

394th COMBAT TRAINING SQUADRON



LINEAGE

4th Aero Squadron organized, 5 May 1917
Redesignated Squadron B, Post Field, OK, 22 Jul 1918
Demobilized, 2 Jan 1919

4th Aero Squadron organized, 23 Jun 1919
Redesignated 4th Squadron (Observation), 14 Mar 1921
Redesignated 4th Observation Squadron, 25 Jan 1923

Squadron B, Post Field, OK reconstituted and consolidated with 4th Observation Squadron, 1924

Redesignated 4th Reconnaissance Squadron, 25 Jan 1938
Redesignated 4th Reconnaissance Squadron (Medium Range), 6 Dec 1939
Redesignated 4th Reconnaissance Squadron (Heavy), 20 Nov 1940
Redesignated 394th Bombardment Squadron (Heavy), 22 Apr 1942
Redesignated 394th Bombardment Squadron, Heavy, Sept 1944
Inactivated, 29 Apr 1946
Redesignated 394th Combat Training Squadron, 22 Oct 1996
Activated, 6 Nov 1996

STATIONS

Ft Sam Houston, TX, 5 May 1917
South San Antonio, TX, May 1917
Ft Sill, OK, 24 Sep 1917
Post Field, OK, Nov 1917-2 Jan 1919
Hazelhurst Field, NY, 23 Jun 1919
Mitchel Field, NY, Nov 1919-8 Jan 1920
Luke Field, TH, 24 Jan 1920
Schofield Barracks, TH, 6 Feb 1922
Luke Field, TH, 11 Jan 1927
Hickam Field, TH, 1 Jan 1939

Bellows Field, TH, c.30 May 1942
Hickam Field, TH, 24 Jul 1942
Bellows Field, TH, 28 Sep-17 Nov 1942
Fiji, 25 Dec 1942 (operated from Espiritu Santo and Guadalcanal, 3-19 Jan 1943, and 25 Apr-5 Jun 1943)
Guadalcanal, c.28 Jun 1943 (operated from Munda, New Georgia, c.28 Feb-9 Apr 1944)
Momote Airfield, Los Negros, 13 Apr 1944
Wakde, c.25 Aug 1944
Noemfoor, c.27 Sep 1944
Morotai, 1 Nov 1944
Samar, 2 Mar 1945
Clark Field, Luzon, Dec 1945-29 Apr 1946
Whiteman AFB, MO, 6 Nov 1996

ASSIGNMENTS

Eastern Department, 23 Jun 1919
2nd (later 5) Observation Group, 15 Dec 1919
Hawaiian Department, 31 Jan 1922, (divisional aviation for Hawaiian Division, Feb 1922-Jan 1927)
5th Composite (later, 5th Bombardment) Group, assigned 11 Jan 1927, attached 12 Oct 1938,
assigned 25 Feb 1942-29 Apr 1946
509th Operations Group, 6 Nov 1996

ATTACHMENTS

Eastern Department until 8 Jan 1920

WEAPON SYSTEMS

R-4
JN-4
JN-6
DH-4
O-19
OA-1
B-12
P-12
B-18
B-17, 1941-1942
LB-30, 1942
B-17, Nov 1942-1943
B-24, 1943-1945
B-2, 1996

ASSIGNED AIRCRAFT SERIAL NUMBERS

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

Cpt Harry H. Young ao Dec 20-27 Jul 22
Maj Karl H. Gorman 27 Jul 22-5 Apr 23
Cpt Alfred F. King, Jr. 5 Apr 23-ao May 23
Cpt Chilion F. Wheeler ao Nov 25-17 Mar 26
1LT George W. McEntire 17 Mar 26-1 May 26
Cpt John W. Signer 1 May 26-1 Aug 27
Cpt Lester T. Miller 1 Aug 27-8 Mar 28
1LT Langhorne W. Motley 8 Mar 28-27 Jul 28
Cpt Calvin E. Giffen 27 Jul 28-1 Nov 28
Cpt Raymond E. O'Neill 1 Nov 28-1 Jul 30
Cpt George P. Johnson 1 Jul 30-1 Oct 30
Cpt Ulysses G. Jones 1 Oct 30-13 Mar 31
1LT Thomas L. Gilbert 13 Mar 31-9 Jun 31
1LT Donald D. Fitzgerald 9 Jun 31-4 Apr 33
1LT Otto P. Weyland 4 Apr 33-10 Aug 34
1LT Courtland M. Brown 10 Aug 34-23 Oct 34
Maj Frank H. Pritchard 23 Oct 34-20 Oct 35
Cpt Jack W. Wood 20 Oct 35-30 Oct 35
1LT Fay R. Upthegrove 30 Oct 35-7 Nov 35
Maj Signa A. Gilkey 7 Nov 35-14 Aug 36
1LT Fay R. Upthegrove 14 Aug 36-28 Jun 37
Cpt Dale D. Fisher 28 Jun 37-13 Mar 39
Cpt William E. Karnes 13 Mar 39-ao Sep 39
Unknown ao Sep 39-ao Nov 41
Maj Louie P. Turner ao Nov 41-ao Feb 42
LTC James F. Whitney 7 Nov 96
LTC Curtiss R. Petrek 5 Nov 97
LTC Paul S. Land 12 Jul 99
LTC Robert C. O'Neal 11 Apr 01
LTC Andrew J. Cernicky 13 Dec 02
LTC Stephen Moulton 29 Jun 04
LTC Troy A. Van Bemmelen 24 Mar 06

HONORS

Service Streamers

None

Campaign Streamers

World War II
Central Pacific
Guadalcanal
New Guinea
Northern Solomons
Eastern Mandates

Bismarck Archipelago
Western Pacific
Leyte
Luzon
Southern Philippines
China Offensive
Air Combat, Asiatic-Pacific

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citations
Woleai Island, 18 Apr-15 May 1944
Borneo, 30 Sep 1944

Navy Presidential Unit Citation
[1942]

Air Force Outstanding Unit Award

1 Jun 95-31 May 97

1 Jun 97-31 May 99

1 Jun 99- 31 May 01

1 Jun 03-31 May 05

Philippine Presidential Unit Citation (WWII)

EMBLEM

Approved, 19 Jun 1931

EMBLEM SIGNIFICANCE

The half gold and half blue represent day and night observation, while the four-point figure represents the number of the organization. (This was approved when the 394th was still known as the 4th Aero Squadron; hence, the reference to the 'four-point figure represents the number of the organization.) (Approved, 19 June 1931)

MOTTO

NICKNAME

OPERATIONS

Evidently served as observer training unit, 1918-1919. Flew patrols over the Pacific, 7 Dec 1941-3 Dec 1943. Trained B-17 pilots, Jan-May 1942. Combat in South and Southwest Pacific at various times between 4 Jan 1943 and 3 Apr 1944. Combat in Southwest and Western Pacific, 18 Apr 1944-12 Aug 1945. Trained B-2 aircrews, 1996.

Each Air Force unit has its own distinctive history and the 394th Combat Training Squadron is no exception. The 394th's history dates back to the earliest days of aviation history and, in a sense, the history of two entirely different squadrons. The 394th was born during the massive expansion during World War I when President Woodrow Wilson led the United States in the "war to end all wars." On May 5, 1917, at Fort Sam Houston, Texas, the 4th Aero Squadron was organized (activated). Later in the month, the unit moved to an area simply referred to as South San Antonio, Texas. The unit remained there until September 24, 1917 when it transferred to Fort Sill, Oklahoma.

During these early years, the 4th's pilots began flying the R-4 (an Air Service racer), the JN-4, and JN-6 (a multi-purpose aircraft that were outfitted for a variety of jobs.) In November 1917, the squadron made another move, this time to Post Field, Oklahoma. During the Post Field days, the 4th operated as an observer-training unit. The unit remained in Oklahoma until January 2, 1919, when, as a part of the massive drawdown following World War I, the unit was demobilized.

A few short months later, on June 23, 1919, the Air Service organized another 4th Aero Squadron at Hazelhurst Field, New York, and assigned it to the Eastern Division. Shortly thereafter, the squadron began receiving its primary aircraft, the DH-4, a multi-purpose aircraft that flew in many variations. The new 4th called Hazelhurst home from its inception until November 19 when the squadron moved to Mitchel Field, New York, where further adventures awaited the 4th. First, the aero squadron became part of the 5th Observation Group on Dec 15, 1919 (although it was attached to the Eastern Division until 1920). Then, on January 8, 1919, the squadron left the cold climate of the Northeast for the tropics of Luke Field, the Hawaiian Islands.

The squadron's tenure on Hawaii was marked by changes. On March 14, 1921, the unit became known as the 4th Aero Squadron. Less than two years later, on January 25, 1923, the Army Air Service renamed the unit the 4th Observations Squadron. Also during this period, the squadron took to building airfields. Specifically, a lieutenant and 20 enlisted persons from the 4th began construction of Wheeler Field. Within a month, the group had completed the landing strip. The Hawaiian era also found the 4th moving several times. The squadron transferred to Schofield Barracks (February 6, 1922), back to Luke (January 11, 1927), and Hickam (January 1, 1939).

The squadron also received two different higher headquarters throughout the period: the Hawaiian Department (January 31, 1922) and the 5th Composite (later, Bombardment) Group (January 11, 1927). During its Hawaiian Department days, the squadron was involved in another unique mission. In 1926, the squadron sowed seeds from the air for the U.S. Forestry Division.

The 4th also flew several different types of aircraft during this period. From 1919 through 1929, the 4th flew B-12s (light bombardment) and P-12s (pursuit aircraft) as their primary aircraft. Still, this did not prevent the 4th from mastering other aircraft.

During this era, aviators went aloft in the OA-1 (Artillery Observation/Surveillance) and O-19 (Observation).

The 4th's turn came in 1924 when the 1917 4th Aero Squadron and the 1919 4th Aero Squadron had their histories consolidated. From 1919 on, the two units were one and the same.

In the late 1930s and early 1940s, the squadron received three more name changes as well as new aircraft. On January 25, 1938, the now called Army Air Corps renamed the unit the 4th Reconnaissance Squadron. Later, December 6, 1939, the unit became the 4th Reconnaissance Squadron (Medium Range) and finally, on November 20, 1940, the organization became the 4th Reconnaissance Squadron (Heavy). As in the past, the squadron also received new aircraft to accompany its new name. In 1938, the squadron began specializing in the B-18 (medium bomber) Bolo.

Meanwhile, war clouds had been gathering over the Pacific as well as in Europe. America sought to keep out of the fight, choosing instead to arm and aid its allies. However, on the fateful December 7, 1941, the Japanese attacked Hawaii. Personnel from the 4th fought bravely from Bellows Field, Hawaii, (where, ironically, Lt. George A. Whiteman, the namesake of the squadron's current home, was killed in action) against the sneak attack as did everyone on the islands. Sadly, the attackers took their toll on the squadron as it lost three enlisted men. Six others, five enlisted and one officer, were wounded in the melee.

For weeks after the attack, the squadron responded by patrolling the area around Hawaii to prevent another attack. The 4th also began gearing up for combat when it received its first B-17 Flying Fortress. The unit also had several LB-30s assigned at the same time.

As 1942 dawned, the 4th went through further alterations. First, it received yet another name. In recognition of the squadron being equipped with heavy bombers, the Army Air Forces decided to give the 4th an entirely different name. On April 22, 1942, the unit became the 394th Bombardment Squadron (Heavy). Still assigned to the 5th Bombardment Group, the 394th moved once again—this time to Bellows Field in May 1942. Also during January-May 1942, the 394th rendered an important service to the Pacific theater. Populated with experienced pilots, the organization acted as a training unit for incoming B-17 crews. During this time, the 394th also possessed at least one LB-30.

The remainder of 1942 and early 1943 saw the 394th move three more times. From Bellows, the squadron proceeded back to Hickam on July 24, 1942. The stay there was short-lived, however, as the unit once again returned to Bellows on September 28, 1942. The squadron remained there until Christmas Day 1942 when it began the long, hard task of pushing the Japanese back to their homelands. Quite naturally, the 394th was leading the way as it transferred to the island of Fiji (although in January and again from April-June 1943, the unit operated from Espiritu Santo and Guadalcanal). Also sometime in 1943, the squadron began swapping its B-17s for the B-24 Liberator.

By now, the Japanese were slowly reeling from America's gathering strength. The 394th played a key role as it continued to apply pressure to the retreating forces.

From June 1943 through April 13, 1944, the 394th called Guadalcanal home although from February 28-April 9, 1944, the squadron called Munda, New Georgia, home. From Guadalcanal, the 394th ventured to Momote Airfield, Los Negros, in April 1944. Throughout the remainder of 1944, the 394th continued to press. After Momote, the squadron moved to Wakde (August 1944), Noemfoor (September 1944), and Morotai (November 1944). The 394th remained at Noemfoor until March 1945 when it flew to Samar where it remained until the end of the war in September 1945. One more

move followed for the squadron as the 394th operated from Clark Field, the Philippines, until April 29, 1946, where, due to the massive demobilization after World War II, the 394th was inactivated.

For the next 41 years, the 394th designation waited for the chance to serve again. That opportunity arose in 1996 when the Air Force redesignated the squadron as the 394th Combat Training Squadron and turned it over to ACC for activation.

Headquarters ACC exercised that option and on November 7, 1996, the squadron was activated at Whiteman AFB as part of the 509th Operations Group, 509th Bomb Wing.

Since then, the 394th has supported the 509th in a myriad of ways including Operation ALLIED FORCE. From March 23 through May 22, 1999, the squadron sent its aircrews and aircraft almost nightly into harm's way attempting end the strife in the Kosovo region.

Members of the 394th participated in Operation ENDURING FREEDOM (OEF) by flying the first of a series of long duration missions. Two B-2s, the Spirit of Georgia and the Spirit of America, departed Whiteman AFB on October 7, 2001, bombed targets in Afghanistan, and then went on to land at a forward location following missions lasting 40.3 and 44.3 hours, respectively. Following engine running crew changes, the B-2s and crews returned to Whiteman October 9 after sorties lasting 29 hours each for the two bombers. Total engine run time for the two B-2s was 69.3 and 73.3 hours, respectively. The sortie accomplished in the Spirit of America (73.3 hours) was the longest combat sortie in the history of the U.S. Air Force to date.

The 394th CTS 'Panthers' (using the wing's 'WM' tailcode) was activated on 6 November 1996 as the second B-2 flying unit at Whiteman AFB, charged with both training and combat readiness. The 394th began as the 4th Aero Squadron in May 1917. At the time, the 4th was the fourth squadron to be activated in the group and chose the four-pointed star as its emblem. The new squadron patch has added the current squadron mascot, the panther, to its design. The 394th replaces a Formal Training Unit that had provided some aspects of B-2 type training. Its mission of training combat-ready pilots has three distinct phases, known as Initial Qualification (IQ), Mission Ready Status (MRS) and Continuation Training.

The 394th, staffed with instructor pilots, is available to train and fight. CTS pilots can support the 393rd BS which its trainees transfer when qualified in the B-2 with personnel as needed for contingency operations. The squadron's 51 people include T-38 and B-2 instructor pilot and students, weapons system trainer personnel, schedulers and other squadron staff members. The unique requirements of the squadron require support from other outside agencies to augment its academic and flight-line support requirements. USAF officials say the squadron operates 12 Northrop T-38A Talons, maintenance for which is handled by Lockheed. The USAF inventory lists 10 T-38As, however, namely 62-3690, 64-13206, 65-10324, 65-10418 65-10419, 66-8402, 67-14826, 67-14845, 67-14920 and 68-8179. An additional aircraft identified by other sources, 65-10361, may be a replacement for one of the 10, or may be the 11th

Constituted in the Regular Army on 23 June 1919 as the 4th Aero Squadron, assigned to the Eastern Department, and organized at Hazelhurst Field, NY. Transferred in November 1919 to Mitchel Field, NY. Assigned on 15 December 1919 to the 2nd Observation Group (later redesignated 5th

Observation Group). Transferred to Luke Field, TH, arriving there 24 January 1920. Redesignated as the 4th Squadron (Observation) on 14 March 1921. Relieved from the 5th Observation Group on 31 January 1922 and assigned to the Hawaiian Department. Assigned on 6 February 1922 to the Hawaiian Division. Concurrently transferred to Schofield Barracks, TH, (Wheeler Field). Redesignated as the 4th Observation Squadron on 25 January 1923. Consolidated on 8 April 1924 with the 4th Aero Squadron (a WWI unit organized as the 4th Aero Squadron at Post Field, OK, in May 1917; redesignated as Squadron B, Post Field in July 1918; demobilized on 2 January 1919 at Post Field, OK; reconstituted on 8 April 1924). Relieved from assignment to the Hawaiian Division on 11 January 1927, assigned to the 5th Composite Group, and transferred to Luke Field. Reorganized and redesignated 4th Reconnaissance Squadron (Medium Range) on 25 January 1938. Relieved from assignment to the 5th Composite Group on 12 October 1938 and concurrently attached. Transferred on 1 January 1939 to Hickam Field, TH. Redesignated as the 4th Reconnaissance Squadron (Medium Range) on 6 December 1939. Assigned on 1 June 1940 to the 5th Bombardment Group. Redesignated as the 4th Reconnaissance Squadron (Heavy) on 20 November 1940.

26 Jan 22 - First Lieutenant William T. Agee and twenty enlisted men from the 4th Observation Squadron proceeded from Luke Field on Ford Island to Schofield Barracks where they began clearing land on the south side of the base for construction of buildings to be used by Air Service organizations.

31 Jan 22 - Headquarters Hawaiian Department General Orders No. 7 transferred the 4th Observation Squadron, Photo Section Mo. 11, and Branch Intelligence Office No. 11 from Luke Field to Schofield Barracks. (These units had been designated as "Divisional Air Service" in January 1921 to complete the organization of the Hawaiian Division at Schofield.)

6 Feb 22 - The above units left Luke Field for duty and station at Schofield, under the command of Major George E. Stratemeyer. Officers were temporarily housed in the 21st, 27th, and 35th Infantry areas; and enlisted personnel were attached to the 35th Infantry for quarters and rations.

In addition to their regular duties, all 4th Observation Squadron personnel assisted in the work of constructing a permanent flying field at Schofield. Originally known as the Hawaiian Divisional Air Service Flying Field, it was located on the old 17th Cavalry drill grounds and was bordered on the north by Oahu Railroad tracks, on the east by iCunia Road, and on the west and south by gulches. Within a month, a landing strip had been completed sufficient to handle the relatively slow and light aircraft assigned. By the first week in March, work had progressed well enough to bring the aircraft and personnel that had remained behind to the new Schofield facilities. By the end of March, the area was cleared of weeds, guava and algaroba trees; and two temporary canvas hangars had been erected.

16 Feb 23 - The first known reforestation by air was made from Wheeler Field at the request of the Forest Reserve. Two 4th Observation Squadron DH-4B aircraft, crewed by Captains H. H. Young and Alfred E. King and Lieutenants C. E. Duncan and H. W. Sheridan, overcame the dangers of low-altitude flying and successfully sowed 150 pounds of Morton Bay fig tree seeds over two extremely

mountainous areas of Oahu in the Ewa Forest Reserve and along the eastern side of the Waianae Mountain Range from Barbers Point to Kolekole Pass.

15 Jan 24 The 17th Composite Group was inactivated and the 19th Pursuit Squadron transferred to the 5th Composite Group at Luke Field, again leaving at Wheeler Field only the 4th Observation Squadron, which was assigned to the Hawaiian Division.

11 Jan 27 - The 4th Observation Squadron was transferred from Wheeler Field to Luke Field.

440423	B-24D	42-72826	394BS	5BG		KCRL	Brannon, Charles W	Momote AF
220214	JN-6H	AS-45067	4OS			Luke Field, Ford Island, Oahu, HI	Miller, Walter	Luke
221030	JN-6HG	AS-45080	4OS			Luke Field, Ford Island, Oahu, HI	Allen, Truman D	
		undiscernible						
230129	DH-4B	AS-63844	4OS			Wheeler Field, Oahu, HI	Rupert, Julian	Wheeler Field,
		Oahu, HI						
230524	DH-4B	AS-63824	4OS			Wheeler Field, Oahu, HI	Clarke, William B	Molokai
		Landing Field, HI						
230528	DH-4B	AS-63836	4OS			Wheeler Field, Oahu, HI	Clarke, William B	Western
		end of Island of Molokai, HI						
230727	JN-6H	AS-44884	4OS			Wheeler Field, Oahu, HI	Fisher, Harold B.	Emergency
		Landing Field, Kualoa Point, HI						
231024	DH-4B	AS-64467	4OS			Wheeler Field, Oahu, HI	Lundell, Floyd A.	300 yds
		N of Wheeler Field, Oahu, HI						
240227	DH-4B	AS-64466	4OS			Wheeler Field, Oahu, HI	Goolrick, E. L.	Wheeler Field,
		HI						
250723	DH-4B	22-10454OS				Wheeler Field, Oahu, HI	McBlain, John F.	Oahu Sugar Co., Waipahu,
		Oahu, HI						
260621	DH-4M	AS-32932	4OS			Wheeler Field, Oahu, HI	Smith, Milton J.	19 Infantry Ball
		Diamond, Wheeler Field, HI						
281119	DH-4M	AC-31301	4OS			Luke Field, Ford Island, Oahu, HI	Goodrich, David W.	
		Waimanalo, Oahu, HI						
300310	DH-4M	AC-23007	4OS			Luke Field, Ford Island, Oahu, HI	Griffin, Benjamin F.	
		Mokapu Peninsula, Oahu, HI						
300514	OA-1B	27-324	4OS			Luke Field, Ford Island, Oahu, HI	Rawlings, Edwin W.	
		Alenuihaha Channel, HI						
310109	O-19	30-132	4OS			Luke Field, Ford Island, Oahu, HI	Rouse, H. F.	Schofield
		Barracks, Oahu, HI						
310121	O-19B	30-133	4OS			Luke Field, Ford Island, Oahu, HI	Rouse, H. F.	Waimanalo,
		Ohau, HI						
310304	OA-1B	27-321	4OS			Luke Field, Ford Island, Oahu, HI	Peterson, George W.	3 mi S
		of Pearl Harbor, Oahu, HI						
310513	O-19B	30-128	4OS			Luke Field, Ford Island, Oahu, HI	Dodson, Edward A	B
		Range, Waimanalo, Oahu, HI						
310925	OA-1C	28-79	4OS			Luke Field, Ford Island, Oahu, HI	Ramsey, David M	
		Waimanalo, Ohau, HI						

320805	O-19B	30-131	4OS	Luke Field, Ford Island, Oahu, HI	Choate, R. E. L.	In Water 220 yds
				NE of Ford Island, Oahu, HI		
321213	O-19B	30-133	4OS	Luke Field, Ford Island, Oahu, HI	Malone, Jack M.	Luke Field, Ford
				Island, Oahu, HI		
340926	O-19B	30-137	4OS	Luke Field, Ford Island, Oahu, HI	Hudson, LeRoy	Adjacent to
				Kipapa Gulch, Oahu, HI		
341128	O-19B	30-135	4OS	Luke Field, Ford Island, Oahu, HI	Moorman, Thomas S., Jr	
				Emergency Landing Field, Kahuku Point, HI		
371026	B-12A	33-266	4OS	Luke Field, Ford Island, Oahu, HI	Wheatley, Charles E., Jr	Luke
				Field, Ford Island, Oahu, HI		

Air Force Order of Battle

Created: 30 Nov 2011

Updated:

Sources