, all within a diminished border Or. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "84TH FLYING TRAINING SQ" in Yellow letters. **SIGNIFICANCE:** 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 panther, swift, agile and vigilant, is symbolic of the tactical flying personnel trained by the Squadron. The panther's teeth and claws represent the lethal weaponry that the combat forces are trained to use. The lightning bolts reflect adverse conditions which will not dissuade the unit from accomplishing its mission. (Approved, 26 Aug 1942; slightly modified, 23 Sep 1998)

MOTTO

NICKNAME

OPERATIONS

Combat in ETO, 15 Apr 1943-25 Apr 1945. Served in Germany as part of the occupation forces, 1946-1947 until it returned to the U.S. and assumed an air defense mission. In 1981, began live electronic counter-countermeasures (ECCM) training. Participated in live flying exercises as targets for various air divisions and for the F-15s of the 49th TFW. Also flew target missions for the weapons controller training program until early 1987. Provided primary jet training in T-37 aircraft for USAF and foreign students, 1990-1992.

In July 1981, the 84th Fighter Interceptor Training Squadron was activated and received a fleet of T-33s to use for training and was inactivated six years later in February, 1987. In April of 1990, the squadron was resurrected to meet the increased demand for pilots. It was designated

a Flying Training Squadron and joined the 85th Flying Training Squadron at Laughlin AFB in training pilots in the T-37 Tweet. Again yielding to changes in pilot production, the squadron was inactivated in October 1992. In 1998, pilot production increased again and the 84th Flying Training Squadron was reactivated on Oct. 1, 1998. The 84th Flying Training Squadron, Laughlin Air Force Base, Texas, conducts Phase II, the initial flying training portion of Specialized Undergraduate Pilot Training. The 84th Flying Training Squadron, Laughlin Air Force Base, TX, together with the 85th Flying Training Squadron, conducts the T-37 flying training portion of Specialized Undergraduate Pilot Training.

The squadron was activated in 1942, the 84th Fighter Interceptor Squadron was an active and integral part of America's victory in World War II. Flying the P-38 "Lightning" and redesignated the 84th Pursuit Squadron, the 84th moved several times, ending up in California. The squadron was again redesignated, this time as the 84th Fighter Squadron, and shipped off to England. Change continued for the 84th, as they were reequipped with the P-47 "Thunderbolt". Soon after that, the unit lost most of its pilots and planes to the war effort in North Africa and it wasn't until April 1943, with new pilots and planes, that the unit saw its first combat. During the war the 84th flew everything from bomber escort to fighter-bomber missions.

In September 1944, the 84th contributed its part to the Arnhem-Nijmegen airborne landings. Attacking and silencing numerous ground positions during the airborne assault, the unit was credited with saving scores of American and British troop transports. For this action the 84th received the Distinguished Unit Citation.

In December 1944 the 84th began flying the P-51 "Mustang". They used their new plane very successfully and on 10 April destroyed 58 aircraft on the ground earning the 84th its second Distinguished Unit Citation. In April 1944 the 84th flew its last combat mission escorting British bombers on their way to Hitler's "Eagles Nest". The squadron completed three years overseas and was credited with 260 German aircraft destroyed.

The 84th returned to the United States in October 1945 and was inactivated. The squadron lay dormant for 3 years and then was reactivated in November 1948, now flying the F-84 "Thunderjet". Since that time the unit has had the F-94B, F-94C, all operational models of the F-89, the F-101B and the F-106.

In July 1981 the squadron was redesignated the 84th Fighter Interceptor Training Squadron and received a fleet of T-33s to train in. The training squadron was inactivated in February 1987.

Then in April 1990 the squadron was resurrected to meet the increased demand for pilots. The 84th was designated a Flying Training Squadron (FTS) and joined the 85th FTS in training pilots in the T-37 at Laughlin AFB. Again yielding to changes in pilot production the squadron was inactivated in October 1992. In 1998 pilot production increased again and the 84th FTS was reactivated on October 1, 1998.

Flying Training Squadrons Inactivated. With pilot production down dramatically, the command reassessed the need for four flying training squadrons at each UPT base and concluded two would do. Accordingly, on 1 October 1992, ATC inactivated the following units: the 43d and 49th Flying Training Squadrons at Columbus AFB, Mississippi; the 84th and 86th Flying Training Squadrons at Laughlin AFB, Texas; the 7th and 26th at Vance AFB, Oklahoma; and the 33d at Reese AFB, Texas. That left one T-37 squadron and one T-38 squadron at each UPT wing. As each wing implemented specialized undergraduate pilot training, ATC intended to reactivate one of the squadrons to serve as the T-1A squadron.

1992

The 84th FIS was transferred from USAFE to ADC in June 1947 at Mitchell Field without personnel or equipment. In November 1948 it was transferred to Hamilton AFB and equipped with F-51Ds but began a transition into F-84Bs the following month. In the fall of 1950 it received F-84Ds and in early 1951, F-89As. Transitions into F-89Bs and F-86Fs were accomplished in the summer of 1951 and fall of 1952, respectively. In 1953 the squadron received F-94Bs and Cs but in 1955 these were replaced by F-89Ds. The F-89Ds were replaced by F-89Hs in 1956 and these, in turn, by F-89Js in 1957. In March of 1959 the squadron transitioned into F-101Bs. On 30 Sep 1968 the 498th FIS moved from Paine Field, WA with it's F-106's to Hamilton AFB CA, and was redesignated 84th FIS. In September 1973 the 84th moved to Castle AFB, and in June 1981 was redesignated 84th Fighter Interceptor Training Squadron operating T-33A Shooting Stars. All the F-106's were transferred to other units.

84th FIS, "Black Panthers" refuel from a KC-135 tanker. Note that the flash from the disc has been changed from that shown in the photo above. On the speed brake, the white disc, surrounded with white stars, now has a red "84th" in it. Note also how the serial number is down into the red on the tail markings. This is the latest variation of the markings carried by the 84th before TAC badges replaced the black panther insignia on the tail.

In December 1956 the 84th FIS began conversion from F89HS to Js, and by January 1957 they were completely reequipped, while five other ADC squadrons were in the middle of switching from F-89Hs to Js.

On July 19, 1957, a 84th FIS team test fired the first and only detonated nuclear MB-1 Genie at Yucca Flats, Nevada. A week later the GAR-2A Falcon was successfully tested.

In September 1958 the 84th FIS deployed to Vincent AFB, where they broke all previous records in air-to-air rocketry. This qualified them for ADC's first William Tell meet at Tyndall AFB the following month, where they placed third in firing in an exercise that was not decided until the last day's events had been tallied. Colonel Cueleers, the squadron commander, also tied for individual honors. On April 21, 1959, the first of the new supersonic VooDoos arrived, and on August 26 the 84th FIS was operational with F-101s.

In September 1956 Colonel John deVires was selected as the Project Officer for the John Shot, a super-sensitive mission commanded by Colonel Paul Wignall of the 4950th Test Group (Atomic) at Kirtland AFB, New Mexico. The primary aircrew selected was that of Captains Eric Hutchison and R/O Albert Barbee of the 84th FIS, while Lts. Burford Culpepper and R/O Jim Jones of the 445th FIS at Wurtsmith AFB were the alternate team. Lt. Robert Gee and Captain Al Moore from Wright Patterson AFB were the chase aircrew.

The 84th Fighter Interceptor Squadron received their initial allotment of F-94s from the 3625th TW in January 1953 after their crews graduated from the Florida based training program. Prior to the receipt of F-94s the squadron had flown a real hodge-podge of fighter types. F-51Ds, which were followed by the ground loving F-84Bs, which were in-turn followed by F-84Ds. A couple of the first F-89Bs, and then F-86Fs: all within a four year period in a situation to drive maintenance people nuts. In July 1953 the F-94Bs were also surrendered to other USAF squadrons and replaced by the newer F-94Cs, which probably aggravated the maintenance troops even more. The Starfires gave way to F-89Ds in 1955, which meant seven types or versions of fighters through their unit in seven years. In the next four years they would obtain two more versions of the F-89, and then F-101s! While flying the F-94, the 84th FIS was assigned to the 28th Air Division, which gave way to the 566th Air Defense Group on February 16, 1953.

In order to increase the number of F-101 B's in certain squadrons, other squadrons were deactivated. On July 1, 1963, the 83rd became the first F-101B unit to suffer this fate. Its aircraft were disbursed to other squadrons, with a majority of the aircraft going to the 84th. The disbandment of the 15th, on December 24, 1964, was a direct result of F-102 squadrons being brought back from overseas under Project Clearwater. Under that project, the 16th, based at Naha AB, Okinawa, was to replace the 15th at Davis-Monthan. The program was revised so that the 16th would be deactivated and its F-102's transferred to the 15th

F-101B, 56-285, of the 84th FIS, Hamilton Field, California. Over-all color was F.S. 16473, grey. Radome was gloss black. Vertical fin bands were red (top), white, and blue, with red, yellow, and blue unit badge in the middle on the left side and the ADC badge on the right. Empennage band was yellow with black edging. Data board below cockpit was yellow with black lettering and outline.

Officials with the 47th Flying Training Wing at Laughlin AFB, Tex., inactivated the 84th Flying Training Squadron and designated the 434th FTS to take its place conducting specialized pilot undergraduate training with the T-6 Texan II. This move resulted from the consolidation of the Air Force's Introduction to Fighter Fundamentals course at JBSA-Randolph, Tex., that left the 434th FTS without a mission, according to an Aug. 29 Laughlin release. "Instead of inactivating the 434th FTS, it was decided to [in]activate the 84th FTS and allow the 434th FTS to assume its mission," said Jack Waid, 47th FTW historian. At the Aug. 24 inactivation ceremony, Col. Andrew Brabson, 47th Operations Group commander, paid tribute to the 84th FTS. "Over the course of 70 years, the 84th Panthers have exceeded all expectations in combat, self-defense

and training," he said. "The Panthers will forever remain alive and well as long as we honor their sacrifices and remember their legacy." 2012

On 24 September 2010, a T-6A, Tail Number 08-3925, assigned to the 84th Flying Training Squadron, 47th Flying Training Wing, Laughlin Air Force Base (LAFB) Texas, crashed after the engine suffered severe damage during an airstart attempt. The crash occurred at 1115 local Central Daylight Time on a ranch 20 miles east of LAFB. The mishap aircraft (MA) was destroyed following aircrew ejection. The Mishap Student Pilot (MSP) suffered a significant back injury as well as minor injuries and the Mishap Instructor Pilot (MIP) suffered minor injuries. The mishap occurred during a Joint Specialized Undergraduate Pilot Training formation sortie for the MSP who occupied the front cockpit. Upon return to base, approximately 57 minutes into the sortie and 4,900 feet above ground level (AGL), the MSP executed a straight-ahead rejoin with too much speed. The MIP assumed control of the aircraft, inadvertently raised the engine cut-off gate handle, and pulled the [throttle] Power Control Lever (PCL) into the OFF position. The MIP immediately pushed the PCL above IDLE where the engine recovered to normal operation. However, due to misperception of engine status, the MIP shut down the functioning engine again. The MIP did not correctly execute appropriate restart procedures, which led to an unsuccessful airstart. Following engine shutdown for the third time, the MIP applied the correct Immediate Airstart procedures until he incorrectly advanced the PCL above IDLE while the engine was still in a sub-idle condition. This forced excessive fuel to the engine, which led to an extreme heat condition severely damaging the engine and rendering it unrecoverable. The following five airstart attempts were unsuccessful due to this engine damage. The mishap crew (MC) missed the opportunity to make a forced landing at a suitable airfield, and the MIP initiated ejection at 580 feet AGL. The MA was destroyed resulting in a mishap cost of \$5,011,287.84. The MA impacted a field, causing incidental damage to a barbed wire fence on private property. A local rancher, flying a helicopter nearby, was on scene within minutes to offer assistance. The Accident Investigation Board President (A1BP) found by clear and convincing evidence, the cause of this mishap was pilot error. The MIP induced severe engine damage due to inadvertent shutdown of a normal engine followed by procedural errors to restart the engine. In addition, the MC missed the opportunity to attempt a forced landing at a suitable airfield. The AIBP also found by a preponderance of the evidence that the mishap crew's channelized attention on the engine, delayed the decision to reach a suitable airfield.

AIRCRAFT ACCIDENT INVESTIGATION T-37B, SERIAL NUMBER (S/N) 57-2237 84TH FLYING TRAINING SQUADRON LAUGHLIN AIR FORCE BASE, TEXAS 31 JANUARY 2002 On 31 Jan 02, at approximately 1:29 p.m. Central Standard Time (CST), the mishap aircraft (MA), a T-37B, S/N 57-2237, crashed 1.1 NM southeast of Runway 3 1 at Wizard, the Laughlin AFB T-37 Auxiliary Field. The mishap instructor pilot (MIP) and the mishap student pilot (MSP) were flying a syllabus directed local dual training mission. Neither the MIP nor the MSP attempted to eject — both were pronounced dead at the scene, The MA was destroyed upon impact with the loss valued at \$1,058,000. The impact area was on private ranch land, and to date, no claims for damage to private property have been filed as a result of this mishap, Clear and convincing evidence indicates that the MIP was flying the aircraft in the final turn for a touch-and-go

landing. At the same time another T-37 was on a straight-in approach to the runway. When the MIP reported “gear down” to the Runway Supervisory Unit (RSU) without additionally stating he had the straight-in aircraft in sight, the RSU controller questioned the MIP if he had the straight-in traffic in sight. The MIP responded that he did not and that he was going around. At that point, the MIP appeared to roll the MA to a near-wings level slightly nose-up attitude. The MIP then rolled the MA into a descending right bank turn with the bank increasing steadily from 30 degrees to 80-90 degrees, significantly exceeding the 45 degree maximum allowed by Air Education & Training Command (AETC) Manual 3-3, Vol 2. As a result of excessive bank angle combined with final turn airspeed (110 knots), the T-37 appeared to stall, departing controlled flight with a rapid right descending roll (nose-low attitude). Due to the low altitude of the stall, the MIP and MSP were unable to successfully recover the aircraft prior to ground impact. Neither crewmember attempted ejection. There were two occasions in the sequence of events where the mishap could have been avoided. As a result of a loss of situational awareness, the MIP initiated the final turn without having visual contact with a straight-in inside of 2 miles, as required by AETC Manual 3-3. This necessitated a go around at a critical stage of flight—a configured aircraft at slow speed, low to the ground and descending. After initiating the go around, the MIP should have used the maximum of 45 degrees of bank allowed by T.O. 1T-37B-1. Instead the MIP rolled the MA into 80-90 degrees of bank, resulting in the stall from which recovery was not possible.

7 November 1970 A USAF McDonnell Douglas F-4 Phantom II and a USAF Convair F-106A-130-CO Delta Dart, 59-0125, of the 84th Fighter-Interceptor Squadron, Hamilton AFB, California, suffer mid-air and crash in isolated areas near Nellis AFB, Nevada. All three crew eject and survive. F-4 crew, Maj. Henry J. Viccellio and Maj. James A. Robertson, okay. Phantom comes down 35 miles from Caliente, Nevada, Delta Dart attempts recovery to Nellis but pilot Maj. Clifford L. Lowrey ejects eight miles NE of base.

Air Force Order of Battle

Created: 28 Aug 2010

Updated:

Sources

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

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

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *28th Air Division (Defense)*. 1954.

Unit yearbook. *Hamilton AFB, CA*. 1968.