

# 6592 TEST SQUADRON

## MISSION

## LINEAGE

## STATIONS

Carswell AFB, TX

## ASSIGNMENTS

## WEAPON SYSTEMS

B-58

## COMMANDERS

## HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

## EMBLEM

## MOTTO

## OPERATIONS

On March 1958 the 3958th Operational Evaluation and Training Squadron was activated at Carswell Air Force Base, and assigned to the 19th Air Division. The 3958th Operational Evaluation and Training Squadron and the 6592nd Test Squadron made up the B-58 Test Force who were testing B-58 aircraft.

The 7th Bomb Wing became combat ready on 18 January 1959 in B-52 and KC-135 jet aircraft.

On 1 April 1959 the SAC Deputy Command Concept was put into practice here and all units were reorganized under this concept. On 1 September 1959 the 3958th Operational Evaluation and Training Squadron was re-designated into a Group.

On 15 March 1960 the 43rd Bombardment Wing moved to Carswell from Davis-Monthan AFB, Arizona, less personnel and equipment to become the first B-58 wing. The 43rd Bomb Wing is made up of seven squadrons which include the 63rd and 64th Bombardment Squadrons and the 65th Bombardment Squadron. The 3958th Operational Evaluational and Training Group was discontinued upon the transfer of the 43rd Bomb Wing to Carswell. Colonel James K. Johnson a former commander of 3958th O E & T G assumed command of the 43rd Bomb Wing. Personnel and equipment of the group were used to replace the personnel and equipment left at Davis-Monthan.

With transfer of the 43rd Bomb Wing to Carswell the base structure changed from a one wing station with the Combat Support Group and Medical Group assigned directly to the 19th Air Division.

SAC was not the only organization to show concern over the B-58. For a week, beginning on February 3, 1958, an 85-man team from the ARDC, the AMC, and SAC conferred with Convair representatives in Fort Worth to develop in detail the final B-58 operational configuration. Their studies and conclusions were consolidated and presented to the Air Council on February 21. Following the report, Headquarters USAF approved eight of the changes which the team had recommended, including the development of a ural testing requirements in 1958. Approval was granted on October 8 for the reallocation of 58-1022 from the 6592nd TS to the WADC's struc-tural laboratory for cyclic loads tests. At the time, this aircraft was still new and in fact was operating from Convair's facility at Carswell AFB. On July 8, 1959, the decision to conduct the tests at Wright-Patterson was rescinded and the aircraft was retained at Convair. In October, 1959, 58-1022 was moved into the cyclic loads test facility at Convair and for the next five years slowly tested to destruction.

During January 1958, the AF established a joint AFSC/SAC B-58 Test Force, the 6592nd Test Squadron, at Carswell AFB. This unit would be tasked with conducting Category II and III evaluation of the aircraft. On February 15, 55-665 became the first test B-58A to be turned over to the AF.

16 December 1958 Convair YB/RB-58A-10-CF Hustler, *58-1008*, c/n 15, accepted and delivered to the 6592nd Test Squadron, 43rd Bomb Wing, for pod and suitability testing during October: 1958. Crashed this date, the first B-58 accident, 38 nautical miles (70 km) NNE of Cannon AFB, New Mexico, due to loss of control during normal flight when auto trim and ratio changer were rendered inoperative due to an electrical system failure. Air Force pilot Maj. Richard Smith killed; AF Nav/bombardier Lt. Col. George Gradel, AF DSO Capt. Daniel Holland, both survive.

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