

364th BOMBARDMENT SQUADRON, MEDIUM



MISSION

LINEAGE

364th Bombardment Squadron (Heavy) constituted, 28 Jan 1942

Activated, 1 Mar 1942

Inactivated, 29 Jun 1946

Redesignated 364th Bombardment Squadron, Very Heavy, 11 Jun 1947

Activated, 1 Jul 1947

Inactivated, 6 Sep 1948

Redesignated 364th Bombardment Squadron, Medium, 20 Dec 1950

Activated, 2 Jan 1951

STATIONS

Salt Lake City, UT, 1 Mar 1942

Geiger Field, WA, 11 Jun 1942

Muroc, CA, 4 Jul-23 Aug 1942

Grafton Underwood, England, 11 Sep 1942

Chelveston, England, 11 Dec 1942

St Trond, Belgium, 25 Jul 1945 (operated principally from Meeks Field, Iceland, 16 Aug-13 Oct 1945)

Lechfeld, Germany, 19 Dec 1945-29 Jun 1946

Andrews Field, MD, 1 Jul 1947-6 Sep 1948

MacDill AFB, FL, 2 Jan 1951

Bunker Hill AFB, IN, 1 Jun 1959

ASSIGNMENTS

305th Bombardment Group, 1 Mar 1942-29 Jun 1946

305th Bombardment Group, 1 Jul 1947-6 Sep 1948

305th Bombardment Group, 2 Jan 1951

305th Bombardment Wing, 16 Jun 195

WEAPON SYSTEMS

B-17, 1942-1946

B-17E

B-17F

B-17G

B-29, 1951-1953

B-47, 1952-1961

B-58, 1961

COMMANDERS

LTC Paul R. Von Ins, #1954

HONORS

Service Streamers

None

Campaign Streamers

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

France, 4 Apr 1943

Germany, 11 Jan 1944

Air Force Outstanding Unit Award

1 Jan 1954-1 Mar 1957

EMBLEM

On a yellow disc, wide border blue, a caricatured black wolf's head with white teeth, red tongue, and red mark in left ear, in front of a large red, jagged lightning flash bendwise, striking to sinister base, and having two small red flashes converging chevronwise inverted, at point of impact. (Approved, 28 Oct 1944)

MOTTO

NICKNAME

OPERATIONS

Combat in ETO, 17 Nov 1942-25 Apr 1945. Photo-mapping, Jun 1945- Jun 1946. Apparently not manned, 1947-1948.

The 364th Bombardment Squadron was activated 2 January 1951 to become the first Bomb Squadron under the new 305th Bombardment Wing with Lieutenant Colonel James L. Curnutt as the Squadron Commander and a total of 31 Officers and 38 Airmen assigned.

Lieutenant Colonel John W. Carroll assumed command of the 364th on 6 February 1951 and the squadron continued to grow with the assignment of FEAF returnees and recalled Reserve personnel. The mission, to train crews in B-29 aircraft in the interim period while awaiting B-47 aircraft was now underway. In June 1951, Major Neil E. Walker assumed command and eager, optimistic officers began battling for choice spots on the very tentative B-47 crew roster. In July 1951, Lieutenant Colonel Donald H. Frank, fresh out of 1025 school, arrived and became the first triple-threat pilot to assume command of the 364th. Shortly thereafter, jet mechanics began arriving and the program got into full swing of transition the old B-29 mechanics to qualified B-47 mechanics by sending them through the B-47 MTD at Mac-Dill AFB, Florida. Triple threat pilots began arriving in large numbers, locked in the spring loaded position and eager for a chance to show their stuff in that new blow bomber. And, alas the old time single rated pilots lost their place on that B-47 crew list and were eventually all transferred.

In July 1952, the B-47 crew list was dusted off and crews were sent to Wichita Kansas for T-33 pilot training and B-47 pilot and crew training. In December the squadrons first B-47 arrived and in January we had received a total of fifteen combat equipped B-47 aircraft.

The big race was now on to give each pilot his field check and for each crew to become combat ready in the shortest possible time. It was a big race for the mechanics too, because they were learning that they couldn't teach you all the answers in the schoolroom, you had to learn the hard way. By September 1953, the crews were ready for anything, and anything came. The entire 305th Wing deployed to Brize Norton RAF Base, England for a rough ninety days of intensive training. The 364th was the only squadron to have all aircraft reach destination on schedule. The crew of Giles, Carter and Newenham was sent back to the states in November 1953 for the SAC bombing competition. TDY was completed on 16 December and happy airmen spent Christmas with their families.

On December 27, 1960, USAF Headquarters advised the AMC that each B-58 wing would have 40, rather than 36 aircraft. Accordingly, each squadron would be assigned 12 B-58's. At that time, and throughout the forthcoming operational years of the B-58 in AF service, the assigned B-58 squadrons would consist of the 63rd (Medium), 64th (Medium), and the 65th (Medium) for the 43rd BW, and the 364th (Medium), 365th (Medium), and the 366th (Medium) for the 305th BW. Eventually, each wing would have 70 crews certified as combat ready. A normal duty assignment for a crew was between three and five years. Accordingly, the wing training program was designed to add three combat-ready crews to the wing each six-month period.

Air Force Order of Battle

Created: 11 Apr 2011

Updated:

Sources

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

Unit yearbook. *305 Bombardment Wing, M, Can Do! 1954*. Army and Navy Publishing Co., Baton Rouge, LA. 1954.