

514 FLIGHT TEST SQUADRON



MISSION

Mission was to accomplish high risk acceptance flights on F-16 and C-130 aircraft following depot level maintenance. Squadron crews provide the final quality control checks to ensure aircraft are airworthy and capable of returning to combat units. Squadron is the focal point for managing and providing test process expertise and support for all test and evaluation at the Ogden Air Logistics Center.

LINEAGE

514 Bombardment Squadron (Heavy) constituted, 19 Oct 1942

Activated, 31 Oct 1942

Redesignated 514 Bombardment Squadron, Heavy, 3 May 1944

Redesignated 514 Bombardment Squadron, Very Heavy, 23 May 1945

Inactivated, 7 Mar 1946

Redesignated 514 Reconnaissance Squadron, Very Long Range, Weather, 16 Sep 1947

Activated, 15 Oct 1947

Inactivated, 20 Feb 1951

Redesignated 514 Bombardment Squadron, Medium, 25 May 1951

Activated, 1 Jun 1951

Discontinued and inactivated, 15 Mar 1965

6514 Test Squadron designated and activated, 15 May 1970

514 Bombardment Squadron, Medium and 6514 Test Squadron consolidated, 1 Oct 1992.

Consolidated organization designated 6514 Test Squadron.

Redesignated 514 Test Squadron, 2 Oct 1992

Redesignated 514 Flight Test Squadron, 1 Mar 1994

STATIONS

Lydda, Palestine, 31 Oct 1942

Abu Sueir, Egypt, 8 Nov 1942

Gambut, Libya, 10 Feb 1943

Soluch, Libya, 25 Feb 1943

Bengasi, Libya, 6 Apr 1943

Enfidaville, Tunisia, 26 Sep 1943 (detachment operated from Bengasi, Libya, 3–11 Oct 1943)

San Pancrazio, Italy, 18 Nov 1943–19 Apr 1945

Harvard AAFld, NE, 8 May 1945

Grand Island AAFld, NE, 25 Jun 1945

March Field, CA, 10 Nov 1945

MacDill Field, FL, 22 Dec 1945–7 Mar 1946

North Field, Guam, 15 Oct 1947–20 Feb 1951

Forbes AFB, KS, 1 Jun 1951

Barksdale AFB, LA, 10 Oct 1951

Lockbourne AFB, OH, 1 Dec 1957–15 Mar 1965

Edwards AFB, CA, 15 May 1970

Hill AFB, UT, 18 Sep 1973

DEPLOYED STATIONS

Upper Heyford, England, 8 Jul 1955-16 Oct 1955

ASSIGNMENTS

376 Bombardment Group, 31 Oct 1942

498 Bombardment Group, 10 Nov 1945–7 Mar 1946

43 (later, 2143 Air) Weather Wing, 15 Oct 1947–20 Feb 1951

376 Bombardment Group, 1 Jun 1951

376 Bombardment Wing, 16 Jun 1952–15 Mar 1965

6512 Test Group (later, 6510 Test Wing), 15 May 1970; Air Force Flight Test Center, 1 Jan 1973

6510 Test Wing, 1 Mar 1978

6545 (later, 545) Test Group, 1 Jan 1979

Ogden Air Logistics Center, 30 Sep 1995

ATTACHMENTS

376 Bombardment Wing, 1 Jun 1951–15 Jun 1952

WEAPON SYSTEMS

B-17, 1942

B-24, 1942–1945

B-29, 1945

B\TB\RB\WB-29, 1947–1951

C-54, 1948-1951
C-47, 1949-1950
B-29, 1951-1954
B-47, 1954-1961
E(later, EB)-47, 1961-1965

COMMANDERS

Lt Col Roy W. Nelson, Jr., 15 Oct 1947
Maj Paul H. Fackler, 1 Jan 1948
Maj Leland B. Farnell, Jr., 10 Mar 1948
Maj Paul H. Fackler, 2 Jul 1948
Maj Leland B. Farnell, Jr., 10 May 1949
Maj John P. K. Cavender, 24 Jun 1949
Maj Donald K. Jelks, 24 Jun 1950
Lt Col Paul S. Bechtel, 28 Aug 1950
Lt Col Owen A. Weddle, #1954
Lt Col Vincent Teuber
Lt Col Curtis J. Zablocki, 3 Mar 2008

HONORS

Service Streamers

Korean Theater

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, [Nov] 1942–17 Aug 1943

Ploesti, Rumania, 1 Aug 1943

Bratislava, Czechoslovakia, 16 Jun 1944

Air Force Outstanding Unit Awards

15 May 1970–14 Jan 1971

1 Jul 1973–30 Jun 1975

1 Jul 1975–31 Dec 1976

1 Jan 1979–31 Dec 1980

1 Jan 1982–31 Dec 1983

1 Jan–31 Dec 1984

1 Jan 1985–31 Dec 1986

EMBLEM



514 Reconnaissance Squadron, Very Long Range, Weather



6514 Test Squadron emblem: Azure, two pairs of hands issuing from sinister base grasping a crescent Gules surmounted by two lightning flashes palewise in fess the dexter point up the sinister point to base Or overall in chief a boomerang Orange; all within a diminished bordure of

the second. (Approved, 18 Apr 1990)



514 Flight Test Squadron emblem: On a disc Azure, emitting from sinister base four stylized hands flexed bendwise with three issuant from the first bendwise sinister all Gules; two crescent shapes arched and voluted from hands ending in chief, the first bendwise sinister and the second bendwise of the last; the last surmounted by a lightning bolt palewise point to chief and a second reversed all Or. In chief a boomerang embowed palewise Tenné. All within a narrow border Red. Attached above the disc, a White scroll edged with a narrow Red border and inscribed "QUAERITE OPTIMUM" in Red letters. Attached below the disc, a White scroll edged with a narrow Red border and inscribed "514 FLIGHT TEST SQ" in Red letters. **SIGNIFICANCE:** Ultramarine blue and Air Force 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 boomerang symbolizes a drone aircraft. The hands represent both the role that man plays in the operation of drones and teamwork required in the preparation, launch, flight and recovery of a drone. The lightning bolts allude to the drone control signals transmitted from the fingertips of man and the purposeful information returned to man. The crescents indicate the complete drone flight cycle.

The 514 FLTS emblem The orange boomerang represents a test aircraft, which is launched and received by man, ultimately returning to the warfighter. The curved darts represent the dynamics of high-performance flight. The lightning bolts represent the communication, command, control, and data signals used to coordinate flight testing. The multiple hands at the bottom represent the team of engineers, mechanics, range controllers, and pilots who work together to safely accomplish the mission. was originally approved 18 Apr 90.

MOTTO

QUAERITE OPTIMUM—Seek the Optimum

OPERATIONS

Combat in MTO and ETO, c. 1 Nov 1942–15 Apr 1945. Weather reconnaissance in support of Korean War, Jul 1950–10 Feb 1951. Primarily electronic countermeasures, Nov 1952–Mar 1965. Tested unmanned vehicles and drones, May 1970.

The 6514 Test Squadron, (later the 514 TESTS and then the 514 FLTS) now the 15th Flight Test Squadron (FLTS) based at Ogden Air Logistics Center has operated T-38s in support of their activities as the Air Logistics center for F-4s and F-16s.

In July 1993, while completing the merger of Air Force System Command with Air Force Logistics Command, Headquarters Air Force Material Command directed a consolidation of the two Test Squadrons at Hill AFB - the 514th and the 15th. The 15th Test Squadron (previously numbered 2872 TS) was aligned under the Ogden Air Logistics Center (OO-ALC) and carried out flight test support for OO-ALC under AFLC. The 514 FLTS remained aligned under the AFFTC until it completed a further downsizing and consolidation. On 30 Sep 95, the 514 FLTS was realigned under OO-ALC. The squadron's current mission is to accomplish high-risk acceptance flights on F-16 and C-130 aircraft following depot level maintenance. 514 FLTS aircrews provide the final quality control checks to ensure aircraft are airworthy and capable of returning to combat units. As the OO-ALC Center Test Authority, the 514 FLTS is the focal point for managing and providing test process expertise and support for all test and evaluation at the OO-ALC.

The 514th Flight Test Squadron has a distinguished heritage, with a longstanding tie to the Utah Test and Training Range. The squadron has seen many changes in mission and responsibilities over the years. The 514th was activated as the 514th Bomb Squadron Oct. 31, 1942 and participated in campaigns over North Africa, Italy, Austria and Romania. Following World War II, the 514th became a weather reconnaissance squadron, flying B-29s to observe nuclear test detonations in the South Pacific and provide combat weather observations during the Korean Conflict. It was reactivated as a bomb squadron June 1, 1951, flying the B-29 and later the B-47. The 514th was deactivated on March 15, 1965.

On Oct. 2, 1992, the 514th was reactivated as the 514th Flight Test Squadron. This reactivation was a re-designation of the 6545 Test Squadron, which was originally activated May 15, 1970. In July 1993, the 514th was aligned under the Ogden Air Logistics Center.

Oct 1, 1999, the 514th was officially directed to begin a transition from an active-duty squadron to a Reserve squadron to improve Air Force pilot manning and mission management. The 622nd Regional Support Group Operating Location Bravo was formed in July 2000 as a Reserve unit to facilitate the transition. The activation of the 514th Flight Test Squadron as a Reserve unit is planned for Oct. 1.

The squadron's current mission is to accomplish high-risk acceptance flights on F-16, C-130 and A-10 aircraft following depot level maintenance.

The 514th Flight Test Squadron was ceremonially deactivated on a high note May 31 when the squadron received the Air Force Outstanding Unit Award. The deactivation doubled as the retirement ceremony for Lt. Col. Don Chapman, the last active-duty commander of the 514th. During the ceremony Chapman told squadron members, "I can't think of a better way to end my career. You guys have been terrific." He later added, "We're deactivating in style. And I'm very

proud of the people in the squadron.

Presiding officer Col. Robert McMahon, Aircraft Directorate director, described the 514th as an exceptional squadron. Chapman said the ceremony was the second step in the three-part conversion that will fully transfer the squadron to a Reserve unit. The official activation of the 514th Flight Test Squadron as a Reserve unit is set for Oct. 1.

To improve pilot manning and mission management the Air Force directed the 514th to transition to a Reserve unit in October 1999. Since March, Reservist Lt. Col. Steve Thomas from the 622nd Regional Support Group Operation Location Bravo, has run flight operations. The Reserve unit will include 16 full time active members, 10 traditional Reservists and two civilians. Thomas, who was recently selected for colonel and will be reassigned to Langley AFB, Va., at the end of the month, said the transition has been smooth as Reservists have replaced active duty members. "Our transition has been virtually seamless," he said. "We had several members that transitioned from the active duty side to the Reserves and we brought in some outstanding talent so we've got everyone doing a fantastic job."

Because no active duty personnel will remain when the squadron is officially activated as a Reserve unit, Thomas said they deemed the retirement ceremony the most appropriate time to ceremonially recognize the active duty squadron. Chapman said he'll miss the unique blend of people and talent associated with the squadron as well as the diverse mission. He plans to stay in the local area and continue flying commercially and conducting some research. Chapman also has some recreation worked into his retirement plans.

USAF Unit Histories
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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.