

## 98 FLYING TRAINING SQUADRON



### MISSION

The 98 Flying Training Squadron (98 FTS) is a United States Air Force unit assigned to the Air Education and Training Command 306th Flying Training Group. It is stationed at the United States Air Force Academy, Colorado.

The mission of the 98 FTS is to provide parachute training to cadets. The basic program trains 1,200 students per year with the majority of positions given to USAF Academy cadets. ROTC cadets are assigned positions on an availability and timing basis.

The basic AM-490 program, which was using round parachutes since its conception, evolved with the use of modern piggy back container systems and square parachutes for both the main and reserve. Each student is equipped with a radio so all landings can be assisted from the ground. The basic program trains 1,200 students per year with the majority of positions given to USAF Academy cadets. ROTC cadets are assigned positions on an availability and timing basis.

Airmanship 490 (AM-490) is the basic free fall course instructed by members of the Wings of Blue. Students enrolled in the course undergo more than 30 hours of ground training prior to their first free fall jump. The rigorous ground training introduces and develops procedures and techniques for high altitude free fall, and for operating a steerable parachute system. The course focuses on safety and emergency procedures to aid the students' ability to overcome their fears and perform under the extremely stressful and potentially life-threatening situations they may encounter.

Prior to each of the five jumps, students in the AM-490 class receive two gear inspections to ensure their parachutes are fitted and working properly. These thorough inspections guarantee that the parachute's main and reserve canopy firing devices are on and accurately calibrated, and their gear is not defective. Students also receive a comprehensive briefing from the jumpmaster before loading the aircraft. Once airborne, the jumpmaster determines the exit/opening point,

which varies with the day's wind patterns, student's receive their third and final gear inspection as the plane turns inbound for the jump run. At 4,500 feet above ground level (AGL), winds rush into the fuselage as the jumpmaster opens the door then instructs the first jumper to: "STAND IN THE DOOR!"

Before the Fall semester begins, 25 cadets entering their sophomore year at the Academy are hand-selected from approximately 200 applicants for an upgrade program into the Wings of Blue, known informally as the "Wings of Green". In their first semester in AM-491 they fine tune their free fall skills, completing the various stages of advanced military free fall. In the Spring semester the students enter AM-492, where they complete the rigorous training to become jumpmasters, and instruct an AM-490 class under the supervision of senior cadets on the Wings of Blue. After a year of training the Wings of Green graduate onto the Wings of Blue and are recognized not only as AM-490 instructors, but qualified aircrew members for the 98 Flying Training Squadron operations.

Airmanship 496 (AM-496) is composed of the junior and senior Wings of Blue members. This group is divided into the junior competition/demonstration team, and the senior competition/demonstration team. While cadets in AM-496 dedicate themselves to the demands of their individual teams, they remain united in their performance of duties within the squadron, team dynamics, and stay steadfast to their core mission as Airmanship 490 instructors and jumpmasters.

Both the Junior and Senior competition teams are composed of approximately ten members: two four-way teams, and one two-member team performing vertical relative work, also known as freefly. All 20 members compete in canopy accuracy as well. In the aerial events, teams are given 35 to 40 seconds to complete a preplanned formation maneuvers after exiting the plane. Jumpers exit with a videographer who records the jump for judging. The competition team represents the Wings of Blue at numerous competitions across the country, to include the National Skydiving Championships, National Collegiate Parachuting Championships, Black and Gold Competition (an all military competition), and numerous other free fall and accuracy meets throughout the year. The comp team fares well in all these meets, winning medals at many of the meets they attend. To date, the PTWOB competition team has been recognized as the leading collegiate team in the nation 29 of the last 39 years.

The demonstration team is composed of the remaining team members in the AM-496 program. This team represents the Wings of Blue around the nation at Air Force forums, air shows, football games, and various other sporting events, and at other civilian requests. The demo team puts on quite a show for crowds all across the United States, as well in other countries. Their act is composed of relative work consisting of colored smoke jumping, and flag/streamer presentations. The demo team is also well known for its appearance at major college football bowl games during the holiday season, as well as Monday Night Football games.

## **LINEAGE**

98 Bombardment Squadron (Heavy) constituted, 2 Dec 1941

Activated, 16 Dec 1941  
Redesignated 98 Bombardment Squadron, Heavy, 25 Jun 1943  
Redesignated 98 Bombardment Squadron, Very Heavy, 30 Apr 1946  
Inactivated, 20 Oct 1948  
Redesignated 98 Bombardment Squadron, Heavy, and activated, 1 Dec 1948  
Discontinued, and inactivated, 1 Feb 1963  
Redesignated 98 Flying Training Squadron, 29 Apr 1988  
Activated, 1 Jun 1988  
Inactivated, 26 Jun 1992  
Activated, 31 Oct 1994

### **STATIONS**

Hickam Field, TH, 16 Dec 1941  
Espiritu Santo, New Hebrides, 11 Aug 1942 (air echelon operated from New Caledonia, 21 Jul–11 Aug 1942, and from Guadalcanal, Nov–Dec 1942)  
Mokuleia, TH, 8 Apr 1943  
Nukufetau, Ellice Islands, 11 Nov 1943  
Tarawa, Gilbert Islands, 20 Jan 1944  
Kwajalein, Marshall Islands, 3 Apr 1944  
Guam, 21 Oct 1944; Okinawa, 2 Jul 1945  
Ft William McKinley, Luzon, Dec 1945  
Guam, 15 May 1946–20 Oct 1948  
Carswell AFB, TX, 1 Dec 1948  
Clinton–Sherman AFB, OK, 1 Mar 1959–1 Feb 1963  
Williams AFB, AZ, 1 Jun 1988–26 Jun 1992  
USAF Academy, CO, 31 Oct 1994

### **DEPLOYED STATIONS**

Brize Norton, England, 27 Jun–7 Jul 1952  
Nouasseur AB, French Morocco, 6–14 Apr and 30 Jun–29 Jul 1954, 2–9 May 1955, 15–27 Feb and Oct 1956

### **ASSIGNMENTS**

11<sup>th</sup> Bombardment Group, 16 Dec 1941–20 Oct 1948  
11<sup>th</sup> Bombardment Group, 1 Dec 1948  
11<sup>th</sup> Bombardment Wing, 16 Jun 1952  
4123<sup>rd</sup> Strategic Wing, 10 Dec 1957–1 Feb 1963  
82<sup>nd</sup> Flying Training Wing, 1 Jun 1988  
82<sup>nd</sup> Operations Group, 15 Dec 1991–26 Jun 1992  
34<sup>th</sup> Operations Group, 31 Oct 1994

### **ATTACHMENTS**

11<sup>th</sup> Bombardment Wing, 16 Feb 1951–15 Jun 1952

## **WEAPON SYSTEMS**

B-18, 1942  
B-17, 1942-1943  
B-24, 1943-1945  
B-29, 1946  
B-36, 1949-1957  
B-52, 1958-1963  
T-37, 1988-1992

## **COMMANDERS**

None (Not Manned), 16-21 Dec 1941  
Maj Philo O. Rasmussen, 22 Dec 1941  
Maj Walter Y. Lucas, 30 Oct 1942  
Maj Otto R. Haney, 22 Mar 1943  
Maj Allan H. Wood, 21 May 1943  
Maj Robert H. Benesh, 29 Jan 1945  
Lt Fancher T. Turner, Oct 1945  
Unkn, Nov-Dec 1945  
None (Not Manned), Dec 1945-12 Jun 1946  
Maj Andrew A. Juhasz, 13 Jun 1946  
Capt Frederick B. Gervais, 25 Oct 1946  
None (Not Manned), 25 Nov 1946-20 Oct 1948  
Maj Roy B. Husband, 1 Dec 1948  
Lt Col George H. Koehne Jr., 9 Mar 1949  
Col Louis W. Rohr, 12 Jan 1950  
Lt Col Erskine G. Berry Jr., 16 Feb 1951  
Lt Col Frederick D. Berry Jr., Aug 1951  
Lt Col Fred W. Mcnelly, 8 Aug 1952  
Lt Col Roy R. Showalter Jr., 2 Dec 1952  
Lt Col Lewis O. Ola, 11 Sep 1953 (Temporary)  
Lt Col Roy R. Showalter Jr., 1 Nov 1953  
Lt Col Erskine G. Berry Jr., 27 Mar 1954  
Lt Col Raymond A. Syptak, 21 Dec 1954  
Lt Col George N. Payne, May 1955  
Lt Col Edison D. Guthrey, 11 Sep 1956  
Lt Col James H. Seeley, Feb 1958  
Lt Col Alexander L. McClung, Jun 1958  
Lt Col Harry B. Trimble, 2 Oct 1959  
Lt Col Russell E. Cheever, 1 Aug 1960  
Col William M. Mcguire, 1 Apr 1961  
Lt Col Lucian C. Winham Jr., 1 Aug 1961  
Lt Col Howard B. Norton, Jan 1962  
Lt Col Henry T. Wilson, By 16 Jul 1962-Unkn  
Lt Col William G. Fuller, 1 Jun 1988

Lt Col Donald J. Hoffman, 1 Sep 1989  
Lt Col James M. Bower, 27 Jun 1991-26 Jun 1992  
Unkn, 31 Oct-6 Nov 1994  
Lt Col Joseph G. Drew, 7 Nov 1994  
Lt Col Gary A. Frith, 15 Mar 1996  
Lt Col Rojelio Herrera Jr., Jul 1997  
Lt Col Michael L. P. Ward, 3 Apr 1998  
Lt Col Phillip A. Hamann, 1 Jun 2000  
Lt Col Robert A. Nissen, 1 May 2001  
Lt Col Mark A. Gillot, 20 Nov 2003  
Lt Col John D. Oates, Jul 2005  
Lt Col Randy J. Redell, 26 May 2006  
Lt Col Michael D. Love, Jul 2009

## **HONORS**

### **Service Streamers**

#### **Campaign Streamers**

World War II  
Central Pacific  
Air Offensive, Japan  
Papua  
Guadalcanal  
Eastern Mandates  
Western Pacific  
Ryukyus  
China Offensive  
Air Combat, Asiatic-Pacific Theater

#### **Armed Forces Expeditionary Streamers**

#### **Decorations**

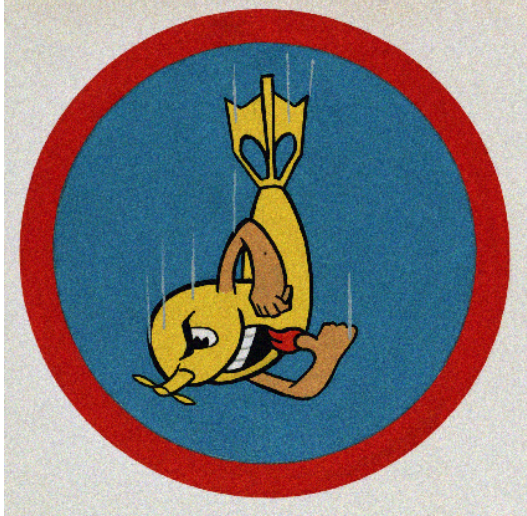
Distinguished Unit Citation  
South Pacific, 31 Jul–30 Nov 1942

Presidential Unit Citation (Navy)  
Solomons, [1942]

Air Force Outstanding Unit Awards  
6 Aug 1954–15 Jul 1957  
6 Oct 1959–15 Jul 1960  
1 Jun 1989–31 May 1991  
1 Sep 1994-31 Oct 1995

1 Jul 2005-30 Jun 2007  
1 Jul 2007-30 Jun 2009

## EMBLEM



98 Bombardment Squadron, Heavy emblem: On a grayed medium blue disc, wide border red, a caricatured yellow orange aerial bomb with flesh color arms, face portraying impudence, with right thumb crossing red tongue, expressing pugnacious anticipation, while falling toward base and emitting speed lines to rear. (Approved, 20 Sep 1944)



98 Flying Training Squadron emblem: Celeste, a parachute Azure and Argent surmounted in base by a falcon stooping of the last grasping two lightning bolts saltirewise Or, all within a diminished bordure Sable. (Approved, 14 Mar 1996)

## MOTTO

## **OPERATIONS**

Search missions from Hawaii, May–Jun 1942; May–Oct 1943.

Combat in South and Southwest Pacific, 31 Jul 1942–14 Feb 1943; in Central Pacific, Jun, Jul, Sep 1943; and in Central and Western Pacific, 14 Nov 1943–12 Aug 1945.

The 98 Bombardment Squadron (H) came into being as an official military statistic on December 16, 1941. Its first few days were spent incubating in filing cabinets of its parent body, the 11th Group, at Hickam Field, T. H. On December 22, the Squadron emerged from its paper cocoon and began life as a flesh-and-blood entity when Captain Philo O. Rasmussen was assigned and assumed command. Months passed before the tiny unit had acquired enough personnel to conduct even the basic functions of a squadron. When Staff Sergeant Cohen was transferred from Hq and Hq Squadron, 18th Bombardment Wing, to become the first First Sergeant of the 98. He had an easy job as far as the Morning Report was concerned. Until the first week in January of 1942, he and captain Rasmunsson comprised the total strength of the outfit.

Then personnel began to be assigned a few at a time. By February 5, when Sergeant Harris relieved Staff Sergeant Cohen as First Sergeant, the 98 had one officer and 37 enlisted men. Four days later the squadron was attached to the Provisional Training Units taking care of the transit crews in training at Hickam.

The squadron suffered its first loss through casualty when on 5 August 1942, Master Sergeant Schneider was killed in the line of duty in an airplane crash while in a plane assigned to another organization.

Although having no planes, the 98 was beginning to function more as a complete air force unit toward the latter part of April. Captain Rasmunsson was promoted to rank of major on 30 April and as commanding officer directed the activities of the original officers of the organization.

On the second day of May, six officers and 120 enlisted men welcomed the first planes assigned to the Squadron, a B-18 and a B-17D. These were vanguard of 10 more planes that came in the first two weeks of May, and the 98, even though still under strength, began operations as a flight squadron.

As far as the enlisted men were concerned, the 98 did not become a complete entity until May 19. It was upon that date that the Squadron's own mess was set up. Even an air echelon travels, as did Napoleon's infantry upon its stomach.

Seven, new B-17Es arrived the first of June, and some of them went right into action almost immediately. Then the Japs sent a task force to attain the conquest of Midway during the first week in June 1942, four planes of the 98 took off from Hickam for the battle area. This marked the Squadron's first action against the enemy, although individual pilots had taken to the air following the December 7 attack to search for Jap carriers. 98 planes dropped no bombs in the Midway battle but conducted reconnaissance flights. Crews brought the planes back with no casualties,

not oven bullet torn fabric to attest to their participation in the rout of the Nips in this first great sea battle.

Non-operational, 1947–1948.

98 BS Attached to 7 BW between 1-10/12/57, when reassigned to the 4123 SW at Carswell. May possibly have begun to equip with the B-52E while on attachment.

98 BS Relieved from attachment to 7 BW and reassigned from 11 BW to 4123 SW on 10/12/57. Equipped with B-52E from 1958 until 1/2/63, when discontinued and inactivated. Resources were passed to the 6 BS/70 BW. Initially operated from Carswell AFB, Texas, but then were moved to Clinton-Sherman AFB, Oklahoma, on 1/3/59.

The most significant event that took place in December was the activation of the 11th Bomb Group, Heavy, by General Order 47,8th Air Force, on 1 December 1948. Concurrently, with the activation of the group, the 26th, 42nd, and 98 Bomb Squadrons, Heavy, were activated and assigned. The 11th was further attached to the 7th Bombardment Wing, Heavy, the same day. Major Russell F. Ireland, former deputy commander, 7th Air Base Group, became the acting commanding officer of the newly activated group. The 11th Bomb Group would be equipped with eighteen B-36 As, presently used by the 7th Bomb Group for training purposes. Tentative plans called for squadron cadres to be housed with other bomb squadrons at Carswell. Supply and administrative people of the 98 Bomb Squadron worked with the 436th Bomb Squadron, while the 26th Bomb Squadron moved in with the 492nd Bomb Squadron, and the 42nd Bomb Squadron shared facilities with the 9th Bomb Squadron.

On 17 January 1949, the first B-36A 44-92004 was transferred from the 7th Bomb Group to the 11th Bomb Group. It was further assigned to the 26th Bomb Squadron. A second B-36A 44-02009 was assigned to the 26th on 19 January. That same day, the 11th Bomb Group conducted its maiden flight of a B-36 aircraft in B-36A 44-92007 delivered to the 26th on 17 January. The 26th Bomb Squadron crew which flew the training flight consisted of Major Moreland, pilot and 26th Bomb Squadron commander; Captain Warner, Instructor pilot; First Lieutenant Giles, copilot; First Lieutenant Sikes, bombardier; Captain Wolford, navigator; First Lieutenant Weldon and Master Sergeant Benefield, engineers; Staff Sergeants Kelly, Rose and Greenfield, central fire control; Staff Sergeants Taggs, Johnson and Harris, aerial gunners; and Technical Sergeant McLemore, radio operator. Also on 17 January, the 42nd Bomb Squadron, 11th Bomb Group received its first B-36A 44-92010 with a second B-36A 44-92019 delivered on 21 January 1949. The 98 Bomb Squadron, 11th Bomb Group, received its first B-36A 44-92022 on 19 January.

The 7th Bomb Group transferred a total of six B-36As to the 11th Bomb Group in February. One B-36A 44-92012 to the 26th Bomb Squadron on 4 February, bringing total assigned in the squadron to six. The 42nd Bomb Squadron received three (44-92024, 12 February; 44-92006,16 February; and 44-92017,18 February) for five assigned. The last two B-36As (44-92016, 16 February and 44-92021, 18 February) were assigned to the 98 Bomb Squadron which had a total of three B-36As. This left the 11th Bomb Group with a total of 14 B-36As assigned in February.



On 18 March, the 11th Bomb Group received its first B-36B 44-92050, followed by a second B-36B 44-92049 on 19 March. Both aircraft were assigned to the 26th Bomb Squadron. Two more B-36Bs (44-92047 and 44-92051) were assigned to the 42nd Bomb Squadron on 24 March. The 98 Bomb Squadron received the last B-36Bs in the 11th Bomb Group (44-92053 and 44-92055) on 28 March. Those aircraft resulted in twenty B-36s (fourteen A and six B) assigned to the 11th Bomb Group as March closed.

On 22 April 1949, two B-36B aircraft of the 9th and 492nd Bomb Squadron, 7th Bomb Group, flew to Muroc, California to perform an accelerated service test at 40,000 feet. The mission tested the suitability of the B-36 as a bombing platform for very-large type bombs. The two aircraft returned to Carswell on 10 June 1949. During the month, a total of twenty-five B-36s were assigned to the 7th Bomb Group (seven A and eighteen B). Of those, the 9th Bomb Squadron had eight (two A and six B), the 436th had eight (two A and six B), while the 492nd totaled nine (three A and six B). In the 11th Bomb Group, total B-36s assigned increased by two over last month to twenty-two for April (fourteen A and eight B), the 98 had six (four A and two B).

During June, the 11th Bomb Group transferred five B-36A aircraft to the Consolidated plant at Fort Worth and one B-36B to the Oklahoma City Air Material Area, Tinker AFB, Oklahoma for modification. Six remaining B-36Bs in the group were divided between the three assigned squadrons: 26th, 42nd and 98 Bomb Squadrons. Overall, the 11th Bomb Group has twenty-two B-36s assigned in June (fifteen A and seven B). Also, the 7th Bomb Group received three new B-36Bs from the factory in June for a total of twenty-four B-36s (three A and twenty-one B) assigned and one XC-99. Of those, the 9th Bomb Squadron had eight B-36s (one A and seven B), the 436th totaled seven B-36s (one A and six B), plus one XC-99. This left the 492nd Bomb Squadron with the remaining nine B-36s (one A and eight B).

During the month, the 7th Bomb Group transferred the last three B-36As to the Air Material Command Storage at the Consolidated plant in Fort Worth. That left the group with twenty-one B-36Bs and one XC-99 assigned. The 9th Bomb Squadron had eight B-36Bs, the 436th totaled seven B-36Bs and one XC-99 (at Kelly AFB, Texas since late June for engine changes), and the 492nd with six B-36Bs. The 11th Bomb Group acquired four new B-36B aircraft in July, two (44-92053A and 44-92050A) went to the 98 Bomb Squadron. Additionally, the 11th sent four B-36As to Consolidated in July for conversion. As the month closed, twenty-two B-36s were assigned to the 11th Bomb Group (eleven As and eleven Bs).

Next, the wing took part in a special training mission to the United Kingdom. The purpose of the mission was to evaluate the B-36D under simulated war plan conditions, further evaluate the equivalent airspeed and compression tactics for heavy bombardment aircraft and evaluate select crew capability for bombing unfamiliar targets. The aircraft, staging through Limestone AFB, Maine would land at RAF Lakenheath, United Kingdom following a night radar bombing attack on Helgoland, Germany. From there, the bombers would conduct a simulated bomb run on the Heston Bomb Plot, London, finally landing at Lakenheath. A total of eleven bombers launched out of Carswell on 14 January to Limestone AFB, landing that same day. On 15 January, all were set to

depart Limestone. Of those, two aborted shortly after takeoff for engine failures, and three more returned to Carswell that day. The remaining six (one 9th Bomb Squadron, two 436th Bomb Squadron, 7th Bomb Group; and one each from the 26th, 42nd and 98 Bomb Squadrons, 11th Bomb Group) landed at RAF Lakenheath on 16 January following the two bomb runs scheduled. This was the first deployment of wing and SAC B-36 aircraft to England and Europe. For the next four days, the flight flew sorties out of England. The aircraft redeployed to the states on 20 January arriving at Carswell on 21 January. As January closed, eighteen B-36B and eighteen B-36D bombers were assigned to the wing. Also, assigned B models began rotating to the Convair plant at San Diego, California for modifications to D models. This would continue until late June 1951 when all B models would be converted to B-36Ds in SAC.

Later in the month, two more D models arrived bringing the total number of B-36D aircraft in the wing to six. The two were assigned to the 436th Bomb Squadron, 7th Bomb Group (49-2650), and the 98 Bomb Squadron, 11th Bomb Group (49-2649). A total of thirty-seven B-36s were assigned to the wing as September closed out, twenty (seventeen B and three D) to the 7th Bomb Group and seventeen (fourteen and three D) in the 11th Bomb Group.

On 24 November, Brigadier General John D. Ryan presented SAC Crew of the Month award to Lieutenant Colonel E.G. Berry, Commander of the 98 Bomb Squadron. Lieutenant Colonel Robert Johnson, 26th Bomb Squadron, was presented 19th Air Division Crew of the Month award.

On 2 and 3 May, 11th Wing B-36 aircraft from the 26th, 42nd and 98 Bomb Squadrons departed Carswell for a 60 day TDY to Nouasseur Depot, French Morocco. While there, in addition to routine training missions, special missions were flown to Dhahran, Adana and Geneva.

The IP was reached at NE pass. "A" formation (made up of six planes from the 98 BS and five from the 431st BS) passed over the reef about one mile north of the actual pass, on a heading of 240 degrees. It flew this heading for a minute and then circled Falo Islet to come in on a bomb heading of 220 degrees. "B" formation (made up of seven planes from the 26th BS and three from the 431st) hit the IP, flew on its planned heading of 265 degrees for 55 seconds and turned left, making the bomb run on a heading of 210 degrees. The "A" formation placed 100 of 110 500-lb GP bombs dropped on target; the "B" formation placed 20 of 100 500-lb GP bombs dropped on target.

After bombing, the two formations were intercepted by six to eight Zekes each and underwent firing passes and air-to-air bomb attacks for a period of some forty minutes. The enemy fighters were not aggressive and only one Zeke was claimed as damaged. Four B-24s sustained some damage. The lead plane suffered two holes six inches in diameter in the right wing. Aircraft 947 was hit in the leading edge of the wing near the No. 3 engine by an air-to-air bomb fragment. Aircraft 224 "Sunsetter" had a small bullet hole in the top of the fuselage near the tail. And aircraft 992 "Coconut Queen" was hit by a 20 mm shell which blew out the nose wheel tire and severed heater, electric and hydraulic lines.

"Coconut Queen" returned safely to the staging base at Eniwetok, and on arrival there it was ordered to circle until the other planes had landed. The pilot, Maj. R. H. Benesh, planned to make a regular wheel landing, holding the nose wheel off as long as possible, but the landing gear could not be lowered as the emergency hand crank was inoperative. Accordingly, Major Benesh came in for a wheels up landing. He flew a regular left-hand pattern and his approach was normal, the landing speed being between 100 and 105 I AS. On approach the No. 3 engine spluttered slightly but the propeller was not feathered. The plane floated a little and the first portion of the plane to strike the runway was near the ball turret section. The plane settled smoothly, skidded approximately 600 feet down the center of the runway and came to a stop. When the crew scrambled out, they found that the belly landing had been so perfect that "Coconut Queen" had suffered no damage to her engines, propellers, wings or nose section. She would soon be ready to fly again, and to visit Truk once more.

Boeing B-17E Fortress 41-9211 "Typhoon McGoon II" of the 98 Bombardment Squadron sits among the palm trees on Plaine Des Gaiacs Airfield, New Caledonia in January 1943. The crew was flying this aircraft on a reconnaissance patrol on 14 November 1942 when they spotted a large Japanese task force north-west of Guadalcanal. The crew claimed six Japanese kills of escort aircraft shot down on the mission.

The 98 FTS has its origins in 1941, being initially organized with B-18 Bolos in Hawaii with a mission to perform defensive reconnaissance over the Pacific approaches to the islands. After the Attack on Pearl Harbor, performed search and rescue and antisubmarine patrols. Re-equipped with B-17E Flying Fortresses and sent to South Pacific, engaging in long-range bombardment missions against Japanese forces in the Solomon Islands campaign. Re-equipped with long-range B-24 Liberators when the Flying Fortresses were reassigned to support British forces in Egypt. Engaged in combat operations in Central and South Pacific areas, also supported the liberation of the Philippines and seizure of Okinawa. Carried out attacks from Okinawa over China and Formosa until the end the war in the Pacific.

Re-equipped with B-29 in 1946; became part of Far East Air Forces; non-operational, 1947–1948. Reassigned to Carswell AFB, Texas in 1949 and became a B-36 Peacekeeper strategic bombardment squadron.

The squadron was reactivated in 1988 as an undergraduate pilot training (UPT) squadron at Williams AFB, Arizona, and equipped with the Cessna T-37 Tweet. It was inactivated in 1992 with the closure of Williams AFB

The 98 Flying Training Squadron was activated again in 1994 to assume the parachuting mission from the 94th Airmanship Training Squadron.

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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