

415 FLIGHT TEST FLIGHT



MISSION

LINEAGE

25 Reconnaissance Squadron (Heavy) Constituted, 28 Jan 1942

Activated, 3 Feb 1942

Redesignated 415 Bombardment Squadron (Heavy), 22 Apr 1942

Redesignated 415 Bombardment Squadron, Heavy, 1 Jul 1943

Inactivated, 3 Jul 1945

Redesignated 415 Bombardment Squadron, Medium, 11 Aug 1958

Activated, 1 Sep 1958

Discontinued and inactivated, 1 Jan 1962

6515 Test Squadron designated and activated, on 10 Mar 1989

415 Bombardment Squadron, Medium and 6515 Test Squadron consolidated, 1 Oct 1992

Redesignated 415 Test Squadron, 2 Oct 1992

Redesignated 415 Flight Test Squadron, 1 Mar 1994

Inactivated, 1 Oct 1994

Redesignated 415 Flight Test Flight, 24 Sep 2001

Activated in the Reserve, 1 Oct 2001

STATIONS

MacDill Field, FL, 3 Feb 1942

Barksdale Field, LA, 9 Feb 1942

Ft Myers, FL, 31 Mar 1942
Drane Field, FL, 15 May-3 Jul 1942
Ramad David, Palestine, 31 Jul 1942
Fayid, Egypt, 12 Nov 1942
Tobruk, Libya, 26 Jan 1943
Benina, Libya, 11 Feb 1943
Hergla, Tunisia, 26 Sep 1943
Brindisi, Italy, 18 Nov 1943
Manduria, Italy, 19 Dec 1943
Lecce, Italy, 18 Jan 1944-19 Apr 1945
Fairmont AAFld, NE, 8 May-3 Jul 1945
Lincoln AFB, NE, 1 Sep 1958-1 Jan 1962
Edwards AFB, CA, 10 Mar 1989-1 Oct 1994
Randolph AFB, TX, 1 Oct 2001

ASSIGNMENTS

98 Bombardment Group, 3 Feb 1942-3 Jul 1945
98 Bombardment Wing, 1 Sep 1958-1 Jan 1962
6510 (later, 412) Test Wing, 10 Mar 1989
412 Operations Group, 1 Oct 1993-1 Oct 1994
622 Flight Test Group, 1 Oct 2001

WEAPON SYSTEMS

B-24, 1942-1945
B-47, 1958-1961
F-15, 1989-1994

COMMANDERS

Maj Herbert I. Shingler, by Aug 1943-unkn
Capt John C. Park, unkn-28 Jan 1944
1Lt George A. Fowle Jr., 28 Jan 1944
Lt Col Roland W. Bergameyer, 3 Feb 1944
Maj Howard T. Van De Car, 1 Sep 1944
Unkn, May-3 Jul 1945
Lt Col Robert M. Munson, 1 Sep 1958
Lt Col Charles F. Gove, by Nov 1958
Maj James Reeves, by Aug 1960
Maj William E. Robinson, by Sep 1961-1 Jan 1962
Lt Col Clyde S. Cherry, 10 Mar 1989
Lt Col Richard A. Ferraioli, 6 Jul 1990-1 Oct 1994
Lt Col Robert Downey Oct 2001
Lt Col Jack Morawiec Dec 2004
Lt Col Ripley Woodard Jul 2009
Lt Col Stephen D'Amico Oct 2014

Lt Col Robert Downey
Lt Col Jim A. Stokman
Lt Col Rip Woodard

HONORS

Service Streamers

Campaign Streamers

World War II
Egypt-Libya
Air Offensive, Europe
Tunisia
Sicily
Naples-Foggia
Anzio
Rome-Arno
Normandy
Northern France
Southern France
North Apennines
Rhineland
Central Europe
Po Valley
Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
North Africa and Sicily, Aug 1942-17 Aug 1943
Ploesti, Rumania, 1 Aug 1943

Air Force Outstanding Unit Awards

3 Sep 2006-2 Sep 2008
1 Oct 2008-30 Sep 2010

EMBLEM



415 Bombardment Squadron

6515 Test Squadron emblem Blue and 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 rising flight symbol represents the pursuit of knowledge and the aircraft used to extend the limits of excellence. The shock waves created by the flight symbol indicate the technical barriers which Squadron personnel overcome in accomplishing their mission. The eagle, a symbol of vigilance and integrity, suggests the unit's contribution to national defense through innovation and dedication. The arcing red and white contrails form an "X", the traditional symbol of experimental flight tests, and signify the Squadron's involvement at the crossroads of technology. (Approved, 1 Aug 1989)



415 Flight Test Squadron and Flight emblems

MOTTO

OPERATIONS

Combat in MTO and ETO, 4 Aug 1942-15 Apr 1945. Trained for strategic bombardment operations, 1958-1961. Flight-tested and evaluated F-15, 1989-1994.

Air Force reservists assigned to Joint Base San Antonio-Randolph play a vital role in ensuring the aging T-38 Talon – Air Education and Training Command's primary jet trainer – remains mission-ready. The 415 Flight Test Flight, part of the 413th Flight Test Group Air Force Reserve

unit at Robins Air Force Base, Ga., performs functional check flights, making sure the aircraft are ready to fly after undergoing modifications and repairs. Lt. Col. Ripley Woodard, 415 FLTF commander and test pilot, said the flight is “a reserve unit that supports the active-duty mission.” It’s an important support role, given the T-38’s age and its continued use for the foreseeable future. “We have to keep the fleet healthy,” he said. “Some of our T-38s have been in service since the 1960s.” The 415 FLTF is a small unit, consisting of two full-time test pilots, a command support staff NCO in charge and a cadre of other senior NCOs who specialize in aviation resource management and aircrew flight equipment. But the flight will expand from eight personnel to 13 sometime in fiscal 2013, Woodard said. “We will be hiring more pilots because our workload is about to greatly increase. Two major overhauls to T-38s are coming.” The overhauls will be performed at Randolph, where the 571st Aircraft Maintenance Squadron Operating Location A handles depot maintenance of all T-38s in the Air Force, as well as some Navy T-38s. The 571st AMXS, a unit of the 309th Maintenance Wing at Hill AFB, Utah, will soon begin the process to replace magnesium flight control rods with aluminum rods for more than 450 aircraft in AETC and Air Combat Command. It will also launch Pacer Classic III, an extensive six-month T-38 modification program that will produce more than 22 aircraft per year. Woodard, a former T-37 instructor pilot at Randolph, said the 415 FLTF is responsible for the test flights of most T-38s modified or repaired by the 571st AMXS. Using a checklist called a Dash-6, test pilots inspect the aircraft on the ground and in the air. “Every plane – except for those with minor modifications – requires a functional check flight before it’s delivered to the field,” he said. “Each FCF lasts about an hour; we shut down the engine and test all the controls. We take an un-airworthy aircraft and certify it for flight.” Woodard said the flight enjoys a close relationship with 571st AMXS personnel. “You bet your life on what they’re doing,” he said. FCFs aren’t the only duty of 415 FLTF pilots, Woodard said. They also travel to bases throughout the United States, picking up aircraft that will be modified or repaired and returning them once they have been certified for flight. Among their other responsibilities are certifying aircraft that have been repaired or rebuilt by the 571st AMXS after involvement in a crash. “We do crash recovery,” Woodard said. “In the last three years, we’ve certified four T-38s that were crashed.” The 415 FLTF traces its roots back to World War II, when the 25th Reconnaissance Squadron was equipped with Consolidated B-24 Liberators and designated the 415 Bombardment Squadron. The unit was inactivated after the war and wasn’t activated again until 1958, but only for four years. Thirty years later, the unit was redesignated the 415 Flight Test Squadron and activated at Edwards AFB, Calif., for two years. The unit was again inactivated until October 2001, when it was redesignated the 415 FLTF for its current mission at Randolph. Master Sgt. Jason Fisch, 415 FLTF aircrew flight equipment NCO in charge, called the flight a “very small and close-knit unit.” “We are very much like a family,” he said. Fisch, the newest member of the flight, said his responsibilities include inspecting all of the appropriate flight gear used by the aircrew in performance of their duties. “I love my job and the fact that I’m the last person they see stepping out the door and the first they see stepping back into the shop, and knowing that because I did my job, they could do their job,” he said.

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

Created: 13 Jul 2024

Updated:

Sources

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

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

Air Force News. Air Force Public Affairs Agency.