

## 3 FLYING TRAINING SQUADRON



### MISSION

#### LINEAGE

3 Aero Squadron organized, 1 Nov 1916  
Redesignated Squadron A, Post Field, OK, 22 Jul 1918  
Demobilized, 2 Jan 1919

3 Aero Squadron organized, 13 May 1919  
Redesignated 3 Squadron, 14 Mar 1921  
Redesignated 3 Pursuit Squadron, 25 Jan 1923

Squadron A, Post Field, OK and 3 Pursuit Squadron consolidated, 1924. Consolidated unit designated 3 Pursuit Squadron.

Redesignated 3 Pursuit Squadron (Interceptor), 6 Dec 1939  
Inactivated, 2 Apr 1946  
Redesignated 3 Tactical Fighter Squadron, 12 Mar 1973  
Activated, 15 Mar 1973  
Redesignated 3 Fighter Training Squadron, 19 Dec 1991  
Inactivated, 20 Aug 1993  
Redesignated 3 Flying Training Squadron, 14 Feb 1994  
Activated, 1 Apr 1994  
Inactivated, 7 Apr 2000  
Activated, 2 Apr 2001

Redesignated 3 Fighter Training Squadron, 8 May 2007  
Redesignated 3 Flying Training Squadron, 14 Sep 2012

### **STATIONS**

Ft Sam Houston, TX, 1 Nov 1916  
South San Antonio, TX, May 1916  
Ft Sill, OK, 30 Aug 1917  
Post Field, OK, Nov 1917-2 Jan 1919  
Mitchel Field, NY, 13 May 1919  
Hazelhurst Field, NY, 29 May-28 Jun 1919  
Manila, Luzon, 18 Aug 1919  
Camp Stotsenburg, Luzon, 2 Dec 1919  
Clark Field, Luzon, 15 Oct 1920  
Nichols Field, Luzon, 16 Jun 1938  
Iba Airfield, Luzon, 1 Sep 1941  
Nichols Field, Luzon, 9 Dec 1941  
Ternate, Luzon, 12 Dec 1941 (operated from Del Carmen, Luzon, 12-25 Dec 1941)  
Bataan, Luzon, 25 Dec 1941-Apr 1942 (operated from Mindanao, 8 Apr-May 1942)  
Korat RTAFB, Thailand, 15 Mar 1973  
Clark AB, Philippines, 15 Dec 1975-19 Dec 1991  
Eielson AFB, AK, 19 Dec 1991-20 Aug 1993  
Lackland AFB, TX, 1 Apr 1994-7 Apr 2000  
Moody AFB, GA, 2 Apr 2001  
Vance AFB, OK, 26 Apr 2007

### **ASSIGNMENTS**

Unkn, 1916-1919  
Unkn, 13 May-18 Aug 1919  
Philippine Department, 18 Aug 1919  
1 Observation (later, 4 Observation; 4 Composite) Group, 10 Mar 1920  
24 Pursuit Group, 1 Oct 1941-2 Apr 1946  
388 Tactical Fighter Wing, 15 Mar 1973  
3 Tactical Fighter Wing, 15 Dec 1975  
343 Wing, 19 Dec 1991  
343 Operations Group, 1 Feb 1992-20 Aug 1993  
12 Operations Group, 1 Apr 1994-7 Apr 2000  
479 Flying Training Group, 2 Apr 2001  
71 Operations Group, 26 Apr 2007

### **ATTACHMENTS**

Thirteenth Air Force, 15-16 Dec 1975

### **WEAPON SYSTEMS**

R-4

JN-4  
JN-6  
DH-4  
MB-3, 1923-1926  
PW-9, 1926-1931  
DH-4 1924-1931  
P-12, c. 1930-1937  
O-2  
O-19  
P-26, 1937-1941  
P-35, 1941  
P-40, 1941-1942  
A-7, 1973-1975  
F-4, 1975-1991  
UH-1, 1991-1993  
T-3, 1994-2000  
T-6A, 2001-2007  
T-38, 2007

#### **COMMANDERS**

Maj Benhamin D. Foulois, 1 Nov 1916  
Capt Thomas S. Bowen, 6 Dec 1917-unkn  
Capt Charles T. Phillips, Mar 1921  
1<sup>st</sup> LT Raphael Baez, Aug 1921  
Maj Adlai H. Gilkeson, 22 Oct 1921  
Maj John C. McDonnell, 19 Oct 1923  
Capt Earl H. DeFord, 10 Jul 1925  
1<sup>st</sup> LT Frederick von H. Kimbel, 6 May 1926  
Maj Leo A. Walton, 23 Sep 1926  
Capt Lawrence P. Hickey, 18 May 1928  
Maj Ralph P. Cousins, 1 Jul 1928  
Maj John B. Brooks, 27 Jun 1930  
Capt Aubrey Hornsby, 15 May 1931  
Capt Leland R. Hewitt, 16 May 1932  
Maj Gerald E. Brower, 17 Oct 1932  
Maj Christopher W. Ford, 18 Aug 1935  
Maj Lloyd Barnett, 3 Mar 1937  
Capt Norris B. Harbold, 16 Jun 1938  
Capt Alden R. Crawford, 1 Jun 1939-Sep 1939  
Unknown, Sep 1939-Apr 1941  
Maj Robert Patterson, Apr 1941  
Maj William H. Maverick, 9 May 1941  
Capt Benjamin Putnam, 27 Aug 1941  
Capt William K. Horrigan, 29 Aug 1941

1<sup>st</sup> Lt Henry G. Thorne, 31 Oct 1941-18 Apr 1942  
Unkn, 19 Apr 1942-2 Apr 1946  
Lt Col Jerry A. Crist, 15 Mar 1973  
Lt Col Ralph S. Penney, 27 Mar 1973  
Lt Col Edward R. Skowron, 20 Sep 1973  
Lt Col David R. Brown, 13 Mar 1974  
Lt Col Donald L. Rebtoy, 29 Aug 1974  
Lt Col Paul E. Orf, 1 Aug 1975  
Lt Col James T. Craig Jr., 17 Dec 1975  
Lt Col J. R. Gilchrist, 13 Oct 1976  
Lt Col William J. Eiback, 20 May 1977  
Lt Col David F. Tippett, 15 Feb 1979  
Lt Col Larry L. Henry, 23 Jun 1980  
Lt Col Richard T. Swope, 1 Aug 1980  
Lt Col Larry L. Henry, 14 Apr 1981  
Lt Col Michael E. Heenan, 27 Oct 1982  
Lt Col James J. Crumbliss Jr., 27 Jan 1984  
Lt Col Alan W. Plotnik, 31 Jan 1986  
Lt Col William L. Walters By Jan 1988  
Lt Col Robert L. French, 9 Sep 1988  
Lt Col Brian H. Wilbur, 5 Feb 1991-20 Aug 1993  
Lt Col William C. Morris, 1 Apr 1994  
Lt Col Philip A. Julien, 8 Sep 1995  
Lt Col George Vogt, 29 Aug 1997  
Lt Col Ronald W. Schaefer, 14 Oct 1998-7 Apr 2000  
Lt Col Bruce M. Juselis, 2 Apr 2001  
Lt Col Michael T. Byrne, 11 Apr 2003  
Lt Col Mark E. Hess, 16 Apr 2004  
Lt Col Rhea E. Dobson, 27 Jan 2006  
Lt Col Thomas W. Tyson, 26 Apr 2007  
Lt Col Allen R. Roberts, 27 Mar 2009  
Lt Col Samuel C. Hinote, 21 Jul 2009

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

World War II

Philippine Islands

Southwest Asia

Defense of Saudi Arabia

Liberation and Defense of Kuwait

### **Armed Forces Expeditionary Streamers**

## **Decorations**

Distinguished Unit Citations

Philippine Islands, 7 Dec 1941-10 May 1942

Philippine Islands, 8-22 Dec 1941

Philippine Islands, 6 Jan-8 Mar 1942

Air Force Outstanding Unit Award with Combat "V" Device

[15 Mar 1973]-15 Aug 1973

15 Oct 1974-12 May 1975

13-15 May 1975

Air Force Outstanding Unit Awards

1 May 1980-30 Apr 1982

22 Mar-1 Apr 1986

1 Jan 1989-1 Jun 1990

1 Jul 1990-30 Jun 1992

1 Jul 1992-[20] Aug 1993

1 Jul 1995-30 Jun 1996

1 Jul 1996-30 Jun 1998

1 Jan 2001-31 Dec 2002

1 Jul 2003-30 Jun 2005

1 Oct 2005-30 Sep 2007

1 Jul 2009-30 Jun 2010

1 Jul 2010-30 Jun 2011

1 Jul 2012-30 Jun 2014

Philippine Presidential Unit Citation (WWII)

## **EMBLEM**



3 Pursuit Squadron







Approved, 14 Feb 1924; slightly modified in 1995

#### **MOTTO**

#### **OPERATIONS**

The 3 Aero Squadron was organized on 15 May 1919 for Philippine service and with this

inducement to offer, it was rapidly recruited to its final strength of 19 officers and 168 enlisted men. The enlisted personnel were largely secured from New York City and vicinity.

On 29 May 1919 the squadron was transferred to Hazelhurst Field, New York. On one 28 June the squadron entrained for San Francisco and arrived on 5 July, were marched aboard for US Army Transport Sherman and sailed at non that day for Manila

Upon arrival in Manila on 18 August 1919, the squadron was ordered to station at the Cuartel De Espana. Shortly thereafter one officer and 80 enlisted men were ordered to Fort Stotsenburg to assist in the construction of Clark Field and on 2 December 1919, the remainder of the squadron was transferred to Fort Stotsenburg for permanent station.

The men of the squadron lived in tents at Clark Field until 28 May 1920 on which date barracks were completed and squadron took possession.

Observer training unit, 1918-1919.

12 August 1920 Lt. William Calvin Maxwell, 28, of the 3d Aero Squadron, Camp Stotsenberg in Luzon, Philippines, a native of Atmore, Alabama, was killed in an aviation crash in the Philippines. While on a flight from Camp Stotsenberg to Manila, engine trouble forced Lt. Maxwell to attempt to land his DH-4 in a sugarcane field. Maneuvering to avoid a group of children playing below, he struck a flagpole hidden by the tall sugarcane and was killed instantly. On the recommendation of his former commanding officer, Maj. Roy C. Brown, Montgomery Air Intermediate Depot, Montgomery, Alabama, was renamed Maxwell Field on 8 November 1922.





3 Pursuit Squadron, 1930



Combat in the Philippines, 8 Dec 1941-1 May 1942; ground echelon fought as infantry unit on Bataan, 18 Jan-8 Apr 1942; carried as an active unit but was not operational from the fall of the Philippines to 2 Apr 1946.



Combat in Southeast Asia, 15 Mar-15 Aug 1973.

Supported evacuation of US personnel from Phnom Penh, Cambodia, and from Saigon, South Vietnam, Apr 1975, and the recovery of the *SS Mayaguez* crew, May 1975.







Provided primary flying training, 1994-2000.

With the purchase of the T-3A, the Air Force gained an aircraft that it believed provided a more rigorous and cost effective flight screening program. The aircraft possessed all the capabilities, overhead patterns, aerobatics, and recoveries required to properly screen prospective pilot candidates and to serve as the tool for leadership to base decisions on their entry into UPT. Almost from the beginning of the program, the T-3 was faced with a series of engine problems which eventually led to the aircraft's grounding for two months. This resulted in the shift of all flight screening to the Air Force Academy and in concerns that aircraft deliveries, which were already behind schedule, would be delayed further. The Air Force and Slingsby Aviation, the T-3's lead contractor, undertook several initiatives to correct the engine problems and restore the EPS program. These initiatives, ranging from the installation of clean servos to improved training and, most importantly, to the installation of an improved fuel system, resolved the engine problems and led to the resumption of enhanced flight screening at Hondo. Between resumption of flying and the end of 1994, the 12th Flying Training Wing graduated five more EPS classes. Despite the engine problems and the T-3's grounding, the EPS program performed as anticipated. Early indicators showed reduced attrition rates within UPT, giving AETC reason to believe that the Firefly had overcome its first-year growing pains.

The 3d FTS resumed acceptance of T-3 from Slingsby's Hondo plant on 6 July 1994, receiving two aircraft, followed by three more by mid-July, which brought the unit's number of possessed aircraft to 16. Unfortunately, the problems with the T-3 engines were not yet over. On the same day the 3d FTS began receiving aircraft from Slingsby, the squadron experienced the first of four engine stoppages that took place on two aircraft within a 14-day period. That series of events culminated in the grounding of the T-3 fleet on 20 July, the date of the fourth engine failure, by HQ AETC. The causes of the four engine stoppages varied—flow divider, fuel contamination, low idle, and vaporization. Each corrective action resulted in some type of fix to a fuel system component.

On 8 April 2000, AETC inactivated the 3d Flying Training Squadron at Hondo Municipal Airport, Texas, where the command had conducted the Enhanced Flight Screening Program with the T-3A.

On 2 April 2001 AETC simultaneously reactivated the 3d Flying Training Squadron at Moody to provide Joint SUPT with the command's first T-6s used for student training.

On 3 April 2004, at 0916 Eastern Standard Time (EST), a T-6A, S/N 99-3553 crashed 1540 feet south of runway 27 at Savannah Hilton-Head International Airport, Savannah, Georgia. The mishap aircraft (MA), a T-6A Texan II, assigned to the 3d Flying Training Squadron (3 FTS), 479th Flying Training Group (479 FTG), Moody Air Force Base, Georgia, was on a continuation training (CT) cross country mission. The Mishap crew (MC), consisting of Mishap Pilot 1 (MP1) and Mishap Pilot 2 (MP2), were assigned to the 39th Flying Training Squadron (39 FTS) and were fatally injured in the mishap. MP1 ejected after the MA was out of the survivable ejection envelope. The aircraft impacted the ground within the Savannah Hilton-Head International Airport causing minimal property damage. The MA was destroyed with the loss valued at \$4,200,000. The MC had been cleared for takeoff and one left closed traffic pattern before departing under Visual Flight Rules (VFR) to the west. After takeoff, the MC retracted the landing gear and flaps, leveled off at 30 feet above the runway, accelerated to 168 knots, pitched up 37 degrees nose high (3.6 times the gravitational force (Gs) ) climbing to an altitude of 530 feet while simultaneously rolling into 131 degrees of left bank (nearly inverted). MP1 ejected at an altitude of 337 feet above ground level (AGL), three seconds prior to the MA impacting the ground in a 45 degree nose down attitude. Clear and convincing evidence suggests the cause of this fatal aircraft mishap was pilot error. For unknown reasons, the pilot flying the MA performed a closed pattern exceeding the maximum bank angle of 90 degrees and allowed his airspeed to decrease to 131 knots, below the minimum airspeed of 140 knots as directed in Air Force Manual 11- 248. The 37 degree 3.6 G pitch up coupled with the high bank angle and slow airspeed caused the MA to stall and roll further towards inverted flight. The MC made no attempt to apply proper stall recovery procedures. As a result, the MA was nearly inverted at a much lower than normal altitude and was too low for safe ejection. Aircraft engine and flight control systems were operating normally when the aircraft crashed.

September 30, 2011 A pair of T-38 jets taxied to a stop on the windblown ramp at Vance Air Force Base Thursday afternoon, ending a flying mission with roots stretching back to World War I. The two jets had just concluded the final flight of the 3 Fighter Training Squadron, Vance's Introduction to Fighter Fundamentals Unit. In May the Air Force announced plans to discontinue the IFF programs at Vance and Laughlin AFB, Texas, and to consolidate the 40-day advanced pilot training course at three bases — Randolph AFB, Texas; Sheppard AFB, Texas; and Columbus AFB, Miss. Thursday's final flight was made by 3 FTS commander Lt. Col. James Bottomlee, and director of operations, Lt. Col. Troy "Snake" Henderson. They flew to military airspace near Canton Lake, where they conducted a simulated dogfight as part of continuation training, which helps keep instructors proficient. "I did too win," a smiling Bottomlee yelled across the tarmac at his opponent. Bottomlee wouldn't call the occasion bittersweet. "It's

bitter everything,” Bottomlee said, smiling. “Oh, no, not really. It’s been a really nice time commanding the 3 and following in the legacy.” The 3 FTS, which stood up at Vance in spring 2007, dates back to November 1916, when it was established as 3 Aero Squadron at Fort Sam Houston, Texas. “It is sad to see it go, sad to see the mission leave Vance,” said Bottomlee. “I think it is a good mission and we did well, training up some good students.” In its four-plus years of existence at Vance, the 3 FTS has trained 30 to 40 fighter and bomber pilots annually in T-38s equipped with gun sights and practice bomb dispensers. And did so successfully, Bottomlee said. “Our students have over the last three years been 100 percent successful at their follow-on training,” he said, “which is a big deal because that means our product is a quality product.” Based on the recommendation of combat commanders, the Air Force cut the number of IFF graduates it needed annually from 450 to 380. Consolidating the IFF mission into three bases, Air Education and Training Command officials estimate, will save some \$55 million over eight years. In the wake of the announced closure of the Vance IFF mission, Oklahoma Sens. Jim Inhofe and Tom Coburn and 3 District Rep. Frank Lucas, wrote a letter to Air Force officials seeking a detailed cost analysis of the expected savings. Inhofe is out of the country and couldn’t be reached for comment, but his communications director, Jared Young, issued a statement saying “Senator Inhofe believes that the numbers-driven defense cuts that are taking place are not best for our military. “The loss of the Introduction to Fighter Fundamentals mission at Vance will mean that the Air Force is losing its surge capacity, which will make responses to emergencies more difficult.” Young said Inhofe continues to question the Air Force’s decision, saying the senator “believes that Vance can train these pilots efficiently, and at comparable cost.” The IFF mission was formerly conducted at Moody AFB, Ga., until the 2005 Base Realignment and Closure Commission divided it among Vance, Laughlin and Columbus. That move, said Mike Cooper, military liaison for the city of Enid, was not popular at the time among the Air Force brass. “It was their original desire to leave that intact or to try to put it back together,” Cooper said. “They think they are going to save money. It doesn’t have anything to do with Vance itself. They do a great job of training. It’s just the number of fighter seats available. You can’t have a full stand-up mission if there are not a lot of people to train.” Vance’s IFF mission includes 12 instructor pilots and two support personnel, as well as 16 aircraft. A ceremony officially deactivating the squadron is set for Dec. 2. In the meantime, Bottomlee said, the Warbirds will wind down their operations. Some of the 3 FTS’ personnel will be leaving Vance, but some, including Bottomlee, will stay on in different roles, he said. In the meantime, 3 FTS instructors will do temporary duty at Randolph and Columbus, helping stand up the IFF squadrons at those bases. “As we stand down they are going to ramp up, and they still don’t have all the instructors they need yet,” Bottomlee said. “So we’re going to go and augment their instructors. The training that we’ve done here will actually just carry that experience to those bases.” Young’s statement on behalf of Inhofe concludes: “He will continue to work with the Air Force to seek strategy-driven changes, and increased missions in the future for Vance.” Losing a mission is never good, said Cooper, but there is a bright side to the demise of the 3 FTS. Prior to the 2005 BRAC round, Vance was short on ramp space. But because of BRAC there have been millions of dollars in improvements, including ramp expansion and a new building to house the 3 FTS.

3 TFS, Det 1, Manila, Philippines

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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USAF Accident Investigation Board Reports.