89 FLYING TRAINING SQUADRON

MISSION

LINEAGE
89 Pursuit Squadron (Interceptor) constituted, 13 Jan 1942
Activated, 9 Feb 1942
Redesignated 89 Fighter Squadron, 15 May 1942
Redesignated 89 Fighter Squadron (Single-Engine), 1 Jul 1942
Redesignated 89 Fighter Squadron, Single-Engine, 28 Feb 1944
Inactivated, 3 Nov 1945
Redesignated 89 Flying Training Squadron, 25 May 1972
Activated, 1 Jan 1973

STATIONS
Selfridge Field, MI, 9 Feb 1942
Farmingdale, NY, 23 Jun 1942
Mitchel Field, NY, 9 Dec 1942–30 Apr 1943
Karachi, India, 29 Jun 1943
Gushkara, India, 16 Aug 1943
Nagaghuli, India, 15 Oct 1943 (detachment operated from Sadiya, India, Oct 1943; Mokelbaria, India, May 1944; Dergaon, India, Aug 1944)
Myitkyina, Burma, 15 Sep 1944
Moran, India, 8 May 1945
Dudhkundi, India, 30 May–6 Oct 1945
Camp Kilmer, NJ, 1–3 Nov 1945
Sheppard AFB, TX, 1 Jan 1973

ASSIGNMENTS
80 Pursuit (later, 80 Fighter) Group, 9 Feb 1942–3 Nov 1945

80 Flying Training Wing, 1 Jan 1973
80 Operations Group, 2 Jan 1998

WEAPON SYSTEMS
P–47, 1942–1943
P–40, 1943–1944
P–47, 1944–1945
T–37, 1973
T-6

COMMANDERS
Unknown, 9 Feb 42-3 Nov 45
LTC Billy M. Mobley, 1 Jan 1973
LTC Richard E. Hearne, 21 Oct 1974
LTC Donald W. Ramsey, 21 Jul 1975
LTC Larry L. Wagner, 1 Apr 1977
LTC Louis A. Silvestri, Jr., 16 Apr 1979
LTC Gary J. Toy, 24 Mar 1981
LTC Wagn Langebek (RDAF), 19 Mar 1982
LTC Gerhard Rudeck (GAF), 4 Mar 1985
LTC Victor J. Tambone, 8 Apr 1988
LTC Horace A. Wallace, Jr., 13 Jul 1989
LTC Jackie L. Foster, 14 Jan 1991
LTC Klaus H. Spura (GAF), 7 May 1993
LTC Francesco Tricomi (ITAF), 10 May 1996
LTC Harvey D. Johnson, 14 Aug 1998
LTC Yusuf Enginol (TUAF), 16 Jun 2000
LTC Bernard Schwartze (GAF), 23 May 2002
LTC Jeffrey Snell, 26 Sep 2003
LTC John F. McDevitt, 1 Apr 2005
LTC Vittorio Cencini (ITAF), 11 Dec 2006
Lt Col Patrick Testerman, 1 Dec 2009
Lt Col Maurizio Ortenzi (ITAF), 3 Dec 2010
Lt Col Andrea Themely, 7 Dec 2012
Lt Col Neal Newell III, 30 Jun 2014
Lt Col Rhett Chambers (CAF), 22 Apr 2016
Lt Col Elia Hickie, 20 Apr 2018
Lt Col Sean Stavely, 8 May 2020

HONORS
Service Streamers
World War II
American Theater

Campaign Streamers
World War II
India-Burma
Central Burma

Armed Forces Expeditionary Streamers

Decorations
Distinguished Unit Citation
Assam, India, 27 Mar 1944

Air Force Outstanding Unit Awards
10–20 Apr 1979
1 Jan 1980–31 Dec 1981
1 Jan 1982–30 Apr 1983
1999-30 Jun 2001
1 Jul 2010-30 Jun 2012
1 Jul 2013-30 Jun 2015
1 Jul 2017-30 Jun 2019

EMBLEM
Lieutenant Freeling Clower designed the distinctive squadron patch used by the Squadron; the skull and ace of spades symbolized death in the sky for the opponents, while the clouds and the thunderbolts were for the P-47 Thunderbolt, the highest flying fighter of its time.

On a Red disc, edged Black an inverted Ace of Spades, proper, bordered White, edged Black, a skull, proper, with Red and Yellow lightning bolts emanating from the eye sockets, resting on a large, White cloud formation, outlined Medium Blue, all in front of flames of fire Red and Yellow. The background of blue represents the color of the sky and signifies the domain of the pilot. The Ace, traditionally, represents the expert in an activity; the ace of spades, more specifically, is derived from the ancient ace-of-swords, the best in man-to-man combat—a reminder of the heritage and tradition of our profession. The ace of spades is then inverted to

show the uniqueness of a primary flying training squadron. The skull is regarded as the seat of thought, intelligence, and learning and stands against a background of flames. This represents the relentless devotion of the instructor pilot to kindle the spark of learning, The white cloud formation on which the skull rests represents the foundation of knowledge contributed by our predecessors, upon which we continually add new-found knowledge, as shown by the build up of clouds to the left and behind the skull. Emanating from the blazing eye sockets, lightning bolts of red and yellow to serve as a constant reminder that despite the relative placidity of a flying training squadron, the ultimate mission of our product will always be the mission of the Air Force itself—To Fly and to Fight! (Approved, 5 Jun 1944)

MOTTO

NICKNAME

OPERATIONS

The squadron history originates with the 89 Fighter Squadron, formed 17 March 1942 as part of the 80 Pursuit Group. The Group was composed of the 88th, 89, and 90th Fighter Squadrons, and was established at Selfridge Field, Michigan on 13 January 1942. The 80 Pursuit Group moved to Mitchell Field, New York, in July 1942 to train in the Republic P-47 Thunderbolt. In February of 1943, orders came through for the Far East instead of Europe as previously expected, so the 80 Pursuit Group moved to Richmond, Virginia to train in the Curtiss P-40 Warhawk. In May of that year, the 80 Pursuit Group departed the United States for India where they convoyed some 2,200 miles overland to the Assam Valley of the China-Burma-India theater of operations. Combat in CBI, 8 Sep 1943–28 Apr 1945.

Aerial Victory Credits
1Lt Philip R. Adair, 17 May 1944
1Lt Robert D. Bell, 27 Mar 1944
1Lt Freeling H. Glower, 28 Dec 1943
2Lt Robert H. Doughty, 27 Mar 1944
2Lt Charlie B. Hardy, 28 Dec 1943
2Lt Percy A. Marshall, 27 Mar 1944
2Lt Raymond B. McReynolds, 27 Mar 1944
1Lt Thomas E. Rogers, 17 May 1944

Undergraduate pilot training for USAF and students from selected nations, 1973–1981; Euro-NATO joint pilot training, Oct 1981.

On 5 December 2000, at approximately 1535 Central Standard Time (CST), the mishap aircraft (MA), a T-38, S/N 67-4938 crashed approximately 7 miles north east of the Foard County Airport, approximately 50 miles west of Sheppard AFB, Texas. The crew on the two-seat MA included the mishap instructor pilot (MIP), a Dutch captain assigned to the 90 FTS, 80 Flying ‘ Training Wing, Sheppard AFB, Texas, and the mishap student pilot (MSP) a USAF second lieutenant assigned to the 80 OSS, 80 FTW Sheppard AFB Texas.

The MA was the number two aircraft in a two-ship formation formal training syllabus chock ride. Both pilots ejected safely,, sustaining only minor injuries. There were no civilian injuries. The MA was destroyed upon impact with the loss valued at 3.8 million dollars at the 1998 dollar rate. The impact area was in a wheat field, the site has been thoroughly cleaned of debris, and to date, no claims for damage to private property have been filed as a result of this mishap. Shortly before mishap* the MSP was performing a G awareness maneuver. While rolling wings level, he felt a "burble" on the flight controls, "similar to flying through jet wash followed immediately by an abrupt and uncommanded 2-G pitch up and roll to the left.

The MIP took control of the aircraft shortly thereafter 'with approximately 120 degrees of bank and nose slightly above the horizon. The MIP was able to recover the aircraft to an upright position by using ailerons momentarily, however the aircraft entered a series of uncommandcd rolling and pitching maneuvers duplicative of a "full aft stick" stall condition—albeit the stick was being held full forward, and began a high sink rate. MIP could not regain control of the aircraft and as the aircraft passed through 9,500 ft MSL, the MIP directed ejection.

I find clear and convincing evidence that the cause of this accident is a fatigue break in the left servo valve control rod-end. This component connects the left cable quadrant (which is connected to the control sticks via cables) to the left horizontal stabilizer actuator. As a result of the fracture the right actuator in unison with the left (via torque tube connection) could continue to drive both horizontal stab trailing edges up with further aft stick movement, but could no longer command any movement of the tailing edge down. This movement of the stab rendered the aircraft uncontrollable.

At the time of the mishap, maintenance tech order only required visual inspections of this rod-end. However, the fatigue cracks are so small they are difficult to detect with the naked eye until they are near the point of fracture, A Non-destructive Inspection (NDI) type inspection would probably have revealed the cracks. If the left servo valve control rod-end had not fractured, the stab would not have been prevented from moving both up and down and the aircraft would have remained controllable, If NDI inspections of the rod-end had been required, the left servo valve actuator rod-end fatigue cracks would likely have been discovered and rod replaced prior to the accident.

On 20 December 2002, at approximately 0913 Central Standard Time (CST), the mishap aircraft (MA), two T-37s, S/N 57-2320 and S/N 58-1935, had a midair collision while on a T-37 Syllabus-directed Euro NATO Joint Jet Pilot Training (ENJJPT) formation training sortie in the Sheppard 2 military operating area (MOA). Following the midair collision, mishap crew 1 (MCI) performed a gear-up landing on runway 33L at Sheppard AFB in 57-2320. Mishap crew 2(MC2) successfully ejected and MA2 impacted the ground and was destroyed. The crew on the two-seat MAI included the mishap instructor pilot (MEP), an Italian Major assigned to the 89 FTS, 80 Flying Training Wing, Sheppard AFB, Texas, and the mishap student pilot (MSP) an Italian Second Lieutenant assigned to the 89 Operational Support Squadron, 80 Flying Training Wing, Sheppard AFB Texas. The damage to MAI was valued at 155,600.00 dollars.

The crew on the two-seat MA2 included the mishap instructor pilot (MIP), a USAFR Major assigned to the AFRC, 10 AF, 340 Flying Training Group, 97 FTS, 80 Flying Training Wing, Sheppard AFB, Texas, and the mishap student pilot (MSP) a German First Lieutenant assigned to the 89 Operational Support Squadron, 80 Flying Training Wing Sheppard AFB Texas. MA2 was

destroyed upon impact with the loss valued at 1 million dollars. The impact area was in a wheat field, the site has been thoroughly cleaned of debris, and to date, no claims for damage to private property have been filed as a result of this mishap.

Clear and convincing evidence demonstrated that the cause of this accident was: (1) MA2 broke out of formation and MAI was unaware of the breakout. While MA2 believed they made a radio call, it does not appear to have transmitted outside the cockpit. Because MA2 was on MAl's left wing, MEP1 was unable to adequately visually monitor his wingman due to limited cross-cockpit visibility. Therefore MAI was unaware that his wingman had broken out and was no longer flying off of lead. (2) MIP2 failed to project lead's flight path and ensure adequate separation with the breakout.

MA2 executed a gentle breakaway with no significant power change. At the point MA2 broke out, MAI was still increasing his left bank, continuing his lazy-eight maneuver. This combination kept the two aircraft in relatively close proximity, yet neither crew had sight of the other. After approximately 70 degrees of turn, MIP2, believing that he had achieved adequate separation with MAI, directed MSP2 to roll out of bank to look for lead. This roll out, combined with lead's continuing descent and decreasing bank, resulted in their collision.

Other factors contributing to the mishap were the lack of a procedural requirement for lead to acknowledge the wingman's breakout call, the visibility limitations of the T-37's side-by-side seating arrangement, and MIP2's complacency with a routine practice breakout maneuver.

On 18 January 2005, at 1128 Central Standard Time (CST), (1728/29 Zulu), a T-37B, S/N 66-8003, and an Air Tractor AT-502B Crop Duster (AT-502B), registration number N8526M, collided in midair four miles east of Hollister, Texas in Category E airspace. The mishap T-37B, call sign Cider 21, assigned to the 89 Flying Training Squadron (FTS), 80 Flying Training Wing (FTW), Sheppard, Air Force Base (AFB), Texas, was on a student contact flying training mission. The T-37B instructor pilot (IP) and student pilot (SP) ejected safely sustaining only minor injuries.

The AT-502B, registered to Frost Flying Service, had taken off from the Air Tractor Inc. production facility on the Olney, Texas municipal airport bound for Huron, South Dakota. The AT-502B pilot (CP) sustained fatal injuries. Both aircraft were destroyed and impacted the ground within a half mile of each other on unpopulated ranchland causing fire damage to surrounding vegetation, but no damage to any structures.

There were no injuries to civilians on the ground. Shortly before impact, Cider 21 had departed Frederick Airport (9 miles west of the crash site) under Visual Flight Rules (VFR) on a 090 heading at 5,500 feet Mean Sea Level (MSL). Cider 21 contacted Sheppard Air Traffic Control (ATC) and obtained an Instrument Flight Rules (IFR) clearance for recovery into Sheppard AFB. Cider 21 received a vector of 100 degrees and a decent to 5,000 feet MSL from ATC and had been established at that altitude and heading for less than one minute. The Air Tractor was southeast of Cider 21 flying northbound under VFR conditions on a 360 (+/- 10) degree heading at approximately 5,000 feet MSL.

These flight paths placed both aircraft on a collision course that neither aircrew recognized in time to avoid the mishap. ATC did not see the AT-502B, as it was not equipped with a transponder and the pilot had not established communications with them. However, by VFR rules in Category E airspace, there was no requirement for either. The Accident Investigation Board president found there were two causes of this mishap. First, the aircrew of both Cider 21

and the AT-502B failed to “see and avoid” each other in sufficient time to prevent the mishap. Second, the AT-502B was flying at a non-VFR hemispheric altitude for its direction of travel. The AT-502B should have been at an odd or even altitude plus 500 feet depending on exact heading. In light of the AT-502B pilot’s extensive experience with VFR flying, it is reasonable to assume that he may have been passing through 5,000 feet MSL while transitioning to a proper VFR altitude. However, there is no way to confirm that hypothesis.

USAF Unit Histories
Created: 28 Aug 2010
Updated: 18 Jan 2021

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.