

History of Air Education and Training Command

1942-2002



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HISTORY

OF

AIR EDUCATION AND TRAINING COMMAND

1942-2002

Thomas A. Manning
Command Historian

Dr Bruce A. Ashcroft
Richard H. Emmons
Ann K. Hussey
Dr Joseph L. Mason

Office of History and Research
Headquarters, Air Education and Training Command
Randolph Air Force Base, Texas
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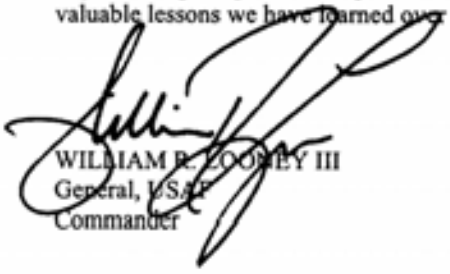
FOREWORD

For over sixty years, Air Education and Training Command has delivered unrivaled Air and Space training and education. The mission was and continues to be diverse, dynamic and crucial to the future of our Air Force. We develop America's Airmen today… for tomorrow, by recruiting the force, training the force and educating the force. The challenge to make this a reality is huge and demands extraordinary professionals to "make it happen." Fortunately, we are blessed in AETC with highly motivated, uniquely talented, and totally dedicated warriors who accept this challenge every day.

In the dynamic world we confront today, with its ever-changing demands and threats, we will constantly be required to adapt our training and education to meet the Air Force's needs and requirements. This will require innovative thinking and flexible approaches to ensure we remain the recognized world center of excellence for training and education.

This history of AETC teaches us how our predecessors responded to the challenges of World War II, Korea, Vietnam, and the many post-Cold War operations, including the Global War on Terror, as well as the day-to-day development of training methods and technology in peacetime. The pages of this book highlight significant events in the evolution of recruiting and military training, technical training, flying training, and education in AETC. It gives me great pleasure to present this history, which serves not only as a reference book, but also documents the valuable lessons we have learned over the first sixty years of the command.



WILLIAM R. LOONEY III
General, USAF
Commander

PREFACE

A work of this scope, covering such a long span of years, can be done only with the help of a great many people. This history rests squarely on the foundational work of our predecessors in the Air Education and Training Command history office in their seminal book, the *History of Air Training Command, 1943-1993*. Former members of the history office, CMSgt Robert J. Davis and Dr Karl D. Preuss, wrote passages and contributed ideas in the early stages of that undertaking. Others, notably Mr Lawrence R. Benson, Dr Dennis F. Casey, Mr Lloyd H. Cornett, Jr., Mr Jerome A. Ennels, Mr Jay E. Hines, Dr J. Dillard Hunley, Mr David W. Shurcliffe, Mr Edgar P. Sneed, and Mr Warren A. Trest, made a real contribution through the monographs and special studies they prepared while part of the AETC history program. Mrs Edith J. Taylor spent hours looking at reels of microfilm and locating missing pieces to the puzzle in dusty storage boxes. Last but not least, Ms Patricia E. Parrish and Mr Dick J. Burkard took on the Herculean task of laying out the entire book. Without their countless hours of overtime, the first edition would never have left the drafting table.

Current members of the AETC history office, Dr Bruce A. Ashcroft and Mr Richard H. Emmons, wrote substantial sections of the first edition.

A host of other people assisted in a variety of ways. Mr Joe Lopez and Ms Lydia Rodriguez from Air Education and Training Command's manpower office provided the answers to innumerable questions about unit designations and the command's organizational structure. Mrs Susie Leatherwood, a member of the civil engineering staff, helped fill several gaps in the appendix dealing with AETC bases, and Mr Ollie Barker, from the logistics staff, was able to resolve our questions about trainer aircraft.

Finding the right photograph was a continuing challenge. For the many old photographs in the first edition, we received help from scores of sources, ranging from the *San Antonio Express-News*, to the public library in Fort Worth, Texas, to the historical society in Boca Raton, Florida, to the Eighth Air Force history office at Barksdale AFB, Louisiana. We are also indebted to the National Archives and Records Administration, the National Air and Space Museum, and the Department of Defense Still Media Records Center for their extensive collections of aviation photos. Most of all the command's history offices repeatedly came up with the photos we needed. Similarly, the folks in the 12th Flying Training Wing's media center at Randolph AFB were helpful in copying untold numbers of prints and converting slides into photographs. SSgt Larry L. McGriff from the command's intelligence shop helped immeasurably with the computer scanning of photographs and art work.

The new photos for the second edition were more easily obtained from our collection of photographs, digital photographs from the last decade of the command's histories, and official Air Force photos.

Updating the earlier edition was not a trivial matter. Dr Joseph L. Mason and SSgt Oscar M. Vega spent many weeks recovering and reformatting the outdated computer files and photos that comprised the earlier edition. In some instances, the old material has been altered or updated in this edition.

All members of the AETC history office contributed to this edition. Dr Mason extensively used the research of historians Ann K. Hussey, Dr Ashcroft, and Mr Emmons to write the new material. Mr Thomas A. Manning, AETC Command Historian, edited the entire manuscript.

This sixtieth anniversary history was therefore a collaborative effort by the staff of the History and Research Office. With the help of all those mentioned above, we did our best to get it right. Any errors of fact or interpretation are ours alone.

Prologue

ORIGINS

Air Education and Training Command (AETC) traces its lineage back to 23 January 1942, when the War Department constituted and activated the Army Air Corps Flying Training Command. The purpose of this volume is to recount and commemorate the first 60 years of AETC history, but the history of aviation training in the United States military began much earlier. On 8 October 1909, Wilbur Wright began instructing Lieutenants Frank P. Lahm and Frederic E. Humphreys on Signal Corps Airplane No. 1, which the Army had recently purchased from the Wright brothers. Each of the two men received a little over three hours training before soloing on 26 October 1909.



With his ground crew, Lt Benjamin D. Foulois (second from right) stands in front of the Wright Type B airplane at Fort Sam Houston, Texas. The Army had moved flying operations from College Park, Maryland, to Fort Sam Houston for the winter. On 2 March 1910, Foulois made his first solo flight, and by September he had made 61 practice flights.

FLYING TRAINING

Flying training in the Army remained on this small scale until the outbreak of World War I. During the course of that war, approximately 23,000 volunteers entered flying cadet training. Eight private and state universities offered preflight (ground school) training. Primary and advanced training were more of a problem because, in April 1917 when the United States entered the war, the Army had fewer than 100 flying officers and only three flying fields--Mineola, New York; Essington, Pennsylvania; and San Diego, California. Because it would take a long time to construct adequate training facilities in the United States, Canada provided flying bases during the summer of 1917 so that several hundred American cadets could begin primary flying training. By Christmas 15 US training bases were available, a number expanded to 27 in the United States and 16 in Europe by the end of the war. Here cadets underwent six to eight weeks of primary pilot training, including 40-50 hours in the air, usually in a Curtiss JN-4.



In World War I, aviation cadets at Kelly Field, Texas, learned to fly the bi-wing Curtiss JN-4 "Jenny." After completing training, graduates went to France for pursuit instruction before reporting to their combat units.

Of the 23,000 who had begun preflight training during World War I, over 11,000 received their wings and were commissioned before entering four weeks of advanced training either in the United States or Europe. Bombing instruction occurred primarily at Ellington Field, Texas. Taliaferro Field, Texas, among other locations, provided observation training, while pursuit (fighter) courses were restricted to France because of a lack of necessary equipment in the United States. Brooks Field, Texas, contained the principal instructor's school. Because the United States was in World War I only for a year and a half and entered it so unprepared, only about 1,000 of the 11,000 aviators trained during the war were actually involved in operations against the enemy. Most of these operations consisted of artillery observation or air-to-air combat. American airmen confirmed 491 "kills" of German aircraft, of which 462 were credited to 63 pilots officially classified as aces. In addition, there were 57 confirmed losses of enemy balloons as a

result of American action. Although there were some criticisms of pilot training during World War I, on balance it appears that the pilot training program was no mean achievement.

Rapid demobilization followed the end of World War I, and despite the experience of that conflict, the Army's air arm remained quite small during most of the interwar period, although there was a five-year expansion program after 1926 in response to the outspoken agitation of airpower advocates. Meanwhile--after a hiatus in training during



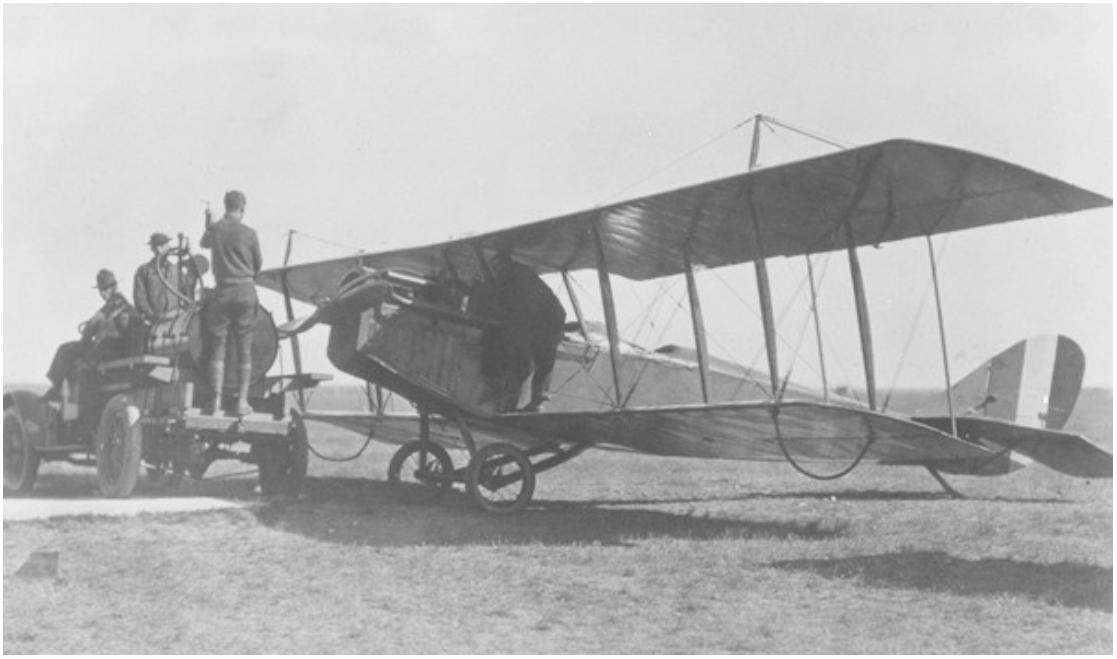
Brooks Field, Texas, was one of 27 flying fields the United States used for training pilots in World War I. Most fields were in the southern states, where flying conditions were generally good all year round.

1919--primary pilot instruction resumed on a small scale at March Field, California, and Carlstrom Field, Florida, in January 1920. Advanced training at that time included the Observation School at Post Field, Fort Sill, Oklahoma, and both pursuit and bombardment instruction at Kelly Field, Texas. However, the administrative difficulties of training about 200 flying cadets concurrently at such widely separated locations prompted a decision in 1921-1922 to centralize all flying training in San Antonio, Texas--considered to be an ideal location because of climate and other factors.

Brooks Field became the center for primary training and Kelly for advanced training. Each phase of instruction lasted about six months initially, with advanced training later divided into three months each of basic and advanced instruction. In 1927 basic moved out of the advanced phase and combined with primary. At that point, primary-basic changed to eight months in length and advanced to four months. With the beginning of the five-year expansion program in 1926, the new Air Corps[*] decided to eliminate one defect in this training arrangement--the fact that the two fields operated as separate commands--by establishing the Air Corps Training Center in San Antonio with one of the Army's first two pilots, Brig Gen (and later Maj Gen) Frank P. Lahm, as its first commander (1 September 1926-16 July 1930).[**] The new command consisted of the primary and advanced schools plus the School of Aviation Medicine at Brooks Field. As the new center began to carry out its mission of improving supervision of flying training, it discovered that facilities in the San Antonio area were insufficient to accommodate the expanded number of cadets entering primary training. Hence, in violation of the principle of geographic concentration, primary pilot training resumed at March Field, California, from 1927 to 1931.

[*] The organizational beginning of aviation in the Army occurred on 1 August 1907 with the establishment of the Aeronautical Division in the Signal Corps (redesignated the Aviation Section on 18 July 1914). On 24 May 1918, the Army created the Air Service, followed on 2 July 1926 by the Air Corps.

[**] He was succeeded by six other commanders, the last of whom was Brig Gen Barton K. Yount (4 August 1938-25 January 1939). Yount later served as the first commander of the Army Air Corps Flying Training Command.



Flying cadets refuel an airplane under the direction of an enlisted instructor at Brooks Field, Texas.

Another problem for the training center was the growth of the city of San Antonio, which created hazards for training. Consequently, in June 1927 General Lahm suggested the construction of a single large field outside of the city to house all flying training. Congress funded the new field's construction but not the purchase of the land, so the city of San Antonio borrowed the $546,000 needed to purchase the site selected for what became Randolph Field. By the fall of 1931, construction was essentially completed, so the Air Corps Training Center at Duncan Field, adjacent to Kelly, and the primary schools at Brooks and March moved to the new installation. Randolph Field was named in memory of Capt William M. Randolph, who was adjutant at Kelly and had died at Gorman, Texas, on 17 February 1928, while taking off for a return flight to Kelly. The new field, which constituted the largest construction project for the Army Corps of Engineers since the Panama Canal, came to be known initially as the "West Point of the Air" and then, following establishment of the United States Air Force Academy in 1955, as the "Showplace of the Air Force." Lieutenant Harold Clark, later a brigadier general who retired in San Antonio, laid out the design for Randolph.

Advanced training remained at Kelly because experience showed that Randolph Field would become quite congested with only primary and basic training located there. Following the 5-year expansion, the number of pilots in training declined until only 184 graduated in 1937, compared to an average of 257 per year during the expansion. But with the emergence of Germany as a major threat, the Air Corps proposed another period of expansion to train 4,500 pilots over a two-year period. Consequently, it contracted with nine civilian flying schools to provide primary flying training beginning in 1939, while Randolph handled basic training, now completely separate from primary. Kelly Field, with Brooks as a subpost, took care of advanced flying training. In July 1939 the full course of flying instruction was shortened in length from a year to nine months--three for each phase. Primary training included 65 hours of flying instruction and basic and advanced training included 75 hours each--a total of 215 hours instead of the 279 under the year-long program. Subsequently, each phase was reduced further to 10 and then 9 weeks before climbing back to 10 weeks in 1944.

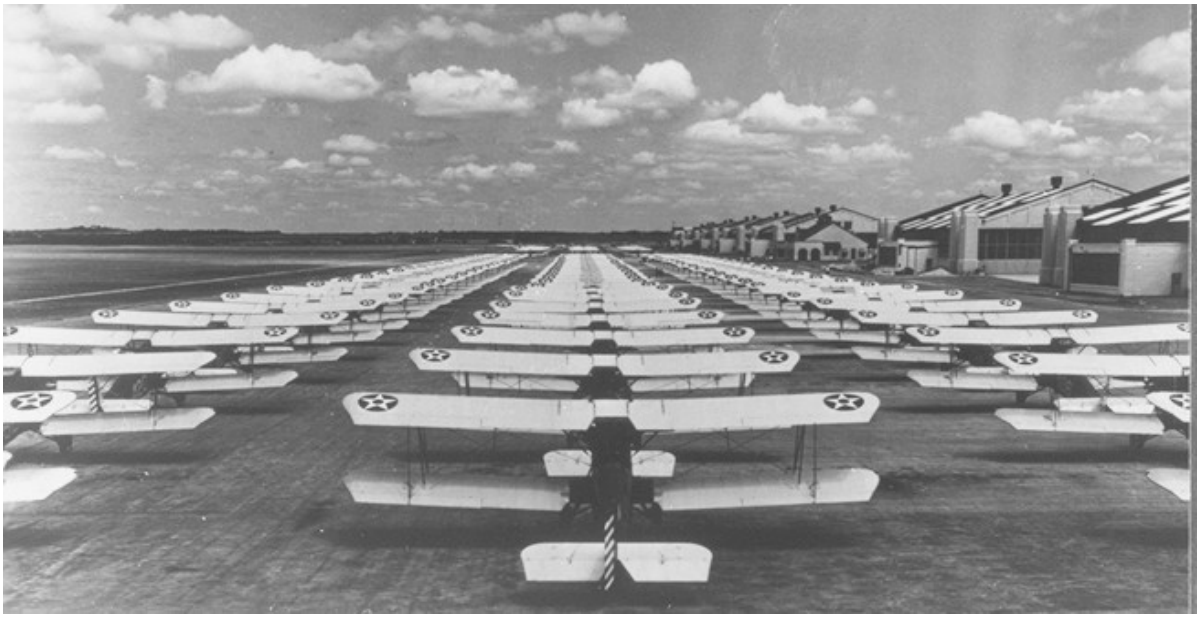
Meanwhile, the number of primary contract schools expanded to 41 by the time of the Japanese attack on Pearl Harbor and to 60 at various times in 1943--the peak year for numbers of pilots trained--although not all of them were open at one time. (There were also other contract schools, including 23 for glider pilot training and 4 for basic training, but most basic flying training was provided by active duty flying units.)



This is an aerial view (looking south) of Randolph Field, Texas, taken in December 1931. Known for many years as the "West Point of the Air," Randolph's unique layout was designed by Lt Harold L. Clark. The field was named for Capt William M. Randolph, who was killed in an aircraft accident on 17 February 1928.



In this aerial view of Randolph Field, you are looking toward the installation's most famous landmark--the "Taj Mahal." Randolph was dedicated on 20 June 1930 as a flying training base.



Through most of the 1930s, the Air Corps conducted all primary and basic flying training at Randolph. These PT-13s lined up at Randolph Field were the principal trainers used in the primary phase.

As the flow of students from these primary schools to basic training at Randolph increased from 257 in the first class in 1939 to over 2,000 per class at the end of 1941, basic training expanded to other fields. Instruction began at Maxwell Field, Alabama, in September 1940, and by January 1944 there were 31 fields involved in basic training. Advanced training also expanded, adding twin-engine instruction to the prewar single-engine format. The first field to offer single-engine training was Craig Field, Alabama, in August 1940. Soon after, Brooks and Kelly Fields began twin-engine training.



A regiment of aviation cadets is shown in formation at Randolph Field in the 1940s.

Upon graduation from advanced training, students received their wings and lieutenant bars and then went on to transition training in fighters, bombers, and transports. The continental air forces conducted the latter training in the early years of World War II, but it became the responsibility of the new AAF Flying Training Command in 1942. The organization of the rapidly expanding pilot training program also evolved. At the beginning of 1939, General Yount was still Commanding General, Air Corps Training Center, and he also held the title of Assistant Chief of the Air Corps for Training. The expansion of the Air Corps led its chief, Maj Gen Henry H. (Hap) Arnold, to transfer General Yount to Washington, D.C., where he headed the Training Group, later redesignated the Training and Operations Division.

On 8 July 1940, the Air Corps redesignated its training center at Randolph as the Gulf Coast Air Corps Training Center and established two additional training centers to manage the growing number of flying schools. The Southeast Air Corps Training Center headquartered at Maxwell Field managed those in the eastern third of the nation. The redesignated Gulf Coast Air Corps Training Center at Randolph handled those in the central sector, while the West Coast Air Corps Training Center at Moffett Field, California (later moved to Santa Ana), managed those in the western tier. In July 1941 General Yount became the west coast center commander. Then, on 28 January 1942, he assumed command of the newly established Air Corps Flying Training Command, which was to be headquartered in Fort Worth, Texas. In July 1943 this command merged with the AAF Technical Training Command to form the Army Air Forces Training Command.

CONTRACT PRIMARY TRAINING IN WORLD WAR II



Shown with Maj Gen B.K. Yount are seven of the eight men who established the Air Corps' first nine contract primary schools: M. W. Balfour, O. L. Parks, H. S. Long, General Yount, A. Hancock, C. C. Moseley, and E. W. Prudden (representing Claude Ryan). Not shown is E.S. Sias.

In the late 1930s, the Air Corps conducted all pilot training in the vicinity of San Antonio, Texas. Randolph Field was the site of primary and basic training, while advanced training, took place across town at Kelly Field, with some training done at Brooks Field when necessary. This basing structure was sufficient for the small training program that graduated only 301 pilots in fiscal year 1938.

Though Europe was on the verge of war, the prevailing viewpoint in the United States was isolationism. The American public (and many in government) did not want to get involved. In the absence of a firm political commitment to shore up the nation's defenses, military planners had to look for alternative ways to get the job done. That caused Maj Gen Henry H. Arnold to investigate the possibility of using civilian flying schools to supplement the Air Corps' few flying training schools. In September 1938 he opened preliminary talks with three prominent flying school operators. General Arnold then appointed a board of officers to examine the issue. Two months later the board recommended contracting with civilian schools to provide primary pilot training for 4,500 trainees in two years at a projected cost of $20 per flying hour.

Following the board's recommendation, the Air Corps established criteria for contract primary schools and began a search. It limited consideration to schools certified by the Civil Aeronautics Authority to conduct advanced private pilot training--roughly equivalent to Air Corps primary training. During the winter of 1938-39, officials inspected 14 schools and chose nine to begin training on 1 July 1939: Santa Maria, San Diego, and Glendale, California; Dallas, Texas; Tulsa, Oklahoma; East St Louis and Glenview, Illinois; Lincoln, Nebraska; and Tuscaloosa, Alabama.

According to the contract, the government supplied students with training aircraft, flying clothes, textbooks, and equipment. The Air Corps also put a detachment at each school to supervise training. Schools furnished instructors, training sites and facilities, aircraft maintenance, quarters, and mess halls. From the Air Corps, schools received a flat fee of $1,170 for each graduate and $18 per flying hour for students eliminated from training.

Following the fall of France in 1940, the Air Corps upped its pilot production goal to 7,000 per year, too much for the nine contract schools to handle. To meet that goal, the Air Corps increased the capacity of its schools and added more contract primary schools. At one time or another during World War II, 64 contract schools conducted primary training, with a maximum of 56 schools operating at any one time. During the course of the war, the schools graduated approximately 250,000 student pilots.



The Lafayette, Louisiana, airport was one of several municipal airports that became contract flying schools during World War II.

NAVIGATOR TRAINING

Until the early 1930s, pilots had been their own navigators. Then as airlines began to make long-distance flights, they added a navigator to the flight crew. The military, however, continued to treat navigation training as part of pilot training. Consequently when it, too, began to see a need for specialized navigators, in July 1940 the Army signed a contract with Pan American Airways, Incorporated, to provide training in navigation and meteorology to flying cadets, an arrangement that continued until 1944. In November 1940 the Air Corps opened its first navigator school at Barksdale Field, Louisiana. Cadres later went out from Barksdale to establish seven other schools across the country.

TECHNICAL TRAINING

Technical training developed almost as early as flying training. The Army air arm saw a need for skilled aviation mechanics and other technicians as it prepared for World War I. At first, men who already possessed some mechanical experience received training at civilian trade schools and state universities. The policy proved both expensive and unsatisfactory, however, due to a lack of proper equipment and competent instructors. The next expedient was to send the men to flying fields for on-the-job training. Costly mistakes showed that this arrangement was also unsatisfactory. So the Army set up two mechanic schools, one at Kelly Field and another in a large building in St Paul, Minnesota, that the War Department took over.

Major Walter R. Weaver* took charge of the school at St Paul on 12 February 1918. By the end of World War I, his organization had graduated about 5,000 men, nearly one-third of all mechanics trained during 1918 (including those trained in 34 civilian institutions). The school at Kelly Field had begun operations in October 1917, but did not function effectively until June 1918, when 1,000 students entered training. By Armistice Day, 11 November 1918, Kelly had trained over 2,000 more mechanics. Though the school in St Paul closed after the war, Kelly remained in operation and trained some 5,000 more mechanics before January 1921. Then the Army decided to move a repair depot from Dallas to consolidate it with a supply depot at Kelly, forcing the Air Service Mechanics School to move to Chanute Field in Illinois.

In the meantime, training in aerial photography for both officers and enlisted men began at Langley Field, Virginia, in 1917. The following year, the school sent students to Cornell University or the Eastman Kodak Company in Rochester, New York, for preliminary instruction before continuing with advanced training at Langley. Instruction in radio communication took place at an aviation instruction center near Tours, France, in 1918, and an Air Service Communications School was established at Fort Sill, Oklahoma, the following year.



In the late 1930s, photography training moved from Chanute Field, Illinois, to Lowry Field, Colorado. This photo taken in 1940 shows students using 8-by-10 inch view cameras.

The number of technical trainees declined after the war. The air service trained about 15,000 technicians from 1920 to 1940, compared to roughly the same number of mechanics trained in a single year during World War II.

In 1922 the photography school at Langley and the communications school at Fort Sill both joined the mechanics course at Chanute, congregating all technical training in the Air Service at that location. The three previously autonomous schools consolidated to form the Air Service Technical School, redesignated the Air Corps Technical School in 1926. The former separate schools became departments, joined in 1930 by a Department of Armament and three years later by a Department of Clerical Instruction. In February 1938 Lowry Field, Colorado, came under the jurisdiction of the Air Corps Technical School, still headquartered at Chanute. The Departments of Photography and Armament moved to Lowry, followed in September by the Department of Clerical Instruction.

Scott Field, Illinois, came under the jurisdiction of the Chanute school in 1939. The Department of Basic

* Later, as a major general, Weaver commanded the Army Air Forces Technical Training Command.

Instruction, inaugurated in 1935 at Chanute, relocated to the new location. The department returned to Chanute, however, when Scott became a radio school in 1940. Subject matter from the basic course was incorporated into the various specialized programs at Scott, and four of the departments--mechanics, communications, photography, and armament--taught both officers and enlisted personnel.



Keesler Field, Mississippi, was one of two new technical training bases the Air Corps established in 1941. Besides airplane and engine mechanic training, it also operated a basic training center.

By mid-1940 technical training started to expand more rapidly. Officer training came to include orientation for people directly commissioned from civilian life, administrative officer candidate training, and instruction in a variety of specialties including air intelligence, bombsight maintenance, engineering, and meteorology, in addition to the four mentioned above. Training for enlisted personnel also expanded to include such subjects as welding, Link training, parachute rigging, weather observation and forecasting, bombsight maintenance, and the maintenance of a variety of other technical equipment such as gunsights and power turrets.

By early November 1941, students were entering technical training at the rate of 110,000 per year, and after the Japanese attack on Pearl Harbor the student flow rose sharply: 13,000 men entered technical training schools in January 1942 and 55,000 in December 1942. The peak occurred in March 1943, with 62,000 entrants. To accommodate the trainees, the AAF pressed civilian mechanics and factory schools into service, and many colleges and universities offered training in certain specialties.

The number of military installations kept pace with the rapid increase in personnel. Limited airspace and flying facilities restricted flying training fields to between 2,000 to 5,000 people. Technical training bases, by contrast, ranged in size from 5,000 to as many as 30,000 people and required much more housing than flying training installations. Fortunately, many were located in or near urban areas where hotels and other housing facilities were available. Some hotels were even used for training. During the rapid expansion from February to October 1942, for example, the Army Air Forces took over a total of 452 hotels, as well as warehouses, theaters, convention halls, athletic fields, parking lots, and various other structures. The number of hotels at the peak of training included 337 in Miami Beach, Florida; 62 in St Petersburg, Florida; 46 in Atlantic City, New Jersey; three in Chicago, Illinois; two in Knollwood, North Carolina; and two in Grand Rapids, Michigan.

New technical training bases included Keesler Field, Mississippi, and Sheppard Field, Texas, both activated in 1941. Thereafter, the number of stations increased at a rapid pace. Already by October 1942, 15 AAF technical schools, 34 civilian contract mechanics schools, 7 basic training centers, 5 universities, 5 commercial airline contract schools, and about 50 factory training schools provided technical training. In addition, there were other small technical training schools at various Flying Training Command and Second Air Force bases. Because bad weather did not seriously hamper technical training the way it did flying training, many technical training bases were in the northern part of the country, whereas flying fields were concentrated in the south and along the west coast.

The commandant of the Air Corps Technical School at Chanute had final authority for curricular development and supervised technical training in all Air Corps schools, but he lacked command authority over the schools and the installations where they were located. To rectify this problem, the Air Corps established the Technical Training Command on 26 March 1941 (redesignated Army Air Forces Technical Training Command in March 1942). The new command was responsible for the orientation, classification, basic, and technical training of enlisted men and the training of nonrated officers at officer

candidate and officer training schools and in technical subjects like armament, engineering, communications, and photography. The headquarters of the new command moved successively from Chanute to Tulsa, Oklahoma, in 1941, and then in 1942 to Knollwood Field, North Carolina, until it merged with Flying Training Command in 1943. The first commander of Technical Training Command was Brig Gen (soon Maj Gen) Rush B. Lincoln, who became commandant of the Air Corps Technical School in October 1940. On 18 February 1942, he relinquished command to Maj Gen Walter R. Weaver, who remained the commander until the merger of the two component commands on 7 July 1943.

BASIC MILITARY TRAINING

Basic military training was a major mission of the Air Corps Technical School and, later, Technical Training Command. In the early days of technical training there was little emphasis on military instruction. The mechanic schools at St Paul and Kelly Field emphasized technical training, and for the following two decades, the amount of military training provided to new enlisted personnel undergoing technical instruction varied with their unit commanders, who had sole responsibility for the program. In 1935 efforts to change this arrangement began, but the real change occurred in 1939 when the Army proposed that each component arm and service set up their own enlisted replacement centers. Air Corps policy had been to furnish initial basic training for recruits at established stations, followed by about a month's preparatory training at Scott Field, Illinois, before they went to Chanute for specialized training. Then in 1940 the War Department authorized the establishment of Air Corps enlisted replacement centers for the initial training of recruits.

The Air Corps established the first of these centers at Jefferson Barracks, Missouri, in the summer of 1940, though formal activation did not occur until 21 February 1941. That fall the Technical Training Command activated two more basic training centers at Keesler Field, Mississippi, and Sheppard Field, Texas, where the command already had mechanic schools. A group of officers and enlisted men from Scott Field became the initial staff for Jefferson Barracks, and it, in turn, provided cadres to staff the replacement training centers at Keesler and Sheppard. These installations did the same for subsequent replacement training centers.



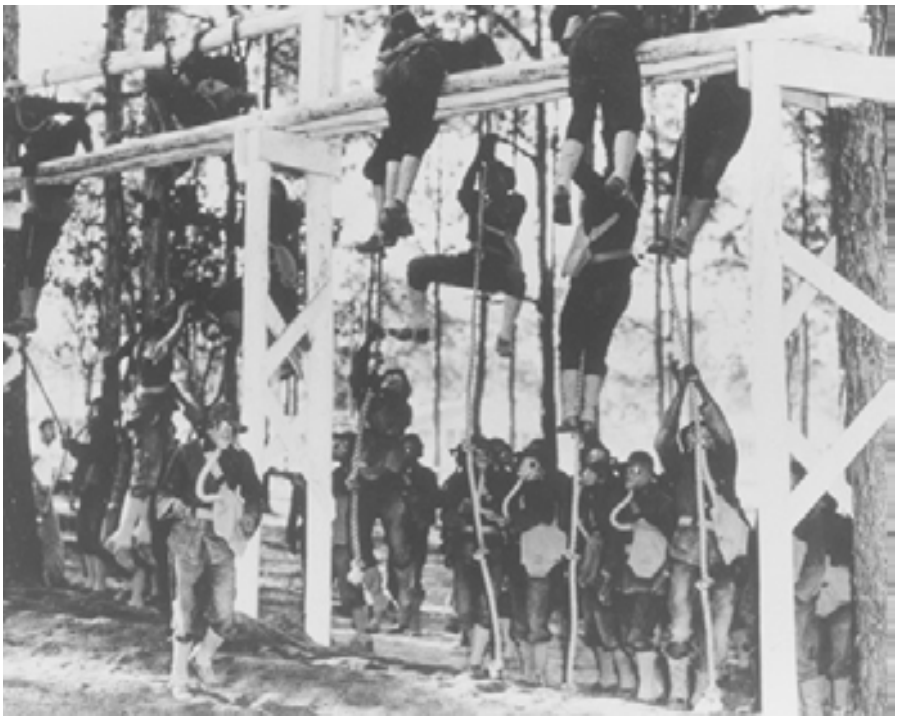
At Jefferson Barracks, Missouri, basic trainees took part in camouflage training. The above photo shows a three-man machine gun crew wearing camouflage suits.



The basic training center in Atlantic City, New Jersey, included a rifle range where students learned marksmanship skills.



Crowded conditions existed at all military training facilities. To handle the large number of trainees, schools housed students in open bay barracks like the one above at Sheppard Field, Texas.



As part of chemical warfare instruction, students donned gas masks and ran the obstacle course. The above photo shows the rope climb at Keesler Field in Mississippi.

By the time of the attack on Pearl Harbor, the Air Corps had 21,000 recruits at the three replacement training centers. The subsequently phenomenal growth of technical school quotas made these three centers inadequate to supply recruits for technical training, so the number of basic training centers expanded to 12 (plus one provisional center) by the spring of 1943, including those at Miami Beach, St Petersburg, and Atlantic City. Shortly thereafter, the basic training mission declined in size because requirements for technical training centers were being met. Consequently, some of the 13 centers inactivated, while others moved to technical training centers such as Amarillo Field, Texas, that had previously not had replacement training centers.

The length of basic training varied over time. For more than a year after Pearl Harbor, it remained at four weeks, but then it increased to two months, with some exceptions. In 1944 and 1945 there were further fluctuations in length from six to nine weeks. Sometimes, however, quotas for technical training caused enlisted men to be removed from basic training before they had completed it. As a result, continental air forces and commands had to provide basic training until replacement training centers were set up overseas to resolve the problem.

The number of trainees at basic training centers increased to its peak of 135,795 in February 1943. By December 1944 it had declined to 16,509--about 4,500 below the level on 7 December 1941. Because of the rapid expansion and then the almost equally rapid contraction of the program, its quality varied considerably, but given the numerous problems with facilities, qualified instructors, changes in curriculum, and the like, the centers made as much of a contribution to the war effort as could be expected under the circumstances.

FOREIGN FLYING TRAINING IN WORLD WAR II

In World War I, partially trained American pilots arrived in Europe unprepared to fight the Germans. They completed their training in French, British, and Italian schools in aircraft not available in the United States. Mechanics, too, received training overseas. The British helped train US ground crews at their airfields and in their factories. So too, did France. Based on that foundation, the air arm of the US Army grew quickly and compiled a credible combat record during World War I.



Royal Canadian Air Force cadets at the Maxwell Field, Alabama, advanced school discuss flying after completing basic training at Gunter Field, Alabama

Two decades later, with World War II looming large, the United States had a chance to reciprocate. When the Lend-Lease Act became law on 11 March 1941, the British were isolated, facing a hostile continent. France had fallen in 1940, the British had retreated from Dunkirk at the same time, and the Germans had not yet reneged on the Hitler-Stalin non-aggression pact of 1939. Only the Royal Air Force (RAF), by denying air superiority to the *Luftwaffe*, had prevented a German invasion of the British Isles.

Aware of the RAF's urgent need for additional training facilities, General Arnold offered the British over 500 aircraft for use in the training of British pilots in the United States. Arnold also arranged for civilian contractors to set up schools exclusively for training British pilots. The schools would accept 50 RAF students every 5 weeks for a 20-week course in order to produce 3,000 pilots a year. Known as the British Flying Training School program, it was unique among the programs the Air Corps offered to Allied nations inasmuch as the British dealt directly with the contractors and completely controlled all aspects of the flying training process. Basically, the Air Corps just helped the RAF and the contractors select the sites for the schools and then supervised their construction. The schools were located at Mesa, Arizona; Lancaster, California; Clewiston, Florida; Miami and Ponca City, Oklahoma; Terrell, Texas; and, briefly, Sweetwater, Texas.

Additionally, the Army Air Corps offered to devote one-third of its pilot training capacity to meet the British need for more pilots. Known as the Arnold Plan, this program provided RAF students with the same training the Air Corps provided its own students and had the potential to produce 4,000 pilots a year. The program involved 12 schools, four of them operated by contractors and the rest run directly by the Air Corps.

Together the two programs produced 11,291 pilots for the Royal Air Force during World War II. The British Flying Training School program graduated 6,921 pilots, and the Arnold Plan program turned out 4,370. A third example of Anglo-American cooperation was the navigator training program conducted by Pan American Airways at Coral Gables, Florida. Beginning in August 1940, the airline taught long-range navigation techniques, many of which it had originated, to Air Corps students. As it had done with the two programs noted above, the Air Corps made this training available to the British. For a while, as many as 150 of the 200 spaces in each class were taken by the British. In all, 1,225 British students completed this program.



After processing at Randolph Field, the 201st Mexican Fighter Squadron split up to receive training at a variety of locations

Perhaps the most surprising problem in training the British was one of communication. Though in theory both Americans and Britons spoke the same language, some difficulties with colloquial expression occasionally surfaced. Though there was never a serious communications barrier, there were minor problems throughout the British training program.

After the United States entered the war, the Air Corps also developed a pilot training program for the Free French, many of whom had joined the Allies in North Africa in late 1942. This program was considerably smaller than either of the programs for British aviators. Because of the size of the program, the Air Corps concentrated each phase of training at a single base. Thus, French students received primary training at the civilian contract school at Tuscaloosa (and for a while at Orangeburg, South Carolina); basic training at Gunter Field; and advanced single-engine training and P-40 transition training at Craig Field. By the end of October 1945, 1,165 pilots had graduated from the program. Other programs produced navigators, bombardiers, gunners, and maintenance personnel.

The United States also assisted the Chinese Air Force. The Air Corps conducted most of the training for the Chinese at three Arizona installations: Luke, Williams, and Thunderbird Fields. Training the Chinese presented some special challenges. Because of their small stature some students could not reach all the controls. That problem was usually solved through the use of extra cushions and occasionally by switching them to another type of airplane. A bigger problem was the language barrier. It took all the interpreters the Air Corps could muster to support the training programs for the Chinese. In the end, 3,553 Chinese received flying and technical training, including 866 pilots.



Hundreds of Chinese students received instruction during the war, like these cadets on parade at Marana Field, Arizona.

While the preponderance of students trained in the United States during World War II were British, French, or Chinese, over 20 other nations also sent students. Most came from Latin America, most notably Brazil and Mexico. A smattering of others came from Australia, Turkey, the Netherlands, and the Soviet Union. Altogether, the Army Air Forces trained approximately 23,000 foreign students in the war years.

OFFICER CANDIDATE SCHOOL

A final responsibility of the Technical Training Command that should be mentioned was basic military training for nonrated officers. They were needed to relieve flying officers of their nonflying duties during the wartime expansion of the Air Corps and the Army Air Forces. (The Army Air Forces came into being on 20 June 1941. On 2 March 1942, as a result of a War Department circular, the Army Air Forces became a subordinate but autonomous arm of the US Army.) To provide this training, on 17 February 1942, General Arnold directed the Technical Training Command to establish an Officer Candidate School (OCS). General Weaver located it at Miami Beach, where it activated on 21 February 1942 and continued to operate until June 1944, when it moved to the San Antonio Aviation Cadet Center at the site of what later became Lackland Air Force Base. In June 1945 the Officer Candidate School again transferred to Maxwell Field, Alabama.

The Officer Candidate School began as a 12-week course, but it expanded to 16 weeks in 1943. It also began as a uniform program for all officer candidates, but after 1943 the last phase of training was divided into specialized training for adjutants and personnel officers, as well as supply, mess, intelligence, guard-company, and training officers. Later, it expanded to include physical training and technical officers as well. Then, in October 1944 as enrollment declined, the school dropped the specialized training altogether. Through the end of the war, the school graduated a total of 29,106 officers. These graduates had entered the school from a variety of backgrounds. Some were warrant officers or enlisted men who met the standards for admission to officer training. These sources were not adequate to meet all of the needs of the Army air arm, however, so it commissioned some individuals with special qualifications directly from civilian life. These people required some military training, so Technical Training Command also set up an Officer Training School (OTS) at Miami Beach to provide six weeks of military instruction. It became an integral but separate part of OCS in June 1942.

Most OTS students were 30 years old or more, with the bulk of them in their 30s or 40s. They came from all walks of life, but most were teachers, businessmen, or professionals. The majority was slated for administrative or instructional duties in the Army Air Forces, but others became ferry pilots. Beginning in the winter of 1942, Medical, Dental, and Sanitary Corps officers also attended Officer Training School in courses separate from those for other officers. On 26 June 1943, OTS terminated its activities, but by that date it had trained a total of 13,898 students, of whom 13,284 graduated.

1942

Air Education and Training Command traces its lineage to the establishment of the Air Corps Flying Training Command on 23 January 1942, with the mission to train pilots, flying specialists, and combat crews. The command was redesignated the Army Air Forces Flying Training Command on or about 15 March 1942, after the Army Air Forces became a subordinate but autonomous arm of the US Army. The command struggled with the challenge of a massive wartime expansion of the air forces. Throughout 1942, the need for combat crew personnel far exceeded the current and contemplated production of the command's flying training schools. The rate of expansion of housing and training facilities, instructors, as well as the procurement of aircraft and other equipment, though at a breakneck pace, constrained the rate of increase of production. Facilities were used to their maximum capacity as quickly as they could be stood up. Some schools were expanded while they were still under construction. "The first year has been largely one of organization and expansion," the commander, Maj Gen Barton K. Yount, reflected in January 1943. "While we will continue to grow bigger, we are now so organized that we can specialize on the quality of our product, and that will be our aim during the coming year."

ASSIGNED RESOURCES

(approximate as of 31 December 1942)

PRIMARY INSTALLATIONS: 85

PERSONNEL ASSIGNED: 220,000 (20,000 officer, 160,000 enlisted, 40,000 civilians)

AIRCRAFT ASSIGNED: 19,000 (A-17, A-20, A-25, A-26/B-26, A-29, A-35, A-36, AT-6, AT-7, AT-8, AT-9, AT-10, AT-11, AT-12, AT-17, AT-18, AT-21, AT-22, AT-23, AT-24, B-17, B-18, B-24, B-25, B-40, BC-1, BT-9, BT-12, BT-13, BT-14, BT-15, C-32, C-45, C-50, C-56, C-60, C-64, CG-4, L-1, L-2, L-3, L-4, L-5, O-46, O-47, O-52, OA-9, OA-10, OA-14, P-35, P-36, P-38, P-39, P-40, P-47, PT-13, PT-15, PT-18, PT-19, PT-22, PT-23, PT-27, RA-24, RA-28, RA-33, RP-322, UC-36, UC-40, UC-61, UC-67, UC-78)

MAJOR SUBORDINATE UNITS

3 training centers:

SOUTHEAST, Maxwell Field AL

GULF COAST, Randolph Field TX

WEST COAST, Santa Ana Army Air Base CA

COMMAND LEADERSHIP



Maj Gen Barton K. Yount

Maj Gen Barton K. Yount assumed command of the Air Corps Flying Training Command on 28 January 1942. He had previously served as commanding general of the West Coast Air Corps Training Center.

ORGANIZATION

HEADQUARTERS

Established

Air Education and Training Command of 2002 traces its lineage to the establishment of the Air Corps Flying Training Command on 23 January 1942.

Redesignated

The Army Air Forces came into being on 20 June 1941, and on 2 March 1942, as a result of a War Department circular, the Army Air Forces became a subordinate but autonomous arm of the US Army. The Air Corps Flying Training Command was consequently redesignated the Army Air Forces Flying Training Command on or about 15 March 1942.

Headquarters Relocation

One of the early problems the command faced was to locate the headquarters. Because wartime expansion of government agencies had overcrowded the Washington, D.C. area, General Yount chose to move the headquarters to Fort Worth, Texas, where the staff could centrally manage flying operations. The top four floors of the Texas and Pacific Railroad Building provided excellent office space (the headquarters took over a fifth floor in 1943), and a nearby Air Force station could support the headquarters. The Washington headquarters closed on 30 June 1942, and the Fort Worth location opened the next day. The headquarters staff numbered 204 uniformed personnel on 30 December 1942.



From 1942 to 1946, Army Air Forces Flying Training Command (later AAF Training Command) was headquartered in Fort Worth, Texas. The command initially occupied the top four floors of the Texas and Pacific Railway office building.

SUBORDINATE UNITS

Flying Training Wings

The rapid expansion of training increased the number of the stations attached to each training center. The geographic dispersion and diversity of training made close supervision by the center commander impossible. General Yount therefore proposed to General Arnold, AAF Chief of Staff, to organize not more than four flying training wings in each of the three training centers. The command would furnish the personnel necessary to staff each wing with a commanding brigadier general and a small staff, who would supervise and coordinate actual training operations. General Arnold approved the proposal on 19 October 1942, but authorization to activate twelve Flying Training Wings was not received until 17 December 1942. The wings stood up in 1943.

INSTALLATIONS

Airfield Construction

During 1942, the command selected locations for the more than fifty additional airfields necessary to implement the 75,000-pilot program (see page 15). Local civic groups and congressmen "gave the site boards no respite," in the words of an AAF Training Command historian, as they lobbied for new bases in their jurisdiction. New airfields had to be located in areas with sufficient flying space free of other air traffic, and the West Coast training center faced the extraordinary requirement to avoid sites near the internment camps for Japanese-Americans.





Housing was primitive in the early days at Yuma Army Air Field, Arizona. Construction began on 1 June 1942, and advanced single-engine instruction commenced in January 1943.

FLYING TRAINING BASE EXPANSION IN 1942

New Location	Type of Training	Notes
West Coast Trng Ctr		
Holtville, CA	Elementary	These four planned sites were abandoned in favor of converting glider schools at Twenty-Nine Palms, CA, and Wickenburg, AZ, where training began Mar 43
Inyokern, CA		
Mojave, CA		
Needles, CA		
Yuma, AZ	Single-engine	Construction began 1 Jun 42, training began Jan 43
Douglas, AZ	Twin-engine	Construction began Jun 42, training began 7 Oct 42
Marfa, TX	Advanced twin-engine	Construction began Jun 42, training began 7 Dec 42
Kingman, AZ	Flexible gunnery	Construction began 27 May 42, training began Jan 43
Winslow, AZ		Planned site abandoned in favor of alternate at La Junta, CO
Gulf Coast Trng Ctr		
Brady, TX	Elementary	
El Reno, OK	Elementary	
Miami, OK	Elementary	Converted from British training Nov 42
Ponca, City FL	Elementary	Converted from British training Nov 42
Sweetwater, OK	Elementary	Later converted to women's flying training
Terrell, TX	Elementary	Converted from British training Nov 42
Waxahachie, TX	Elementary	Planned site abandoned
Garden City, KS	Basic	
Independence, KS	Basic	
Winfield, KS	Basic	
Bryan, TX	Single-engine	
Altus, OK (Victoria Fld.)	Single-engine	
Altus, OK	Twin-engine	Also advanced twin-engine
Dodge City, KS	Twin-engine	
Frederick, OK	Twin-engine	
Pampa, TX	Twin-engine	
Everman, TX	Advanced single-engine	
Plainview, TX	Advanced twin-engine	Planned site abandoned due to congested airspace
Lamesa ,TX	Advanced twin-engine	
Vernon,TX	Advanced twin-engine	
Dodge City, KS	Elementary	Converted from British training 28 Jun 42
Garden City, KS	Elementary	Converted from British training 28 Jun 42
Liberal, KS	Elementary	Converted from British training 2 Sep 42
Southeast Trng Ctr		
Cape Girardeau, MS	Elementary	Training began 31 Dec 42
McBride MS	Elementary	Training began 1 May 43
Charleston, MS	Basic	
Greenwood, MS	Basic	
Muscle Shoals, AL	Basic	
Tuckerman, AR	Basic	
Bainbridge, GA	Advanced single-engine	Already under construction, converted to adv single-engine
Seymour, IN	Advanced twin-engine	
Stuttgart, AR	Advanced twin-engine	
Valdosta, GA	Advanced twin-engine	Converted to combat crew training
Sebring, FL	Combat crew training	
Smyrna, TN	Combat crew training	
Monroe, LA	Navigation	Expanded
Eglin FL	Fixed gunnery	Eglin FL
Ft Myers, FL	Gunnery	
Panama City, FL	Gunnery	

TRAINING

FLYING TRAINING

75,000-Pilot Program

Planning for facilities and personnel was based on programs for a certain annual production rate of pilots. These programs changed rapidly as the war in Europe progressed and accelerated again after the United States formally entered hostilities. Targets began in 1940 at an annual rate of 7,000 pilots, and peaked briefly in 1942 at a plan for 102,000 pilots per year. Training expansion in 1942 was based primarily on the 75,000-pilot program. Acute shortages in housing, classroom facilities, trained personnel, and trainer aircraft plagued the command. Students in flying training shared classroom facilities with technical trainees, combat aircraft substituted for advanced trainers (and all aircraft flew seven days a week). Primary pilot production peaked in November 1943, with facilities designed for the 75,000-pilot program operating above capacity, before gradually declining in 1944.

Centralized Instructor Schools

A lack of trained instructors hampered the expansion of training. Though many graduates of training programs remained at their station to instruct subsequent classes, an acute instructor shortage persisted. A lack of training instructors was the most serious bottleneck in the production pipeline. In order to solve the problem, as well as to standardize instruction, the training centers urged General Yount to establish a Central Instructors School to serve all three training centers. In December, General Yount requested authority to implement the plan, which Headquarters AAF granted on 4 January 1943. The command planned schools for pilot, bombardier, navigator, and flexible gunnery instructors.



On 14 May 1942, Congress created the Women's Army Auxiliary Corps (WAAC). Members of the WAAC primarily filled clerical positions, releasing men for combat duty. Pictured above are members of the first WAAC contingent to arrive at Randolph Field. In September 1943 the WAAC was replaced by the Women's Army Corps (WAC). The WAC remained in existence until 12 June 1948, when Congress passed the Women's Armed Service Integration Act, and Women in the Air Force (WAF) became a permanent designation. By the mid-1970s, the Air Force stopped using the term WAF and began referring to both men and women as "airmen."

1943

The Army Air Forces Flying Training Command redesignated as the Army Air Forces Training Command on 7 July 1943, assumed responsibility for both flying and technical training. The Technical Training Command inactivated. The two training commands had undergone enormous and rapid expansion in an effort to meet the needs of US forces in World War II. The latter half of 1943 inaugurated a period of continuation, refinement, adaptation, and eventual contraction of training for the Army Air Forces. The basic training centers and technical schools had already reached their peaks of production in February and May, but the apexes of training for most other major categories did not occur until 1944. The one exception to this generalization was primary pilot training, which achieved its maximum production level in November 1943, when 11,411 student pilots graduated.

ASSIGNED RESOURCES

(as of 31 December 1943)

PRIMARY INSTALLATIONS: 438

PERSONNEL ASSIGNED: 461,656 (53,585 officers; 325,453 enlisted; 82,618 civilians)

AIRCRAFT ASSIGNED: 29,713 (A-17, A-20, A-25, A-26/B-26, A-29, A-35, A-36, AT-6, AT-7, AT-8, AT-9, AT-10, AT-11, AT-12, AT-17, AT-18, AT-21, AT-22, AT-23, AT-24, B-17, B-18, B-24, B-25, B-29, B-34, B-40, BC-1, BT-9, BT-12, BT-13, BT-14, BT-15, C-32, C-45, C-50, C-56, C-60, C-64, CG-4, L-1, L-2, L-3, L-4, L-5, O-46, O-47, O-52, OA-9, OA-10, OA-14, P-35, P-36, P-38, P-39, P-40, P-47, PT-13, PT-15, PT-18, PT-19, PT-22, PT-23, PT-27, RA-24, RA-28, RA-33, RP-322, UC-36, UC-40, UC-61, UC-67, UC-78)

MAJOR SUBORDINATE UNITS:

3 flying training commands:

EASTERN, Maxwell Field AL:

7 flying training wings:

27th (Basic), Cochran Field GA
28th (Adv Single-Engine), Craig Field AL
29th (Primary), Moody Field GA
30th (Adv Twin-Engine), Columbus Field MS
74th (Preflight), Maxwell Field AL
75th (Flex Gunnery), Buckingham Field FL
76th (Spec 4-Engine), Smyrna Field TN

CENTRAL, Randolph Field TX:

8 flying training wings:

31st (Primary), Enid Field OK
32d (Basic), Perrin Field TX
33d (Adv Twin-Engine), Blackland Field TX
34th (Bomb & Spec 2/4-Engine), San Angelo Field TX
77th (Adv Single-Engine), Foster Field TX
78th (Preflight), San Antonio Aviation Cadet Center TX
79th (Flexible Gunnery), Harlingen Field TX
80th (Nav & Glider), San Marcos Field TX

WESTERN, Santa Ana Army Air Base CA:

7 flying training wings:

35th (Basic), Minter Field CA
36th (Primary), Santa Ana Army AB CA
37th (Adv Single-Engine), Luke Field AZ
38th (Bomb & Spec 2/4-Engine), Kirtland Field NM
81st (Preflight), Santa Ana Army AB CA
82d (Flex Gunnery), Las Vegas Field NV
83d (Adv Twin-Engine), Douglas Field AZ

3 technical training commands:

EASTERN, Greensboro NC:

Boca Raton Field FL: technical school
Greensboro Center NC: basic training center
Gulfport Field MS: technical school, basic training center
Keesler Field MS: technical school, basic training center

Miami Beach FL: basic training center, officer candidate school

Seymour Johnson Field NC: technical school, basic training

Yale University, New Haven CT: technical school

CENTRAL, St Louis MO:

Chanute Field IL: technical school
Indianapolis IN: technical school
Jefferson Barracks MO: basic training center
Scott Field IL: technical school
Sioux Falls Field SD: technical school
Tomah WI: technical school
Truax Field WI: technical school

WESTERN, Denver CO:

Amarillo Field TX: technical school, basic training center

Buckley Field CO: technical school, basic training center

Fort Logan CO: technical school, miscellaneous training

Kearns Center UT: basic training center, miscellaneous training

Lincoln Field NE: basic training center, technical school

Lowry Field CO: technical school, miscellaneous training

Sheppard Field TX: technical school, basic training center

COMMAND LEADERSHIP

On 7 July 1943, Maj Gen Barton K. Yount stepped down from his position as Commanding General of AAF Flying Training Command into the position of Commanding General of the Army Air Forces Training Command. When the command was established there was no provision for a deputy commanding general. Upon activation of AAF Training Command, Brig Gen Walter F. Kraus became Chief of Staff. Two months later, on 13 September, General Yount was promoted to lieutenant general.

ORGANIZATION

Training Command

On 31 July 1943, the Army Air Forces continued with organizational actions related to the activation of Training Command. What had been Flying Training Command's major subordinate units--the Southeast Flying Training Center at Maxwell, the Gulf Coast Flying Training Center at Randolph, and the West Coast Flying Training Center at Santa Ana were redesignated as the Eastern, Central, and Western Flying Training Commands, respectively. The five districts that had belonged to Technical Training Command also transferred to the new AAF Training Command. However, on 31 August 1943, Training Command disbanded the Third District at Tulsa, Oklahoma, and the Fifth District in Miami Beach. The other three were renamed. First District at Greensboro became the Eastern Technical Training Command, Second District in St Louis was renamed the Central Technical Training Command, and Denver's Fourth District became the Western Technical Training Command.



Seated is Maj Gen Barton K. Yount, Commanding General, AAF Training Command. Standing, left to right, are the commanding generals of the six subordinate commands: Maj Gen Thomas J. Hanley, Jr., Eastern Flying Training Command; Maj Gen Jacob E. Fickel, Eastern Technical Training Command; Maj Gen Gerald C. Brant, Central Flying Training Command; Maj Gen John F. Curry, Western Technical Training Command; Maj Gen Ralph P. Cousins, Western Flying Training Command; and Maj Gen Frederick L. Martin, Central Technical Training Command.

SUBORDINATE UNITS

Flying Training Wings Activated

On 8 January 1943, the War Department constituted and activated 12 flying training wings and assigned them to the AAF Flying Training Command. Those included the 27th at Cochran Field, the 28th at Craig, the 29th at Moody, the 30th at Columbus, the 31st at Enid, the 32d at Perrin, the 33d at Blackland, the 34th at San Angelo, the 35th at Minter, the 36th at Santa Ana, the 37th at Luke, and the 38th at Roswell (which moved during 1943 to Kirtland). In July these units were reassigned to AAF Training Command. The War Department added 10 flying training wings to Training Command on 25 August. Those included the 74th at Turner (which moved during 1943 to Maxwell), the 75th at Buckingham, the 76th at Smyrna, the 77th at Foster, the 78th at San Antonio, the 79th at Harlingen, the 80th at San Marcos, the

81st at Santa Ana, the 82d at Las Vegas, and the 83d at Douglas. The wings assisted Training Command with the management of the hundreds of training installations operating throughout the United States.



Shown above are a group of aviation cadets at one of the colleges that provided training during World War II. Note the aviation cadet patch worn on the lower right sleeve and the Army Air Forces patch on the left shoulder.

TRAINING

FLYING TRAINING

Aviation Cadet College Training Program

Because of the rapid expansion of flying training and a continuing shortage of adequate facilities to process and house pilot trainees, Flying Training Command began the year with a huge backlog of men awaiting entry into preflight training. This, in turn, created morale problems. As a solution, in the spring of 1943 the Army Air Forces introduced a three- to five-month college training program for aviation cadets. Initially, these men went to college before undergoing aptitude testing. Unfortunately, after the college training, the Army Air Forces found many of the students were poorly equipped for flying. Rather than waste the government's money and the individual's time, the AAF decided to establish pre-college testing, beginning in the fall of 1943. Medical and psychological examining units conducted the tests at the basic training centers.

Instructors in Primary Schools

During the expansion of pilot training in the early years of World War II, the contract primary pilot schools had a big problem obtaining and retaining instructors. By July 1943, the AAF had solved this problem by encouraging most civilian instructors to join the Enlisted Reserve Corps. In this way, civilian instructors were protected from local draft boards and recruitment as pilots in the Army Air Forces, the Ferrying Command, and especially the US Navy. The result was a much higher level of experience among instructors than had prevailed previously.

Eliminations in Pilot Training

Including fatalities, almost 40 percent of students who entered primary pilot training from 1939 to the end of the war failed to earn their wings. The reasons for this high attrition rate were numerous, including low aptitude on the part of those who were eliminated. Though higher headquarters never established a fixed elimination rate, the operational demand for pilots primarily determined the

SERGEANT PILOTS

The story of enlisted pilots began long before the US Army admitted it even had any. In 1912 Capt Frank P. Lahm commanded a newly opened air school in the Philippines. Lahm had trouble finding enough officers to train, so Cpl Vernon L. Burge, his new chief, volunteered. Burge received his pilot's license in June 1912. It was the start of an on-again, off-again relationship between the Army and enlisted pilots.

Only a few hundred enlisted airmen earned pilot wings before the training stopped during the Great Depression of the 1930s. In June 1941 Congress passed a law authorizing an enlisted pilot training program. The law permitted 18- to 25-year old men who had graduated in the top half of their high school class to apply. By contrast, aviation cadets had to have completed two years of college and be at least 21 years old. A few months after the law was signed, the first class of "flying sergeants" reported to primary flying school. The sergeant pilots of Class 42-C finished their training and graduated on 7 March 1942, one-half from Kelly Field and the other from Ellington Field in Texas. All of Class 42-C went to P-38s. Subsequent classes were assigned to various types of aircraft in both combat and support units.

The training of sergeant pilots was short-lived, however, and ended in late 1942 because qualification requirements for both enlisted pilot and aviation cadet programs were made equal. Flying training graduates were now given their wings and the rank of flight officer or second lieutenant, depending on class standing.

By the time the sergeant pilots' program ended, nearly 3,000 enlisted pilots had earned their wings and flown for the Signal Corps, Air Corps, or Army Air Forces.

elimination rate. During 1943, when the demand for pilots was greatest, the elimination rate declined. During 1944, when a surplus of pilots was in sight, eliminations rose as standards increased. These adjustments provided a crude but realistic way to reconcile the conflicting needs of the Army Air Forces for both quality and numbers of pilots.

Trainer Aircraft

Flying training and many parts of technical training required the availability of adequate numbers and types of trainer aircraft. As the nation geared up for war, suitable trainers were not available for training since most aircraft went to the operational commands. Thus, almost all schools suffered from a shortage of trainers until after 1943. Those aircraft that were available were either marginally satisfactory or already worn out from combat service. Until the spring of 1945, the most appropriate aircraft remained in short supply at installations in AAF Training Command. Ultimately, the rugged Stearman PT-13 "Kaydet" and its re-engined cousin, the PT-17, proved to be the most suitable primary trainers. In basic pilot training, the low-wing monoplane of medium horsepower designated the Vultee BT-13 "Valiant" served for most of the war as the standard trainer. However, many pilots regarded it as too easy to fly, so it was replaced by the North American AT-6 "Texan," which was already being used extensively in advanced single-engine schools. Until late in the war, there was no suitable trainer for advanced twin-engine pilot instruction. Then the Army Air Forces modified the B-25 for that purpose. Before that, a number of aircraft had been used, of which the Curtiss AT-9 proved to be the most satisfactory.

Instrument Training

Instrument training was the most important part of basic pilot training, but until 1944 only 14 of the 70 flying hours in this phase dealt with instrument procedures. Moreover, training covered primarily only three instruments--the rate-of-turn, bank, and airspeed indicators--to the virtual exclusion of gyroscopic instruments. However, the Navy had developed a method of instrument flying called the full-panel system that proved much more satisfactory. It relied upon the directional gyroscope and the artificial horizon. In June 1943 AAF instructors who had observed this more accurate method introduced it in basic and advanced pilot schools. During the following year, there was a substantial improvement in basic graduate proficiency in instrument flying, partly as a result of this full-panel system. Also contributing to the improvement were better training of instructors, procurement of adequately-equipped



During 1943 the first class of twin-engine bomber instructors entered training at Randolph AFB, Texas. Shown here are a number of the instructor trainees walking between rows of AT-9 "Jeep" aircraft, one of the principal aircraft used in the advanced phase of pilot training.

aircraft, greater emphasis on using Link trainers, and (in 1944) adding five hours of flying time to instrument training in the basic curriculum.

Bombardier Training

As of 7 July, nine locations in Central and Western Flying Training Commands provided bombardier training. Earlier, when combat requirements had been greater, the course had lasted 12 weeks; however, a 16 June Training Command memorandum lengthened it to 18 weeks even though the peak in class size and number of graduates did not occur until September 1944, after tapering off from an initial high in June 1943.

Flexible Gunnery Training

At the time of the attack on Pearl Harbor, the Army Air Corps still did not have a specialized school for flexible gunnery. Three schools opened in December 1941, and the program had grown rapidly. The number of graduates had reached 59,789 by 7 July 1943, with another 57,176 men completing the course by the end of the year. Unfortunately, the quality of the training left much to be desired, as General Arnold wrote to General Yount on 29 June 1943. Part of the problem was a serious lack of proper aircraft and equipment to support the training. But even when more equipment and aircraft became available, there was still a need to devise a method of training that simulated firing upon fighter aircraft as they attacked a bomber. As 1943 ended, Training Command was still working on a satisfactory solution to this problem.

Centralized Instructor Schools

A major advance in flying training occurred during 1943 when the Army Air Forces established separate central instructor schools for pilot, bombardier, navigator, instrument flying, and fixed and flexible gunnery training. These schools arose because of the need to standardize and centralize instructional methods among the many different locations offering such training during a period of rapid expansion. A key ingredient in this process was the establishment of a Central Instructor School at Randolph Field in March 1943. A major weakness of this school, however, was its inability to secure and keep qualified people as staff instructors.

TECHNICAL TRAINING

Mobile Training Units

To supplement training provided at AAF technical training schools, contract mechanic schools, and factory schools, General Walter R. Weaver, Commanding General, AAF Technical Training Command, and Major General John F. Curry, Commanding General of Western Technical Training Command, developed a new concept in the summer of 1942 called mobile training for tactical maintenance personnel and aircrews. The mobile training units (MTU) that provided this instruction carried their training equipment to the receiving organization in trailers or transport aircraft, with each



A mobile training unit instructor points out the remote compass transmitter to instrument specialists on the A-26. This training took place on an English estate.



To help students identify aircraft as friend or foe, flying training schools taught aircraft recognition courses. Instructors used model airplanes and drawings to familiarize students with various types of aircraft.



In a photography class, an instructor uses a visual aid to demonstrate the principles of the tri-metrogon system of aerial charting.

MTU set up to provide instruction on only one type of aircraft. To avoid duplicating the instruction in schools, moreover, the MTUs focused their efforts on demonstrating how to correct specific malfunctions of aircraft parts and systems. They also served to keep men in the field current on the maintenance of new and modified equipment. By July 1943 only 17 mobile training units existed. Later in the year the number had grown to 34, so Training Command decided to centralize management of the program in Western Technical Training Command. By the end of the year, the number of MTUs had grown to 43, a figure that expanded to 163 by the end of the war.

Training Procedures and Problems

At the beginning of World War II, a shortage of teachers and equipment in technical schools dictated that teaching be disproportionately oriented toward lectures and theory. Consequently, graduates displayed serious deficiencies when they reported for duty. This led General Arnold to direct, in August 1942, that training be more practical. A resultant series of directives from General Weaver was only partially implemented, but a modified policy issued by Training Command in October 1943 discouraged lectures and limited the use of written tests in favor of discussion, hands-on training, and actual demonstration of skills. Efforts also began to reduce student-teacher ratios, although it was not until 1945 that declining enrollments produced satisfactory ratios in most programs.

GLIDER TRAINING

Beginning in the 1930s, the United States experimented with ways of landing troops behind enemy lines, such as dropping parachutists or using gliders. The Germans were the first to put the concept into practice during World War II. Before the end of the war, however, the United States was making the largest use of airborne troops. These comprised not only parachutists, but troops dropped in by gliders. In 1941 the Air Corps directed Flying Training Command to establish a glider training program. Contract schools opened soon after, but they were not around long. Most had closed by mid-1943. Only the AAF programs at South Plains and Sheppard, Texas, remained.

Technical Training Command also played a part in glider training when in 1943 it directed Sheppard to open a glider mechanic school. Students learned to perform maintenance and, in an emergency, to rebuild wrecked gliders. This was a relatively simple operation, considering that the primary glider, the CG-4A, consisted of little more than a shell, equipped with radio, wheels, and brakes.

By late 1944 Training Command had ended all glider instruction, both flying and technical. Rather than create a separate glider force, the Army Air Forces had decided it would be more profitable to train its troop carrier pilots to also operate gliders.



Training Command used the CG-4A "Waco" as its primary glider trainer.

1944

While war continued to rage in the Pacific and Europe, the training pipeline began to catch up with the demand for most categories of graduates. The high point of training in the standard sequence of flying training occurred, for example, at the end of February, with the peak production of graduate pilots occurring two months later. June brought the high point in the graduation of four-engine pilots, but the production of aircraft commanders for very heavy bombers continued to rise into 1945.



Pictured here are the types of uniforms worn by Training Command flying cadets.

ASSIGNED RESOURCES

(as of 31 December 1944)

PRIMARY INSTALLATIONS: 170

PERSONNEL ASSIGNED: 377,767 (52,335 officers; 224,591 enlisted; 100,841 civilians)

AIRCRAFT ASSIGNED: 21,052 (A-20, A-26/B-26, A-36, AT-6, AT-7, AT-9, AT-10, AT-11, AT-17, AT-18, B-17, B-18, B-24, B/TB-25, B-29, B-34, B-40, BT-9, BT-13, BT-14, BT-15, C-45, C-46, C-47, C-60, C-64, CG-4, F-2, F-6, F-7, F-9, F-10, L-2, L-3, L-4, L-5, O-47, OA-10, OA-14, P-38, P-39, P-40, P-47, P-61, P-63, PT-13, PT-18, PT-19, R-4, RA-24, RP-322, TB-32, UC-78)

MAJOR SUBORDINATE UNITS:



3 flying training commands:

EASTERN, Maxwell Field AL:

7 flying training wings:

27th (Basic), Cochran Field GA
28th (Adv Single-Engine), Craig Field AL
29th (Primary), Moody Field GA
30th (Adv Twin-Engine), Columbus Field MS
74th (Preflight), Maxwell Field AL

75th (Flexible Gunnery), Buckingham Field FL
76th (Specialized 4-Engine), Smyrna Field TN

CENTRAL, Randolph Field TX:

8 flying training wings:

31st (Primary), Enid Field OK
32d (Basic), Perrin Field TX
33d (Adv Twin-Engine), Blackland Field TX
34th (Bombardier and Specialized Twin- and Four-Engine), San Angelo Field TX
77th (Adv Single-Engine), Foster Field TX
78th (Preflight), San Antonio Aviation Cadet Center TX
79th (Flexible Gunnery),Harlingen Field TX
80th (Nav and Glider), San Marcos Field TX

WESTERN, Santa Ana Army Air Base CA:

7 flying training wings:

35th (Basic), Minter Field CA
36th (Primary), Santa Ana Army Air Base CA
37th (Adv Single-Engine), Luke Field AZ
38th (Bombardier and Specialized Twin- and 4-Engine), Kirtland Field NM
81st (Preflight), Santa Ana Army Air Base CA
82d (Flexible Gunnery), Las Vegas Field NV
83d (Adv Twin-Engine), Douglas Field AZ

2 technical training commands:

EASTERN, St Louis MO:

Boca Raton Field FL
Chanute Field IL
Gulfport Field MS
Scott Field IL
Seymour Johnson Field NC
Truax Field WI

WESTERN, Denver CO:

Amarillo Field TX
Buckley Field CO
Keesler Field MS
Lincoln Field NE
Lowry Field CO
Sheppard Field TX



Student Instructors seek poor weather conditions to practice instrument flying in their B-25s during Instrument Pilot Instructors School

COMMAND LEADERSHIP

General Yount remained the commander throughout this period. On 8 May Brig Gen William W. Welsh replaced General Kraus as Chief of Staff. Then on 16 September Brig Gen Kenneth P. McNaughton succeeded General Welsh in that position.

ORGANIZATION

Central Technical Training Command

Requirements in the combat theaters for graduates of technical training schools and even pilots proved to be smaller than initially expected, so the Army Air Forces reduced the size of these training programs in January 1944. The cut in technical training was particularly heavy, so AAF Training Command requested and received authority to discontinue the headquarters of Central Technical Training Command in St Louis, Missouri, effective 1 March 1944. Simultaneously, the headquarters of Eastern Technical Training Command moved from Greensboro, North Carolina, to St Louis. All stations previously in the central command, with the exception of Keesler Field, became part of the eastern command. Keesler went to the western command.

INSTALLATIONS

Reduction in Installations

As training activities contracted, the number of Training Command installations declined more rapidly than the number of graduates because it was usually the smaller installations that inactivated or were placed in stand-by status. Thus, the number of stations dropped from a high of 457 in July 1943 to 170 by the end of 1944. The largest portion of the decline resulted from the closing of college training detachments at the end of the 1943-1944 academic school year. However, many civilian aviation schools and other kinds of installations, such as factory schools, also closed. Many of their functions were then concentrated at other technical training installations such as Chanute, Keesler, Lowry, and Sheppard Fields.

Basic Training Centers Inactivated

The number of basic training centers also declined from the 13 in existence in the spring of 1943 to only four by 31 December 1944. The four remaining centers were Amarillo and Sheppard Fields in Texas, Buckley in Colorado, and Keesler in Mississippi.

SUBORDINATE UNITS

AAF Base Units Established

In April 1944 the flying and technical training installations disbanded all active support units, except AAF bands, and reorganized each base under an AAF base unit. At Keesler, for example, the 3704th AAF Base Unit took over all administration, training and operations, and supply and maintenance duties. In the process of this reorganization, the base discontinued 59 units.



Bombardiers practice dropping dummy bombs from an AT-11 "Kansan" during training.

HEADQUARTERS ORGANIZATION

Flexible Gunnery Deputy Appointed

Despite the fact that flexible gunnery training enjoyed the highest priority for the procurement of the equipment it needed, it continued to be the weakest program in the command. At the beginning of 1944, flexible gunnery still lacked proper equipment, especially turrets and sights that automatically compensated for the movement of the aircraft and the target, and it also lacked a definitely established training doctrine. To promote the latter and provide better direction, the command established a deputy commander for flexible gunnery within the headquarters on 10 July 1944.

TRAINING

FLYING TRAINING

Consolidation of Preflight Training

With the decline in the numbers of required pilot trainees as the war progressed, the Army Air Forces decided in October 1944 not to send more aircrew trainees to Santa Ana Army Air Base or Maxwell Field but to send them all to the AAF Preflight School at the San Antonio Aviation Cadet Center. The preflight school at Maxwell officially closed on 1 December 1944, but the school at Santa Ana remained open until January 1945, providing preflight training for Chinese students.



Instructors used this giant cockpit mock-up in B-29 transition training at Roswell Field, New Mexico.

Fighter Transition Training

In January 1944 Training Command began to plan for the separation of single-engine fighter transition training from advanced single-engine training. The main purpose of the latter was to teach people to fly fast airplanes instinctively and to shoot accurately from them. Previously, it had included fighter transition, but the new plan was for students to train on the AT-6 aircraft until graduation from the advanced phase, when they received their commissions. Only then would they receive a transition course on the P-39 or P-40 aircraft, including gunnery training. The AAF announced this separation on 1 May 1944 and implemented it in July 1944. This change permitted more intensive training than had been possible in the advanced course alone, generally improving gunnery training and giving students more time in tactical aircraft as a result. Meanwhile, other improvements in fixed gunnery training had converted it from almost a guessing game into something approaching an exact science.

Advanced Twin-Engine Training

The greatest improvement in advanced twin-engine training during this period was the gradual introduction into flying training of the kinds of aircraft actually being flown in combat, such as the TB-25 (a stripped training version of the B-25 also known as the AT-24) instead of such generally unsatisfactory advanced trainers as the AT-9. Many of the TB-25s were worn out from combat duty and required extensive maintenance. Yet mechanics at training installations had to be retrained to repair them, and once they got this training, it was hard to keep them at the schools when combat theaters needed their skills. Even so, it was regrettable that at the end of 1944 more than two-thirds of flying training still took place in advanced trainers because actual combat aircraft, which were not available, clearly provided superior training.

Formation and Egress Training

As the war continued, reports coming from the combat theaters continued to emphasize the importance of formation flying. Consequently, the Training Command sent a letter on 16 May 1944 to the flying training commands directing transition schools to use any extra flying time available in the curriculum for formation training. Also, as a result of combat reports, on 27 July 1944, the AAF Training Command added a practice segment to twin-engine training that taught pilots how to abandon a disabled aircraft during flight and following a crash landing.

Four-Engine Transition Training

As the strategic bombing offensive against the Axis forces in Europe mounted, so did the demand for pilots to fly the B-17s and B-24s that constituted the backbone of the campaign. Production of pilots had begun slowly in January 1942 but began to mount in March 1943, reaching an initial peak in November of that year and then its high-water mark in June 1944. At this point in time, available facilities were stretched to the breaking point before entering students began to decline during the fall months.

B-29 Transition Training

Until the fall of 1944, Second Air Force provided all B-29 transition training for the Army Air Forces. Then, on 12 September 1944, HQ AAF directed Training Command to establish B-29 schools for the transition of crews consisting of pilots, copilots, and flight engineers. By late September, plans called for five schools to provide transition training in very heavy bombers, including a school for the TB-32 at Fort Worth, Texas. Training of pilots and flight engineers as instructors got underway at Maxwell Field, Alabama, on 20 September 1944, when the school took over facilities previously used for B-24 training. Limited availability of B-29s restricted training, but by November regular training of crews had begun at Maxwell on B-29s stripped of their armament and gear. Further expansion of training

was limited by continued delays in the delivery of B-29s, so Second Air Force continued to provide the bulk of B-29 transition training.

Flexible Gunnery Training

Over the course of 1944, there were many improvements in flexible gunnery training, especially in the aircraft used in training. In July 1943 flexible gunnery schools had possessed few tactical aircraft with which to train, mainly 55 twin-engine B-34s. By December 1944 they had 440 four-engine aircraft (173 B-17s, 255 B-24s, and 12 B-40s). By the latter date, students on gunnery missions fired from these, while two-engine aircraft towed targets and single-engine tactical aircraft simulated attacks on the bombers. Unfortunately, towed targets hardly resembled attacking fighter aircraft, but one device that more closely simulated combat conditions was a camera gun that students "fired" at fighter aircraft flying in normal attack patterns toward the bombers. These cameras, which came into general use during 1944 and 1945, posed problems relating to developing the film and measuring the results for each student, but in conjunction with greater standardization of training and other improvements, they greatly reduced the shortcomings in flexible gunnery training by the end of the year.



The Miami Beach Officer Training Center was headquartered in a modern hotel building, but training took place in temporary classrooms.

Flight Engineer Training

In putting together the curriculum for training pilots and copilots on the B-29, Training Command could make use of its experience in transition training for heavy bombers. No such experience was available in the case of flight engineers, because the B-29 was the first AAF aircraft that required a flight engineer. This individual operated the engine control panel of the aircraft. Located behind the pilot, the panel contained all operating instruments but those the pilot used to control the altitude and direction of the B-29. At the direction of the pilot, the flight engineer used these instruments to adjust the throttles, fuel mixture, supercharger, and propeller pitch. He also computed the aircraft's cruising range, fuel consumption, engine performance, weight and balance, and airworthiness. Flight engineers underwent comprehensive training at Amarillo and Lowry Fields before assignment to B-29 transition training.



Flexible gunnery students at Harlingen Field, Texas, used a Waller Trainer to "fire" at approaching planes projected on a screen.

TECHNICAL TRAINING

Better Training Equipment Needed

The history of communications training down through 1944 showed a trend that was more or less common to all wartime training--whether flying or technical--that the quality of graduates from a given course was directly proportional to the amounts and kinds of training equipment available. Allocating equipment to combat units without also providing adequate quantities to training organizations produced a false economy; it forced combat units to conduct training while weakening that provided by training agencies. The obvious solution was to provide a share of new training equipment to all organizations in Training Command.

SAN ANTONIO MILITARY INSTALLATIONS IN WORLD WAR II

Military installations in San Antonio played a vital role in America's war effort. San Antonio was home to five major installations--the Army's Fort Sam Houston, and four air force bases: Randolph, Kelly, Brooks, and Lackland.

Fort Sam Houston was the first to be established--back in the early 1870s. Interestingly, military aviation began at Fort Sam Houston when Lt Benjamin Foulois arrived in February 1910 with a single plane, the Wright Flyer. His instructions prior to setting out for San Antonio were to "take plenty of spare parts and teach yourself to fly."



The Army adopted the BT-9 as its standard basic trainer in late 1935 and used it as such throughout World War II.

A few years later, in 1917, the Army's fledgling Air Service established Kelly Field to train pilots for World War I. Brooks Field opened the following year with a mission to train instructor pilots.

When training requirements overtaxed the capabilities of Kelly and Brooks a decade later, the expanding Air Corps opened a third base in the San Antonio area in 1930--Randolph Field. At Randolph the Air Corps trained aviation cadets to be officers and taught them how to fly.

The last of the air bases--Lackland--opened as the San Antonio Aviation Cadet Center in 1942, shortly after the start of World War II. Its mission was to process into the Army Air Corps young men who sought to become officers and aviators.

At that time, tens of thousands of young men were entering flying training all across the country. Typically, the cadets first reported to a preflight school like the San Antonio Aviation Cadet Center.

After preflight training, students were transferred to civilian-operated flight schools for primary training. At peak strength there were 56 such schools in operation. The most popular primary trainers were the Stearman PT-13 and PT-17 "Kaydet," the Fairchild PT-19 "Cornell," and the Ryan PT-20 "Recruit."

Upon completion of primary training, the cadets went to an Air Corps flying school such as Randolph for basic flying training. At Randolph they flew aircraft such as the Vultee BT-13 "Valiant" and were evaluated to determine who should go into single-engine advanced training and who should proceed to twin-engine training.

Both Kelly and Brooks ran advanced flying schools. Those students selected for single-engine training flew the AT-6 "Texan," and those who went into twin-engine training flew the Curtiss AT-9 "Jeep," the all-wood Beechcraft AT-10 "Wichita," or the Cessna AT-17 "Bobcat."

In 1943, as more and more flying schools opened across the country, San Antonio's historic bases underwent changes in their missions. Kelly dropped its advanced flying training mission and converted to an



Typical of the trainers used during World War II were the PT-19 (left) and the AT-9 (below).

air logistics base, a role it retained until it realigned under Lackland AFB in 2001. Brooks also closed its advanced flying training school and began B-25 crew training, a mission it kept until the end of the war.

For its part, Randolph picked up the advanced flying training mission, closed the basic flying school, and opened the Central Instructor School to train instructor pilots, a mission Randolph still performs. And, for the last few months of the war, Randolph also conducted B-29 crew transition training.

All the while, Fort Sam Houston had also played a major role in preparing US Army ground forces for their wartime roles. During the course of the war, Fort Sam, mobilized and trained three infantry divisions and five field army headquarters. The Army also had several medical department schools at Fort Sam, as well as the provost marshal and adjutant general schools. In addition, Fort Sam Houston served as a recruit reception center and organized and trained approximately half a million soldiers and outprocessed a comparable number at the end of the war.

Meanwhile, by war's end, the Army Air Forces had trained over 193,000 pilots for the fight against the Axis powers, and San Antonio's four air bases had played a major role in getting that massive training effort off the ground.

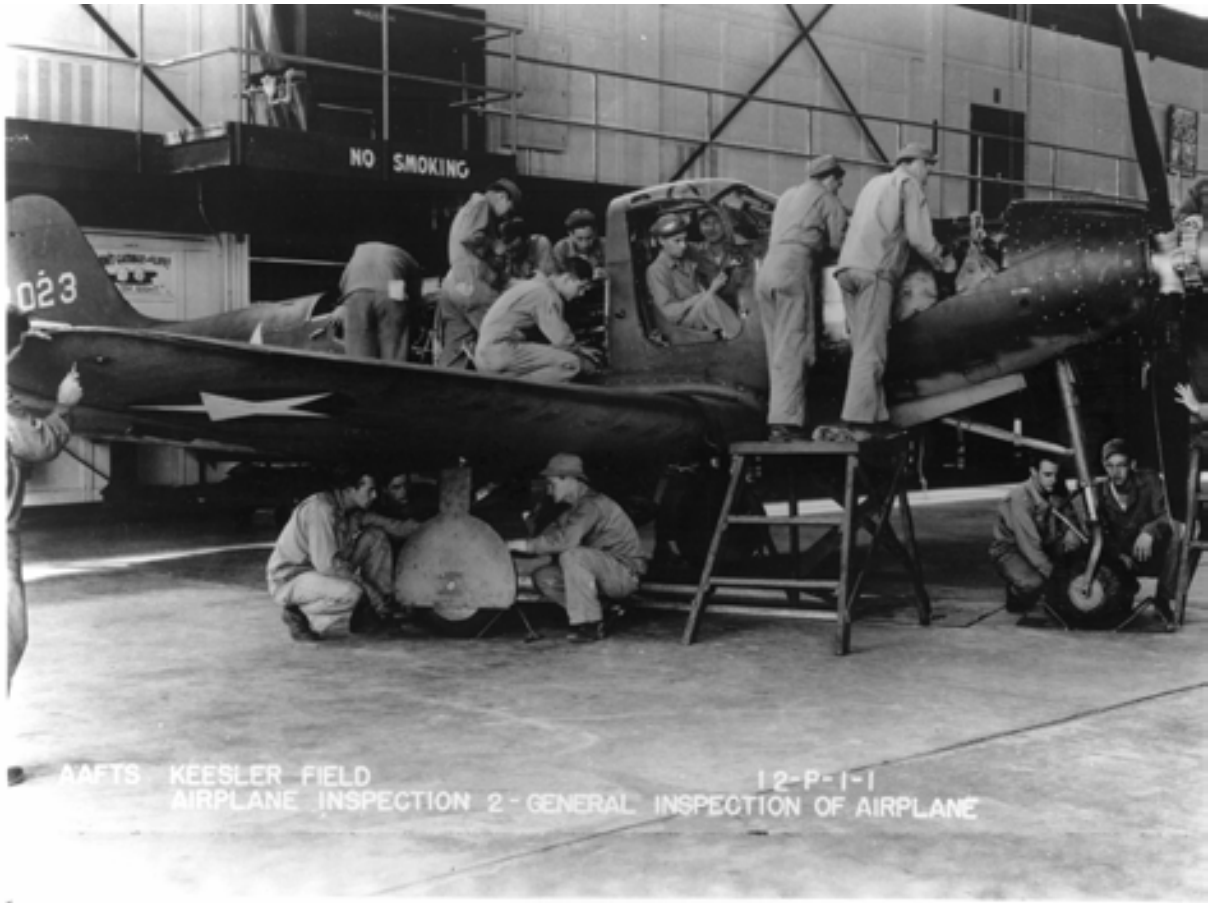


Armament Maintenance

Among other specialists trained in technical training schools were experts in armament maintenance. Combat aircraft were complex, including lots of lethal equipment, such as machine guns, cannons, bombs, and related gun turrets and bombsights. Such equipment exceeded the capabilities of general airplane mechanics and required the technical expertise of specialized armament maintainers, some 160,000 of whom received training during the war.

Aircraft Maintenance

Of the constellation of technical training courses offered to officers and enlisted men in 116 different schools (32 of them factory schools) at the end of 1944, many involved advanced training in aircraft maintenance. One of the most important of these was a power plant course designed to produce engine specialists. This covered maintenance of standard aircraft engines and their accessories, including superchargers, generators, starters, and carburetors.



The airplane and engine mechanic school at Keesler Field, Mississippi, provided soldiers practical instruction on general inspection of aircraft.

1945

As World War II approached its conclusion (effectively on 14 August but formally not until 2 September), training activities and the strength of Training Command declined. The end of the war in Europe in May caused the focus of training to shift from the needs of the European Theater to those of the Pacific, particularly courses associated with very heavy bombardment. Then, with the cessation of hostilities in the Pacific, most training ceased for those students not planning to remain in the post-war air forces. Before that time, however, the trend in training had gone increasingly toward specialized training on particular types of aircraft. Then during the last four months of 1945, rapid retrenchment in training occurred, and emphasis shifted to separating people from the Army Air Forces and reorganizing Training Command for its still undetermined peacetime goals.

ASSIGNED RESOURCES

(as of 31 December 1945)

PRIMARY INSTALLATIONS: 34

Alabama--Tuskegee; Arizona--Ajo, Datelan, Gila Bend, Luke, Williams; California--Mather, Minter; Colorado--Buckley, Lowry; Florida--Apalachicola, Boca Raton, Tyndall; Georgia--Moody, Turner; Illinois--Chanute, Scott; Louisiana--Barksdale, Selman; Mississippi--Columbus, Keesler; Nevada--Las Vegas; Oklahoma--Enid; Texas--Amarillo, Bryan, Ellington, Fort Brown, Gainesville, Goodfellow, Harlingen, Midland, Perrin, Randolph, Sheppard

PERSONNEL ASSIGNED: 136,134 (26,240 officers; 75,263 enlisted; 34,631 civilians)

AIRCRAFT ASSIGNED: 6,169 (A-26, AT-6, AT-7, AT-11, B-17, B-24, B-25, B-26, B-29, C-45, C-46, C-47, C-60, C-64, CG-4, F-7, F-9, L-4, L-5, OA-10, P-38, P-47, P-61, P/RP-63, PT-13, PT-19, R-4, R-5/H-5, R-6/H-6, TB-32)

MAJOR SUBORDINATE UNITS: With the end of the war in Europe, the War Department closed hundreds of bases. In Training Command the base closures and mission reorganizations happened so fast that there wasn't always time to issue inactivation orders. As a result, it was difficult to tell exactly when all units or bases closed or transferred to other commands. Among the wings listed below, some had closed by the end of 1945 and others existed on paper only.



2 training commands:

FLYING, Randolph Field TX:

12 flying training wings:

27th (Basic), Cochran Field GA
30th (Adv Twin-Engine), Columbus Field MS
32d (Basic), Perrin Field TX
33d (Adv Twin-Engine), Blackland Field TX
34th (Bombardier and Specialized Twin- and 4-Engine), San Angelo Field TX
37th (Adv Single-Engine), Luke Field AZ
38th (Bombardier and Specialized Twin- and 4-Engine), Williams Field AZ



Cadets march through the main gate at the San Antonio Aviation Cadet Center. In the early 1940s, San Antonio was one of the three locations where Training Command processed and classified aircrew candidates for training.

75th (Flexible Gunnery), Buckingham Field FL
76th (Specialized 4-Engine), Smyrna Field TN
77th (Adv Single-Engine), Foster Field TX
80th (Navigation and Glider), San Marcos Field TX
82d (Flexible Gunnery), Las Vegas Field NV

TECHNICAL, Scott Field IL:

Buckley Field CO
Lowry Field CO
Boca Raton Field FL
Chanute Field IL
Keesler Field MS
Amarillo Field TX

COMMAND LEADERSHIP

On 27 September 1945, Maj Gen James P. Hodges succeeded General Yount as commander. On 12 May Maj Gen Walter F. Kraus returned to serve for a second time as Chief of Staff, replacing General McNaughton. He was replaced by Brig Gen James F. Powell on 7 December 1945.



Maj Gen James P. Hodges

ORGANIZATION

Technical Training Command Established

In mid-October 1945, Training Command delegated all stations and activities of the Western Technical Training Command to the jurisdiction of the Eastern Technical Training Command, which it redesignated as Technical Training Command. Its headquarters remained at Scott Field, Illinois, where the eastern command had been headquartered. The revised single technical training command retained seven stations: Scott and Chanute Fields in Illinois; Keesler Field, Mississippi; Boca Raton Field, Florida; Lowry and Buckley Fields in Colorado; and Amarillo Field, Texas.

Flying Commands Consolidated

Also in mid-October, Training Command reassigned all people and equipment in Western Flying Training Command to the jurisdiction of its central counterpart, which on 1 November 1945, became known as Western Flying Training Command. Then on 15 December the enlarged western command absorbed Eastern Flying Training Command. The single entity became Flying Training Command on 1 January 1946, with its headquarters at Randolph Field, Texas.

INSTALLATIONS

Reduction in Installations

As the overall training mission declined with the winding down of the war, first in Europe and then in the Pacific and other theaters, the number of bases under Training Command jurisdiction also declined--from 170 at the end of 1944 to about 140 in May 1945, 113 in September, and 34 at the end of 1945.

Lincoln Field

On 15 March Lincoln Field, Nebraska, transferred from Second Air Force to AAF Training Command and became a combat crew processing and distribution center. Then as a part of demobilization, on 15 December Training Command placed Lincoln Field on inactive status.

Waco Field, Texas

From its establishment on 16 September 1941, Waco had served as a pilot training base; however, that mission came to an end on 15 December 1945, when the command inactivated the base.

San Marcos Field, Texas

By the end of the year, San Marcos ended navigator training and became an inactive field.

Lubbock Field, Texas

Pilot training was the primary mission at Lubbock, from its establishment on 26 June 1941 to its inactivation on 31 December 1945.

Transfer of Aviation Cadet Center

In June 1945 the San Antonio Aviation Cadet Center transferred to the Personnel Distribution Command. In preparation for that event, also in June, the Officer Candidate School transferred from the aviation cadet center to Maxwell Field, Alabama.

Pilot Training Bases

Many pilot training installations discontinued training during the year. The last contract primary pilot schools ended their operations in October. By that time, only Goodfellow Field, Texas, and Tuskegee Field, Alabama, continued to offer primary pilot training. The last class of black pilots graduated from primary training at Tuskegee on 20 November. Goodfellow's last primary class transferred to Randolph Field to finish training. Randolph began primary training on 26 December. By the end of 1945, only Perrin Field, Texas, and Tuskegee Field continued to provide basic pilot training. The remaining active advanced single-engine schools were at Luke Field, Arizona; Stewart Field, New York; and Tuskegee. Advanced twin-engine training continued only at Enid Field, Oklahoma; Turner Field, Georgia; and Tuskegee.

SUBORDINATE UNITS

Wing Inactivations

During the year, AAF Training Command inactivated the 28th, 29th, 31st, 35th, 36th, 74th, 78th, 79th, 81st, and 83d Flying Training Wings.

Demobilization Unit

By the end of the year, the primary functions of AAF Training Command had become the rapid separation of eligible personnel from the Army Air Forces and the recruiting of Regular Army enlistees to operate the post-war air forces. Consequently, in early September Training Command headquarters set up a demobilization unit in its Personnel (A-1) Division, and on 22 October it established a Recruiting Section. Its goal was to create an entirely voluntary force, preferably one consisting of experienced, three-year reenlistees.

THE TUSKEGEE AIRMEN

On 7 March 1942, the first African-Americans to become military pilots received their wings at Tuskegee Field, Alabama. For many this event marked 25 years of determined effort to include blacks in military aviation. As early as 1917, Walter White, Director of the National Association for the Advancement of Colored People (NAACP), had called for the inclusion of blacks in the Air Corps only to be told that "no colored squadrons were being formed at the present time." Finally, on 21 March 1941, the Air Corps activated the 99th Pursuit Squadron, which became the first squadron of what became the renowned Tuskegee Airmen.



At Tuskegee Field these four aircraft were the preferred trainers during the war: top to bottom, the PT-17, primary; the BT-13, basic; the AT-6, advanced; and the P-40, transition.

Tuskegee Field was established on 23 July 1941, and training began on 1 November. Also in July, the War Department announced that the 99th Pursuit Squadron was to consist of 33 pilots, 27 planes, and 400 enlisted men. Moreover, over 270 enlisted men were already training at Chanute Field, Illinois, to serve as airplane mechanics, supply clerks, armorers, and weather forecasters at Tuskegee. Additionally, the War Department announced plans to train about 100 pilots each year at Tuskegee, a clear indication that more black squadrons were in the offing. During the war, Tuskegee trained 650 single-engine, 217 twin-engine, and 60 auxiliary pilots, plus 5 from Haiti.

After the first class of five pilots graduated, it took until July 1942 for enough black airmen to complete flight training for the squadron to reach full strength. Even then, the Army was not ready to send black pilots overseas. Under the command of Capt Benjamin O. Davis, Jr., the 99th remained at Tuskegee and received additional training to prepare for combat. In April 1943 the unit deployed to French Morocco in North Africa.

After acclimating to their new environs, pilots from the 99th got their first taste of combat on 2 June 1943, during a strafing mission against the island of Pantelleria. A month later, Lt Charles Hall scored the squadron's first air-to-air victory when he shot down a German FW-190. In September 1943, the 99th conducted bomber escort, dive bombing, and strafing missions against targets on the Italian mainland. Squadron pilots were criticized for their failure to score another aerial victory for the remainder of the year. Limited contact with the enemy was partly to blame. The 99th also lacked flight leaders with combat experience, in contrast to white units, until the pilots had flown more combat missions.



Cadets at Tuskegee flew light planes while completing the Indoctrination Flight Course.

Meanwhile, Davis, now a colonel, had become Commander of the 332d Fighter Group. The unit activated at Tuskegee in mid-1942 and transferred to Michigan in 1943, where it conducted advanced training at Selfridge and Oscoda, before deploying overseas to Italy in February 1944. The group com-



Aviation cadets conduct a physics class laboratory experiment at Tuskegee Institute.

prised three fighter squadrons: the 100th, 301st, and 302d, all of which had also begun at Tuskegee before completing their training in Michigan. The 99th was also assigned to the 332d Group in May 1944.

As soon as these units arrived in Italy they began flying combat missions, using P-39s. The 332d switched to P-47s in the spring and to the more capable P-51s in June 1944. With the P-51s, the group flew long range bomber escort missions against such targets as oil refineries, factories, airfields, and marshalling yards.

As the war progressed the 332d's squadrons established an enviable combat record. On 11 July 1944, P-51s from the 332d Fighter Group shot down 18 enemy fighters while flying escort for a large bomber formation. On 24 March 1945, while escorting B-17s during a raid on a tank factory in Berlin, the 332d's pilots downed three German jet fighters. For their actions, the 332d and three of its squadrons--the 99th, 100th and 301st--earned Distinguished Unit Citations.

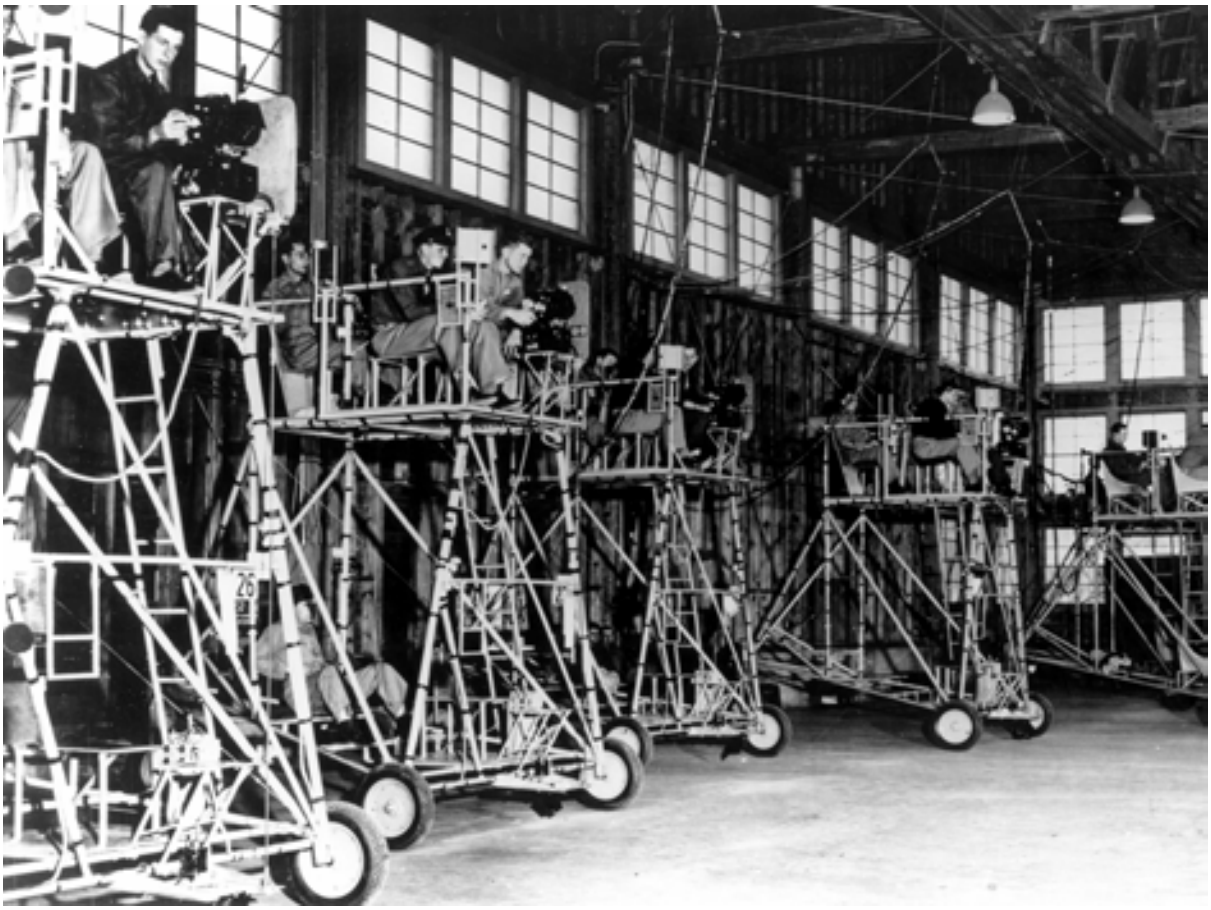


Barracks inspection at Tuskegee.



Pictured above is a formation of PT-17 "Kaydets" used as primary trainers throughout World War II. Below is the BT-13 "Valiant" which served as a basic trainer during the war years.





The A-2 bomb trainer was a steel scaffold about 12 feet high. Mounted on wheels, it could be electrically propelled across the hangar floor. The top of the structure represented the bombardier's compartment and was large enough to accommodate an instructor, a student bombardier, and another student who acted as bomb approach pilot. In the lower portion of the scaffold sat another student who operated a moveable "bug" (an electronic motor on wheels), at which the bombardier aimed his sight. The "bomb" released was a small plunger that struck a paper target on the "bug," thereby registering the student's accuracy.

TRAINING

FLYING TRAINING

Relocation of Central Instructors School

In order to make room at Randolph Field for B-29 training, the Central Instructors School, redesignated the Army Air Forces Instructors School (Central), moved from Randolph and Brooks Fields to Waco Field, Texas, between 23 February and 5 April. With the cessation of very heavy bomber training in August, however, the AAF apparently began to have second thoughts about the location of all pilot instructor training at Waco. In any event, it returned to Randolph in November 1945.

New Instrument Pilot Instructors School

Late in 1944 a vast expansion in instrument pilot training resulted in an increased need for instructors in that area. The existing instructors school at Bryan, Texas, was not able to take on the additional load, so on 4 February, Lubbock Field, formally became the site of a second AAF Instructors School (Instrument Pilot), although the first class of instructors had already begun training on 10 January. This was made possible by the simultaneous termination of the advanced two-engine program at Lubbock. In late November, the two schools transferred to Barksdale Field, Louisiana.

Qualification Screening Study

During the first half of 1945, Training Command completed a study of about 1,500 individuals sent into pilot training before being screened for aptitude. The group turned out to include a much higher proportion of men with low aptitude than had previously entered pilot training. Further, the percentage of eliminations was much higher than had been the case with groups screened by the qualifying examination and classification tests. This study

showed clearly the value and validity of the screening procedures developed by the Army Air Forces.

Navigator Training

By May 1945, navigator training for cadets existed only at three schools--Hondo and San Marcos Fields in Texas and Selman Field, Louisiana. Shortly after the conclusion of hostilities with Japan, the Army Air Forces decided to concentrate all navigation training at Ellington Field, Texas, which previously had trained instructors and graduate navigators. This consolidation occurred basically in September, although the navigation school at San Marcos remained open until the end of November and



Students practice navigation skills in an AT-11.

Selman Field remained in operation until early 1946 for the purpose of providing continuation training. The base at Hondo closed in December. In early 1946, with the announcement that Ellington would close in April, the command assigned all navigator training to Mather Field in California.

Preflight Training Ended

By April the preflight training program had met all quotas for pilot, navigator, and bombardier schools and had created a backlog of graduates that was more than adequate to satisfy all anticipated requirements. Consequently, at the end of the month Training Command suspended preflight training for returnees from overseas and restricted the preflight training school to B-29 flight engineers and a few other special priority needs.

Combat Returnees

During this period, a great many of the students and instructors in Training Command were returnees from combat theaters. Whether because of morale problems, lack of preparation, or emotional disorders resulting from combat, the veterans were frequently problem students and poor instructors. In primary pilot training, for example, returnees tended to resent treatment and training as cadets, and they also were inclined to exhibit tenseness and nervousness while taking off in an aircraft, listening to an engine cut out, or watching a spin. However a few returnees made excellent instructors, although some regarded instructing student pilots as more dangerous than some combat assignments.

B-29 Training

By contrast with most other areas of training where the supply of graduates had exceeded the demand, very heavy bombardment units still required increasing numbers of crew members for the assault on the home islands of Japan. Consequently, the early part of the year was a period of rapid expansion for the B-29 program. Initially, Maxwell Field, Alabama, trained most of the crews, with instruction beginning at Roswell Field, New Mexico, in January and Randolph Field in June.

Flexible Gunnery Training

During the early part of 1945, seven schools provided flexible gunnery training. To make training more realistic, these schools used "frangible" bullets to fire at specially built Bell RP-63 aircraft that simulated conventional fighter attacks against bombers. The



At Buckingham Field in Florida, a Juda target car is readied for flexible gunnery practice.

bullets were made in such a way that they splattered into powder when they struck the aircraft. The RP-63s were equipped with radiosonic equipment to cause a wing lamp to flash, showing gunners when they had scored. Unfortunately, the number of hits registered by the recording devices was usually disappointingly small--whether because of misses or a failure of the recording mechanisms was unclear. Flexible gunnery training ended shortly after the surrender of Japan.



From 1944 to 1946, Keesler operated the only emergency rescue school in the Army Air Forces. The OA-10, above, and the B-17, right, were the major aircraft used for air-sea rescue training.

B-17 Airborne Lifeboat Training

Keesler's emergency rescue school began providing airborne lifeboat training for air-sea rescues on 29 January. During the course, B-17 crews learned how to search for and then drop lifeboats to downed aircrews in areas where no amphibious rescue craft were available, where high seas precluded water landings, or where downed personnel were too close to enemy forces for other means of rescue to be practical.

B-29 Flexible Gunnery Training

Throughout 1944, B-29 gunners received practically the same training as those for other aircraft, but at the end of the year a few of them began to receive training in B-24s modified by the addition of central fire control turrets to make them more like B-29s. Then, as the year progressed, Buckingham Field, Florida; Las Vegas Field, Nevada; and Harlingen Field, Texas, all began offering B-29 gunnery instruction until the end of the war. Among the training devices used in this instruction was the manipulation trainer--12 towers arranged to resemble a formation of planes. The towers ranged in height from 10 to 40 feet, each equipped with 2 nose, 2 tail, 2 ring sighting, and 4 blister positions. As students in these positions faced simulated attacks from PT-13 and PT-17 aircraft, they "fired" camera guns at the attacking fighters.



TECHNICAL TRAINING

Aircraft Mechanics Training

Among the more important of the many technical training courses offered in 1945 was the primary or basic training provided to potential airplane and engine mechanics. The program consisted of a 76-day course at Keesler or Amarillo Fields. Graduates then took a 36-day course on a particular airplane before being granted the military specialty for mechanics (specification serial number 747). Amarillo offered specific training on the B-17 and B-29; Keesler provided instruction on the B-24, B-25, B-26, B-32, C-46, and C-47 (terminated early in 1945); and Chanute specialized in the P-47. Amarillo ended its primary course on 10 May and, instead, offered only a primary course on the B-29.

Factory Training of Mechanics Ends

During the last part of 1944, there had appeared a trend toward replacement of factory schools with courses in technical training centers. However, many



The bombsight was the key to successful missions. Here, Lowry students inspect and adjust Sperry bombsights.

factory schools continued to exist even after the end of the war. The last one--operated by Douglas Aircraft Company in Santa Monica, California--closed its doors on 15 December 1945.

Mobile Training Units

From July 1943 through June 1944, mobile training units provided instruction for 144,063 men. That number climbed to 321,004 in FY 45, a clear indication that mobile training had not slacked off by the end of the war. However, it shrank quickly after that. Meanwhile, to alleviate personnel problems that had resulted from assigning all mobile training unit personnel to Headquarters, Western Technical Training Command, on 1 March 1945, the Army Air Forces set up the 3718th AAF Base Unit to oversee 140 MTUs (increased to 163 by the end of the war.)

MILITARY TRAINING

Basic Military Training

By January 1945 basic military training had become a comparatively minor part of Training Command's activities. Only three centers remained active--Amarillo, Sheppard, and Keesler. Buckley Field stopped basic training in December 1944, but it was early 1945 before all trainees had assignments. Only about 19,000 soldiers were in basic training in January, as compared to the peak figure of 135,796 in February 1943. The figure climbed to 42,413 on 3 August 1945 and remained at 37,453 in December.

1946

Not surprisingly, demobilization caused a considerable amount of confusion in the command's various training programs. Because of the discharge of a large number of qualified people from the Army Air Forces and subsequent budgetary reductions, the command suffered from a shortage of skilled personnel to provide instruction and maintenance. The number of students flowing into the schoolhouse was in a constant state of flux. Further complicating the picture was the fact that the majority of trainees were not suited to AAF training. In spite of these difficulties, Training Command was still able to lay a foundation for peacetime training.

ASSIGNED RESOURCES

(as of 31 December 1946)

PRIMARY INSTALLATIONS: 14

Arizona--Williams; California--Mather; Colorado--Lowry; Florida-- Boca Raton; Illinois--Chanute and Scott; Louisiana--Barksdale; Mississippi--Keesler; Oklahoma--Enid; Texas--Goodfellow, Lackland, Randolph, and San Marcos; Washington--Geiger

PERSONNEL ASSIGNED: 52,707 (5,780 officers; 34,717 enlisted; 12,210 civilians)

AIRCRAFT ASSIGNED: 2,099 (A-26, AT-6, AT-7, AT-11, B-17, B-24, B-25, B-26, B-29, C-45, C-46, C-54, F-51, F-80, L-4, L-5, OA-10, P-47, P-51, P-80, PT-13)



During the 1940s, Training Command used Beechcraft's AT-11 "Kansan" as a bomber and gunnery trainer.

MAJOR SUBORDINATE UNITS:

3 divisions:

FLYING, Randolph Field TX:

Barksdale Field LA
Enid Field OK
Goodfellow Field TX
Mather Field CA
San Marcos Field TX
Williams Field AZ

TECHNICAL, Scott Field IL:

Boca Raton Field FL
Chanute Field IL
Geiger Field WA
Keesler Field MS
Lowry Field CO

INDOCTRINATION, Lackland Field TX



In February 1947 Training Command moved its headquarters from downtown Fort Worth, Texas, to Barksdale Field in northwestern Louisiana. In the foreground of the above photo, is the new headquarters building.

COMMAND LEADERSHIP



Lt Gen John K. Cannon

On 13 April 1946, Lt Gen John K. Cannon succeeded General Hodges as Commanding General, AAF Training Command. A new chief of staff, Col (later Brig Gen) Isaiah Davis, took office on 7 March. He was replaced on 15 April by Brig Gen Alvin C. Kincaid.

ORGANIZATION

Training Command Headquarters Moved

At the end of the war, the trend throughout the Army Air Forces was to consolidate activities on facilities that would be a part of the post-war air force. Unfortunately for AAF Training Command, its headquarters was located in Fort Worth, Texas, in the Texas and Pacific Railway Building. Although the headquarters requested that AAF leave Training Command at Fort Worth, that request was denied. In November 1945 Headquarters, AAF directed Training Command to move its headquarters to Barksdale Field, Louisiana between 19 and 28 February. Because the round-trip distance between Fort Worth and Barksdale was in excess of 150 miles, regulation forbade the use of government vehicles in the move. Instead, the headquarters had to use commercial van services at a cost of almost $23,000. In addition, the headquarters lost the services of 140 civilians, who chose to resign rather than make the move. However, 310 officers, 411 enlisted personnel, and 239 civilians did go to Barksdale.

Training Command Redesignated

On 1 July 1946, AAF Training Command became Air Training Command. At about the same time, Army Air Forces began interpreting the word "command" to mean a major air command. For that reason, on 1 November the Flying Training and Technical Training Commands became the Flying and Technical Training Divisions of Air Training Command. In addition, the Military Training Center in San Antonio (which had earlier been a part of Technical Training Command) became the Indoctrination Division. All three were co-equal in status.

INSTALLATIONS

Perrin Field, Texas

Activated on 20 September 1941, Perrin served as a flying training base until its inactivation on 31 October 1946.

Las Vegas Field, Nevada

Air Training Command inactivated the base on 31 December 1946. From its activation on 20 December 1941, Las Vegas AAF had conducted flying training.

Tyndall Field, Florida

Established on 16 June 1941, Tyndall Field served Training Command as a flexible gunnery and flying training base during World War II. The field transferred to Continental Air Command on 28 February 1946, to Tactical Air Command on 21 March, and finally to Air University on 15 May.



A student atop the A-2 bombing trainer receives instruction on the use of the M-series bombsight.

Overseas Replacement Depots

On 30 April the Overseas Replacement Depots at Kearns, Utah, and Greensboro, North Carolina, transferred from Strategic Air Command to Training Command. Their function of processing and shipping people did not fit neatly into any part of the command's mission. So, on 31 July Headquarters AAF transferred the Kearns depot to Air Defense Command, and it reassigned Greensboro to the same command on 15 August.

NAMED ACTIVITIES

Central Instructors School Transferred

On 13 March 1946, Training Command transferred the AAF Pilot Instructors School, previously called the Central Instructors School, from Randolph to Barksdale.

New Mission for Instructor Pilot School

In March the Instructor's School (Instrument Pilot) changed from a school for instructors who taught use of instruments to a school that trained all pilots in the command in the use of instrument procedures. As a result, on 15 March Training Command renamed the school. It became the AAF Pilot School (Instrument).

Air Reserve Officer Training Corps

Army Air Forces activated the Air Reserve Officer Training Corps (the forerunner of today's Air Force Reserve Officer Training Corps) in 1946 and placed it under the supervision of Air Training Command. Then in November, control passed to Air Defense Command.

SUBORDINATE UNITS

Inactivation of Flying Training Wings

On 16 June 1946, Headquarters AAF inactivated the 27th, 34th, 37th, 38th, 75th, 76th, 77th, 80th, and 82d Flying Training Wings. Three more wings--the 30th, 32d, and 33d--were inactivated on 13 October. Thereafter, the primary unit at each ATC installation was an AAF base unit.

TRAINING

FLYING TRAINING

Shortages of Trained Personnel

Although command strength did not begin to decline rapidly until the second half of the year (when it dropped precipitously), discharges and reductions in force produced an intense shortage of qualified and experienced personnel. The situation was so critical in January 1946 that Training Command approved a seven-and-one-half-week moratorium on flying training. Simultaneously, the command placed all but seven of the stations in Flying Training Command in a status of reduced activity so that the few available,

qualified personnel could provide training and maintenance where needed. The same kinds of problems also existed in technical training.

Pilot Production Expanded

Headquarters AAF announced in June that pilot production would be set at 1,400 per year. However, that proved impractical because of shortages of supplies, spare parts, and maintenance personnel, and lack of flyable aircraft. By autumn, that production plan had been revised downward to 825. Even that goal was unattainable. For the year, only 371 pilots graduated.

Peacetime Pilot Training Program

The standard pilot training program was set at 52 weeks, consisting of three phases: primary, basic, and advanced. Preflight training had been restricted to B-29 flight engineers and a few other special priority needs at the end of April 1946, and then ATC totally discontinued it as a separate phase in 1946. All preflight instruction was integrated into the new three-phase program.

Under the new course of instruction, all students received common training in the primary and basic phases, and 35 percent of the basic graduates were then assigned to advanced single-engine school, 27 percent to advanced two-engine school, and 38 percent to the newly established four-engine school. Transition in conventionally powered fighter aircraft—the P-47 and P-51—was integrated into the advanced single-engine phase of standard pilot training, and those transition schools were discontinued. The P-80 jet fighter pilot transition and fighter gunnery schools at Williams Field remained; however, the gunnery school existed only to fulfill research obligations.

Observer Bombardment Training

At the end of World War II, the Army Air Forces did away with individual navigator, bombardier, and radar operator training and conducted a course to train personnel in all three skills. Originally, planners wanted to put this training at Las Vegas Field, but because of problems with sharing the airfield with local interests, Training Command decided to put the new instructional program at Mather. The first class began training in June 1946. Both the C-47 and B-25 multi-engine aircraft were used in this course; for a short period, students also used a few B-29s, but they were too costly.



In May 1946 San Marcos Field, Texas, shown above, came back on active status to operate the AAF helicopter and liaison schools, which transferred from Sheppard Field, Texas, late in the month. At the same time, the schools moved from Technical Training Command control to Flying Training Command.



Rows of Link trainers fill this Chanute Field, Illinois, classroom. These trainers were used to teach both Link trainer operators and maintenance technicians.

TECHNICAL TRAINING

Weather Training

In 1946 the War Department transferred responsibility for installation and maintenance of weather equipment from the Signal Corps to the AAF, which, in turn, assigned that training responsibility to Training Command. However, a shortage of instructors and training equipment prevented the command from adding new courses until 1948.

Technical Training Quotas

An unstable student flow created high and low workloads and precluded the possibility of obtaining maximum use of available instructor personnel. Thus, in August 1946, the AAF established a system of mandatory quotas, where major commands were directed to meet, but not exceed, authorized allotments set by Training Command requirements. This compulsory quota system continued until late June 1947, when the determination of training needs returned to the major commands.

Polar Mobile Training Units

The fact that air routes across the polar regions were the shortest distance between many parts of Asia, Europe, and the United States served as the mainspring of the AAF's postwar plans. Air Training Command gave Technical Training Command the responsibility of assembling and training two specialized arctic training teams by 1 September 1946. Their mission was to indoctrinate AAF units and individuals destined for polar assignments in personal survival and in the care and use of equipment in cold weather climates.



Shown above is a large mock-up of the M-series bombsight where instructors presented detailed instruction on its operation.



The Control Tower Operator Course at Chanute Field, Illinois, used a model airport and a full-scale mock-up control tower shown above.

MILITARY TRAINING

Basic Military Training

Throughout the year, basic training consisted of six weeks instruction for all recruits. Those not selected for technical training received an additional two weeks of continuation training. After 1 July 1946, all basic training was conducted in San Antonio, at what later became known as Lackland.

MISCELLANEOUS

Separations

Separation criteria were progressively lowered for both officer and enlisted personnel during 1946. Training Command losses from separations were not made up by gains from recruits and returnees. Shortages were particularly acute in maintenance, mess, clerical, and medical personnel. By mid-year, the command had an estimated personnel shortage of over 17,000--10,000 in maintenance.



Enlisted personnel learn how to pack parachutes at Chanute Field.

1947

The Army Air Forces had set a post-war goal of building its strength to 70 groups; however, Congress balked at funding the ambitious undertaking. Instead, the AAF had to downscale its plans, settling on 55 groups. All 55 groups were to be organized and manned by 1 January 1948. (However, before the AAF could meet its objective, Congress passed the National Security Act of 1947, and soon after, the Air Force became a separate service, equal to the Army and Navy.) To meet this directive, ATC expanded its pilot training program to produce 3,000 pilots per year. The command also integrated primary and basic training – another step toward meeting the Air Force's ever increasing demand for pilots capable of flying heavier and faster aircraft.

By 31 December 1947, the Air Force was 55 groups strong, but many of the major commands felt their personnel cupboards had been stripped clean in order to accomplish this goal. Earlier in the year, the ATC commander had told Gen Carl A. Spaatz, the Chief of Staff of the Air Force, that ATC would do all it could to bring the new groups up to strength, but Spaatz's push to man the groups at any cost almost destroyed ATC's training capacity.

ASSIGNED RESOURCES

(as of 31 December 1947)

PRIMARY INSTALLATIONS: 13

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute and Scott; Louisiana--Barksdale; Mississippi--Keesler; Nevada--Las Vegas; Texas--Goodfellow, Lackland, Randolph, and San Marcos; Wyoming--Fort Francis E. Warren

PERSONNEL ASSIGNED: 49,321 (4,969 officers; 199 warrant officers; 35,476 enlisted; 8,677 civilians)

AIRCRAFT ASSIGNED: 1,707 (A-26, AT/T-6, B-17, B-25, B-29, C-45, C-46, C-47, C-54, C-82, F-2, F-10, L-4, L-5, PT-13, P-51, P-80, R-5, R-6)

MAJOR SUBORDINATE UNITS:

3 divisions:

FLYING
- Randolph Field TX
- Barksdale Field LA
- Goodfellow Field TX
- Las Vegas Field NV
- Mather Field CA
- San Marcos Field TX
- Williams Field AZ

TECHNICAL
- Scott Field IL
- Chanute Field IL
- Fort Francis E. Warren WY
- Keesler Field MS
- Lowry Field CO

INDOCTRINATION
- Lackland Field TX

COMMAND LEADERSHIP

Lieutenant General John K. Cannon continued to serve as Commanding General, Air Training Command, and Brig Gen Alvin C. Kincaid remained chief of staff.

ORGANIZATION

INSTALLATIONS

Internal Base Structure Reorganized

Headquarters USAF directed a service-wide re-organization of internal base structure. The major change was the replacement of the base unit organization with a base-wing set-up. All ATC bases

were to have a wing headquarters with three subordinate groups: training, maintenance, and airdrome. However, in August 1947 this reorganization was deferred until 1948.

Goodfellow Field

Since August 1940, Goodfellow's primary mission was flying training; however, that came to an end on 1 May 1947, when ATC inactivated the base, but the closure was short-lived. In June 1947 the Air Force published a new statement of training requirements. Beginning in August, pilot output was to increase from 825 per year to 3,000 per year. For ATC, the first step in this expansion effort was the activation of another pilot training base. Effective 1 December 1947, Goodfellow Field, Texas, returned to active status. Basic pilot training resumed in March 1948.

Enid Field, Oklahoma

From its activation on 20 September 1941, Enid had operated a flying training program. Air Training Command inactivated the base on 31 January 1947.

Geiger Field and Fort Francis E. Warren

For sometime city officials in Spokane, Washington, had tried to acquire joint use of facilities at Geiger Field. Air Training Command used Geiger as its Aviation Engineer Training Center, and the Air Force was opposed to sharing facilities with civilian authorities. Instead, Headquarters USAF directed ATC to transfer its training mission from Geiger Field to Fort Francis E. Warren in Wyoming. Training stopped at Geiger Field on 15 May 1947, and ATC assumed jurisdiction of Fort Francis E. Warren on 1 June. Within a matter of weeks, 3,346 military personnel and 4,000 tons of equipment had relocated. Training began at the Wyoming fort on 7 July. Geiger Field transferred to Strategic Air Command as of 15 September. Also in connection with the disposal of Geiger Field, ATC transferred a Geiger subpost, Fort George E. Wright, to Strategic Air Command on 16 July.

Boca Raton Field, Florida

As a cost-cutting measure, War Department officials in early 1947 were making plans to dispose of Boca Raton Field, Florida, the only radar school in the Army Air Forces. The radar training program would move to Keesler in November. However, Mother Nature put a kink in those arrangements. On 18 September a hurricane caused major damage to Boca Raton and the radar school. Keesler officials airlifted personnel to the base to assist with salvage, packaging, and shipping equipment. Before the move could be completed, on 12 October a second hurricane slammed into the base, again dumping torrential rains. By the time that storm had moved on, Boca Raton was totally uninhabitable. Whatever could be salvaged was moved to Keesler. It took Keesler personnel several weeks to dry out and repair radar equipment. As a result, the radar school didn't open at its new location until early 1948.





Two hurricanes, one in September and the other in October, destroyed Boca Raton Field in Florida. Heavy rains shut down drainage and sewer systems. The resulting unsanitary conditions caused medical authorities to condemn the base, and that, in turn, accelerated the move of the radar school to Keesler. The upper photo shows barracks flattened in the storms, and the lower picture shows all that remains of one of the giant radar training facilities.

TRAINING

FLYING TRAINING

Jet Fighter Training

In 1946 Training Command began its first jet fighter transition course at Williams. However, by early 1947 the AAF had sped up its conversion to jet aircraft. The only way training needs could be met was by limiting course quotas to commands already using jet aircraft. Also, the training program was handicapped by the fact that no dual jet aircraft existed. Putting untrained jet pilots into a single-seat fighter endangered personnel and expensive equipment. To overcome this problem, Air Training Command decided to use a newly developed "captivair" training device. It was received and installed at Williams in early 1947.

Basic Flying Training

In September the primary and basic flying training courses were combined into a single eight-month basic course, with two phases. All flying was done in the T-6. (The earlier course had used the PT-13 for the primary phase and the AT-6 for the advanced.) In addition, the new course had added a two-week preflight segment.

Fighter Gunnery Training

Partially discontinued at Williams Field in September 1946, fighter gunnery training was reestablished there in early 1947. The new program studied the use of fighter gunnery, bombing, and rocketry equipment. Students flew P-51s, P-47s, and beginning at mid-year, P-80s.

Flight Engineer Training

Part of this Mather-based program transferred to Strategic Air Command in early 1947. It had been an expensive program from ATC's perspective, in terms of operating expenses. Because the course used B-29s, ATC believed SAC should take over the program. Finally, ATC agreed to keep the ground training, while SAC provided flight instruction. A student would not receive his flight engineer rating until he had successfully completed flying training in SAC. The new training program went into effect in February 1947, and within several months ATC transferred the B-29s to SAC.

Liaison-Type Aircraft Training

Air Training Command learned in late 1947 that the Army was discontinuing its liaison-type airplane and engine mechanic training program at Fort Sill, Oklahoma. In the future, this training would be provided by ATC for Army soldiers. Keesler Field became host of the new training program, which began in early 1948. Also relocated were L-4 and L-5 aircraft.

Prototype Dehmel Z-1

Beginning in 1947, ATC used this trainer at Barksdale AFB. It had an automatic radio range that recorded the solution of instrument flying problems on cardboard discs. The Dehmel Z-1 operated electronically, which meant instrument readings were more accurate. According to Barksdale officials, the Z-1 was more like a real aircraft than any other synthetic flying training device in use in Air Training Command.

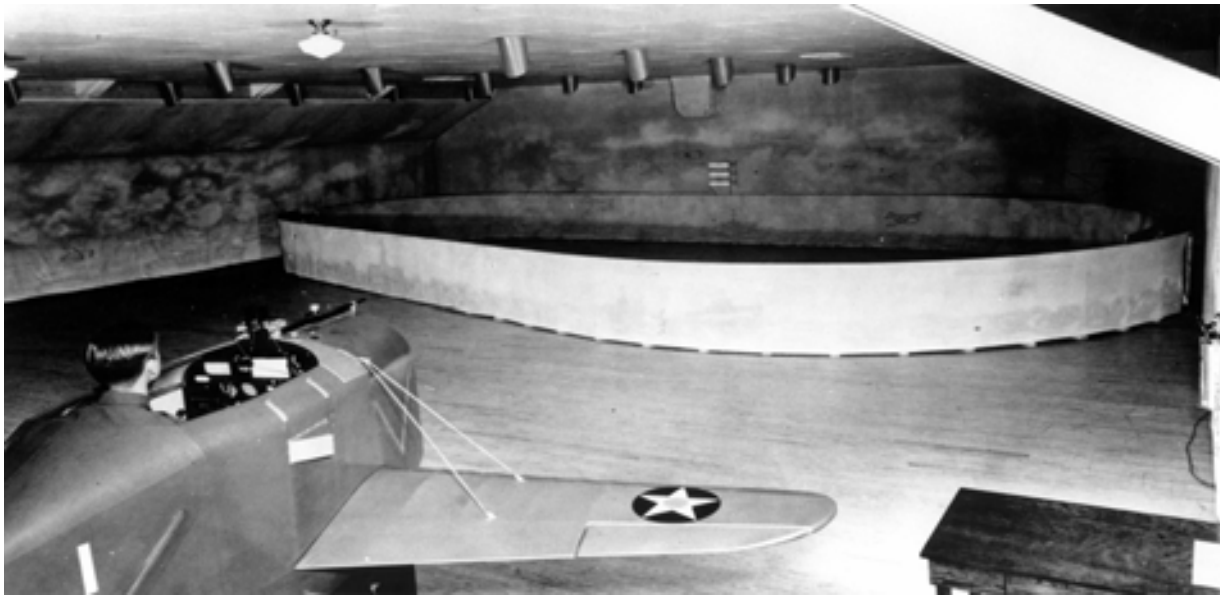
TECHNICAL TRAINING

Cutbacks in Technical Training

In March 1947 budgetary cuts caused a major reduction in force of graded civilian employees. Technical Division had no choice but to fill empty civilian instructor slots with military personnel. That left the schools with a high percentage of instructors with little if any teaching experience and, in some



Synthetic trainers such as the F-80 Captivair were money savers, as well as time savers. Instructors considered them an excellent way for students to develop muscular and mental coordination. (In June 1947 the "P" for pursuit changed to "F" for fighter.)



Several trainers were used in the gunnery phase of pilot training. Here an aviation cadet fires a BB machine gun from a link trainer-type cockpit to simulate the ideal curve of pursuit in firing at moving targets.



A mobile training unit instructor explains up-to-the-minute P-51 maintenance procedures to a group of ground crew specialists.

Enlisted personnel at Randolph Field, Texas, received hands-on training using the C-8 synthetic trainer



cases, very limited knowledge of course material. In fact, many of these new instructors had just graduated from the courses they were now expected to teach. Besides these problems, there was also a morale problem. In general, military instructors were offered poor housing and given few opportunities for promotion. There was also a definite lack of distinction between students and instructors in performance of routine organizational duties. Not only were there attitude problems within the instructor ranks, but these problems also spilled over into the student ranks, and that resulted in high elimination rates. While the command attempted to remedy the situation, little success was noted in 1947.

Generalized Technical Training

Air Training Command began a general system of instruction in several courses during the second half of 1947. The idea behind generalized training had come with the realization that the Air Force was extremely reluctant to assign heavy bombardment aircraft to ATC for ground training, yet the command was still required to train crew and support personnel. Trainers felt the only way adequate instruction could be provided was by the use of mobile training teams that would take the training to the unit. However, the command didn't have the instructors to provide that training. In fact, budget cuts had left ATC with an instructor force with very limited teaching experience. The only way ATC officials thought training needs could be met was by establishing generalized training. Instead of needing the latest in equipment (as was the case in specialized instruction), generalized training could be conducted using generic equipment. More specialized training would be provided on the job. One of the first generalized courses was airplane and engine mechanic, jet propulsion, which opened at Chanute on 17 September. By mid-1948 this course made up almost 50 percent of Chanute's student body.

Aviation Career Plan

In an effort to increase voluntary enlistments from high school graduates and improve the caliber of personnel chosen for various types of technical training, the Air Force established the Aviation Career Plan in July 1947. Under this program, selected high school graduates could apply and qualify for technical training of their choice prior to enlistment.

Radio Operator Training

Air Training Command ended radio operator mechanic training in October 1947. The course first began at Chanute in the 1930s and then moved to Scott in 1940, where it expanded during the war to fill about 46 wings of the large school buildings on base. It was from this course that many specialized radio and communications courses evolved.



Aviation cadets receive Morse code training from female AAF instructors (note the shoulder patch).

Training Aids

During World War II, a separate field division had existed in New York City for the purpose of developing and manufacturing all types of training aids. The program died at the end of the war, leaving training aids with no roadmap for the future. This lack of direction resulted in duplication of effort between agencies and no clear policy for meeting newly-assigned training requirements. By the end of 1946, Headquarters AAF had decided at assign Air Training Command responsibility for training aids. This was just one of several taskings added ATC's mission statement.

Radio Operator Training

Air Training command ended radio operator mechanic training in October 1947. The course first began at Chanute in the 1930s and then moved to Scott in 1940, where it expanded during the war to fill about 46 wings of the large school buildings on base. It was from this course that many specialized radio and communications courses evolved.

Intelligence Training

Teachers, lawyers, and investigators made up the greatest percentage of personnel trained as intelligence officers during World War II. By mid-1946 most of these people had left the service, returning to their civilian occupations. The AAF was left with an intelligence organization where almost 75 percent of the personnel had been trained on the job. Only 25 percent had any formal training in intelligence. As a result, the AAF directed Air Training Command and Air University to establish formal courses. The ATC courses were to focus on basic training in intelligence techniques needed for combat reporting, photographic intelligence, prisoner of war interrogation, and briefing and interrogation of

combat crews. Keesler was selected as the site for this training. The first (and only) courses began at Keesler in June. Then the announced move of the Boca Raton radar school to Keesler, resulted in intelligence training moving in July to Lowry.

Food Service Training Ended

The last class at the Air Force Food Service School, Scott Field, Illinois, graduated in June. The Army Ground Force Schools would provide future food specialty training for the Air Force.



Basic trainees perform "dry fire" training at Lackland Field, Texas.

Military Police Training

In February Air Training Command discontinued its military police training program at Keesler. All military police training then was consolidated with the Army program and given at the Provost Marshal General's School, Carlisle Barracks, Pennsylvania.

MISCELLANEOUS

Command Mission Broadened

Besides its overall mission of providing individual and unit training for officer and enlisted personnel in various flying and technical specialties, HQ USAF also assigned ATC responsibility for planning, reviewing, revising, and establishing qualitative requirements for Air Force training material. This included liaising on training material matters, conducting service tests and evaluations of Air Force training material, establishing priorities among training material projects, and disseminating training material information to interested Air Force agencies.

Contractual Training

In this period of demobilization, Air Force officials were concerned that the drawdown would damage the civilian aircraft industry to the point where these companies would be unable to provide fast assistance to the military in event of a national emergency. According to the Air Force, the best way to maintain a healthy aircraft industry was by supporting it through purchase of new military aircraft and by taking part in joint research and development programs. However, the limited defense budget made this impossible. The next best alternative was to put Air Force training dollars into civilian industry. Air Force officials directed ATC to study the feasibility of contracting all or part of formal technical and flying training to manufacturers of Air Force equipment and operators of civil flying and technical schools. The study found no monetary savings in such an approach, although some military personnel could be released to tactical units if training were provided by contractors. Instead, ATC suggested that flying and technical training remain in-house. The same number of military personnel could be released by increasing the number of civilian authorizations allowed to support training efforts. The Air Force adopted that suggestion.



An instructor reviews the circuitry for the B-25 power system with a student.

1948

In 1948 Air Training Command began rebuilding its training complex. The command was still reeling from the heavy losses it sustained in its instructor force in 1947. Then the personnel withdrawals that had to be made in support of the Berlin Airlift and the expansion of Strategic Air Command combined to handicap even more the training bases just at the time pilot production increased. Plans called for ATC to add five additional flying stations. By year's end, the command had already activated four: Perrin AFB, Texas; Enid AFB, Oklahoma; Waco AFB, Texas; and Las Vegas AFB, Nevada. In a 17 September letter to the field, Headquarters USAF directed all commands to release many highly experienced personnel in support of the Berlin Airlift. Officials in Air Training Command were so concerned about the effect this loss of personnel would have on mission accomplishment that a return letter was sent to Washington asking which of the new flying training bases—Waco or Enid—was to be written off. Both bases had activated on 15 October, but with an extremely limited number of personnel on-hand.

ASSIGNED RESOURCES

(as of 31 December 1948)

PRIMARY INSTALLATIONS: 17

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute and Scott; Louisiana--Barksdale; Mississippi--Keesler; Nevada--Las Vegas; Oklahoma--Enid; Texas--Goodfellow, Lackland, Perrin, Randolph, San Marcos, Sheppard, and Waco; Wyoming--Fort Francis E. Warren.

PERSONNEL ASSIGNED: 71,075 (6,316 officers; 231 warrant officers; 46,707 enlisted; 17,821 civilians)

AIRCRAFT ASSIGNED: 1,830 (AT/T-6, B/TB-26, B-17, B/RB/TB-25, B-29, B-50, C/RC-45, C-47, C-54, C-82, F-51, F-80, H-5, H-6, H-13, L-4, L-5, L-16)

MAJOR SUBORDINATE UNITS:



3 divisions:

FLYING, Randolph AFB TX:

1 bombardment training wing:

3535th, Mather AFB CA

8 pilot training wings:

3500th (Adv Multi-Engine), Barksdale AFB LA
3510th (Basic), Randolph AFB TX
3525th (Adv Single-Engine), Williams AFB AZ
3545th (Basic), Goodfellow AFB TX
3555th (Basic), Perrin AFB TX
3565th (Basic), Waco AFB TX
3575th (Adv Multi-Engine), Enid AFB OK
3585th (Liaison-Helicopter), San Marcos AFB TX
3595th (Adv Single-Engine), Las Vegas AFB NV



COMMAND LEADERSHIP



Lt Gen Robert W. Harper

On 14 October 1948, Lt Gen Robert W. Harper succeeded General Cannon as the ATC commander. General Harper had been the Air University commander. General Cannon went to Ramstein Air Base, Germany, as Commander in Chief, United States Air Forces in Europe. On 16 November Maj Gen Robert W. Burns became ATC's first vice commander.

ORGANIZATION

INSTALLATIONS

Perrin AFB, Texas

On 1 April 1948, ATC reactivated Perrin to operate as a basic pilot training school. A shortage of funds forced ATC to open the base with only a caretaker group on hand. Three months later, on 1 July, the base began training. Then on 28 August, following the inactivation of the base unit at Perrin, ATC activated the 3555th Pilot Training Wing (Basic).

TECHNICAL, Scott AFB IL:

5 technical training wings:

3310th, Scott AFB IL
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Fort Francis E. Warren AFB WY

INDOCTRINATION, Lackland AFB TX:

2 Air Force indoctrination wings:

3700th, Lackland AFB TX
3750th, Sheppard AFB TX

Enid AFB, Oklahoma

Returned to active status on 1 August, Enid became the command's second advanced multi-engine pilot training base. The other was at Barksdale. However, withdrawal of personnel in support of the Berlin Airlift almost caused the closure of the base before it could put its training program into effect. Training did begin on 15 October under the direction of the 3575th Pilot Training Wing (Advanced Multi-Engine), organized on 28 August 1948. The only way ATC was able to provide personnel for the school was by taking individuals from other bases. One of the hardest hit was Randolph, and for a short period of time, Randolph officials claimed they were being "bled to death" to keep Enid open.



Sheppard AFB, Texas

To handle the overflow of recruits coming in as a result of the Berlin Airlift, ATC needed a second center for basic military training. Sheppard was selected, and on 1 August ATC reactivated this World War II provider of airplane and engine mechanics.

Waco AFB, Texas

Almost two and one-half years after its inactivation, on 1 August 1949, ATC reopened Waco AFB. On 28 August the command discontinued Waco's base unit and established the 3565th Pilot Training Wing (Basic). Its first class began on 25 October.

Las Vegas AFB, Nevada

To provide advanced training of fighter pilots, ATC returned Las Vegas AFB to active status on 1 April 1948 and established the 3595th Pilot Training Wing (Advanced Single-Engine) on 22 December. However, training did not begin at Las Vegas until 1 March 1949.

SUBORDINATE UNITS

3525th Pilot Training Wing

Since its activation in June 1941, Williams AFB, Arizona, had conducted flying training. On 28 August 1948, Air Training Command discontinued the base unit at Williams and established the 3525th Pilot Training Wing (Advanced Single-Engine).



3535th Bombardment Training Wing

On 28 August 1948, ATC activated the 3535th Bombardment Training Wing at Mather AFB in California. The wing would oversee the navigation and flying training operation. Mather had been in the command from January 1942 until October 1944 when it was transferred to Air Transport Command. Then on 20 December 1945, the AAF reassigned the base to Training Command.



3585th Pilot Training Wing

Air Training Command activated the 3585th Pilot Training Wing (Liaison-Helicopter) at San Marcos AFB, Texas, on 25 August 1948. The wing remained in operation until early 1949, when it was inactivated. However, its 3585th Pilot Training Group transferred to Waco in March 1949, when helicopter training moved from San Marcos to Waco.

TRAINING

FLYING TRAINING

Flying Training Expansion

At the beginning of 1948, Randolph AFB was the only ATC base providing basic flying training. With the Air Force-directed increase in pilot production (3,000 pilots by 1950), ATC needed additional schools. The first school added was Goodfellow in December 1947. Its first class began on 1 March 1948. Two other Texas stations, Perrin and Waco, also opened in 1948 and began pilot training. Air Training Command had intended to put a fourth school into operation, but because of cost and personnel considerations, officials decided to revise the training program. Basic went from eight to six months by shifting some course material to the advanced phase, and advanced went from four to six months. This revised plan--six months of basic flying training and six months of advanced schooling--went into effect in early 1949.

Advanced Multi-Engine Training

Early in 1948 ATC discontinued four-engine training, using the B-17. When this program ended, ATC renamed twin-engine pilot training as multi-engine training. Only Barksdale provided this instruction until October 1948, when Enid began accepting students. The schools used B-25s and B-50s.

Fighter Gunnery School

At Williams the Flying Division discontinued its fighter gunnery school on 1 June 1948. Student training had been removed from the school in 1947, and all that remained were its research functions.



These communications students at Scott AFB, Illinois, are setting up a radio range station antenna.

TECHNICAL TRAINING

Technical Training Production

In October 1948 Headquarters USAF directed ATC to increase its rate of production to meet requirements of a 70-group (previously 55-group) Air Force, with no increase in personnel or installations.

Tech School versus Direct Duty

Approximately 44 percent of all basic military training graduates went on to receive technical training before reporting to a first duty station. The other 56 percent went directly from basic to their first assignment.

MILITARY TRAINING

Coeducation Introduction

In 1948 the Indoctrination Division at Lackland introduced coeducation into basic military training, Officer Candidate School, and the Central Instructor School. The division acquired separate housing for Women in the Air Force (WAF) on Kelly AFB, adjacent to Lackland. The 3700th WAF Training Group and its three squadrons, the 3741st, 3742d, and 3743d, managed the 11-week basic military training program for the WAF. Basic military training for the WAF was two weeks shorter than for men because the women did not take part in weapons training, marksmanship, bivouacs, aquatic survival, or field marches.

Aviation Career Plan

A year after its establishment, the aviation career plan caused some major headaches for officials at Lackland. In August 1948 an unrestricted number of high school graduates entered the Air Force, and they soon overloaded Lackland's training capacity. Additional housing had to be found--some at nearby Kelly and Brooks Air Force Bases. As a last resort, Lackland officials ordered tents erected between barracks to house about 3,000 basic trainees. This was just a stopgap measure until Air Training Command could open Sheppard and move new recruits to that northern Texas base for basic training. By fall the number of high school graduates coming into the Air Force had leveled off, giving recruiting officials time to correct the system before the next year's high school graduation.



A mobile training instructor demonstrates the finer points of a C-54 automatic pilot system.

1949

The last half of 1949 was an exercise in austerity. President Harry S. Truman decided that the country could only afford a 48-group Air Force. By this time, the Air Force had activated 59 groups. With the new announcement, the Air Force had to shift quickly from expansion to contraction. Congress also failed to pass the fiscal year 1950 military appropriations bill until December. With only a minimum of operating funds available, the Secretary of Defense directed major spending cuts throughout the Department of Defense (DOD). A total of 25,000 Air Force civilian authorizations were lost--1,562 in Air Training Command. These were positions that, according to DOD, could not be filled by military. In addition, ATC had to cut flying hours and separate large numbers of reserve officers, as well as convert rated officers to nonrated status. Even with the abolishment of the three divisional headquarters--Flying, Technical, and Indoctrination, ATC operations remained crippled by a lack of funding.

ASSIGNED RESOURCES

(as of 31 December 1949)

PRIMARY INSTALLATIONS: 17

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute and Scott; Mississippi--Keesler; Nevada--Las Vegas; Oklahoma--Vance; Texas--Connally, Ellington, Goodfellow, Lackland, Perrin, Randolph, Reese, and Sheppard; Wyoming--Francis E. Warren

PERSONNEL ASSIGNED: 70,762 (7,867 officers; 345 warrant officers; 49,840 enlisted; 12,710 civilians)

AIRCRAFT ASSIGNED: 2,132 (AT-6, B-17, B/RB-25, B-26, B-50, C-45, C/TC-47, C-54, F/TF-51, F-80, H-5, H-13, L-5, L-13, L-16, T-33)



Air Training Command first used the T-33, destined to be its bellweather trainer, in advanced single-engine training at Williams AFB, Arizona, in June 1949.

MAJOR SUBORDINATE UNITS:

8 pilot training wings:

3500th (Adv Multi-Engine), Reese AFB TX
3510th (Basic), Randolph AFB TX
3525th (Adv Single-Engine), Williams AFB AZ
3545th (Basic), Goodfellow AFB TX
3555th (Basic), Perrin AFB TX
3565th (Basic), Connally AFB TX
3575th (Adv Multi-Engine), Vance AFB OK
3595th (Adv Single-Engine), Las Vegas AFB NV



Completed in March 1940, Scott AFB Building P-3 was originally designed to be Headquarters, General Headquarters Air Force (GHQ Air Force). Air Training Command moved its headquarters into the building on 17 October 1949. On July 1951, ATC renamed the building Yount Hall in honor of Lt Gen Barton K. Yount, the first Commanding General of AAF Training Command.

1 AF indoctrination wing:

3700th, Lackland AFB TX



Students receive Morse code and type the transcribed messages as part of the radio operators course at Keesler AFB, Mississippi. Both men and women were entered in the course.

1 bombardment training wing:

3535th, Mather AFB CA

1 navigator training wing:

3605th, Ellington AFB TX

6 technical training wings:

3310th, Scott AFB IL
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX

1 training aids wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP

General Harper remained the ATC commander, and Major General Burns continued as vice commander.

ORGANIZATION

Command HQ Established at Scott

In early 1949, Secretary of Defense Louis Johnson initiated a series of economic measures throughout the armed forces. His purpose was to effect greater utilization of the assets assigned to all services. As a result of these actions, a number of bases transferred between major commands, schools moved, and other bases closed. In addition, the Defense Department reduced civilian and military personnel requirements needed to operate a base and ordered abolishment of subordinate headquarters. Because of these DOD-directed initiatives, the Air Force reassigned Barksdale to SAC. The base had long runways better suited to bomber traffic than training. Barksdale became a SAC installation on 30 September. Originally, USAF officials had intended to leave ATC headquarters at Barksdale as a tenant, but planners later decided to move ATC to Randolph, where the Flying Division was based. Before that move could take place, Headquarters USAF decided to put ATC at Scott AFB in Illinois, effective 17 October 1949. The new ATC headquarters was considerably bigger, because it absorbed the functions of its previous three subordinate headquarters--Flying, Technical, and Indoctrination Divisions. Air Training Command abolished the Indoctrination Division on 1 November and discontinued the other two on 14 November.

Wing-Base Organization

In April 1949 ATC completed implementation of a USAF directive to organize installations by "wing-base." The wing commander would control both the base and the operating units on that base. General organization of the wing included an air base group, a tactical group, a maintenance and supply group, and a medical group. In ATC a training group replaced the tactical group. This new plan made organizations uniform throughout the Air Force.

INSTALLATIONS

Ellington AFB, Texas

At Houston, Texas, ATC activated Ellington AFB, effective 31 March 1949. Two weeks later the command established a USAF Navigation School at Ellington, and sometime after that the 3605th Navigation Training Wing came into existence. The first class entered training on 8 August 1949. Three months later, aviation cadets and nonrated officers joined the list of students. Ellington was first activated in World War I to provide bombing instruction. It again opened on 17 August 1940 as a bombardment school, but because of poor weather conditions, that training was discontinued in January 1942. Instead, beginning in September 1941, Ellington became a preflight school for navigators and bombardiers. Then on 15 April 1946, Training Command inactivated the base.

San Marcos AFB, Texas

In preparation for inactivation, on 1 March 1949, ATC transferred helicopter and liaison training from San Marcos to Waco. Then on 31 March, the command inactivated San Marcos AFB.

Connally AFB, Texas

The command redesignated Waco AFB as Connally on 10 June 1949. The name honored Col James T. Connally of Waco, killed on a bombing mission over Yokohama in 1945. On 8 January 1951, Air Training Command again changed the base designation--this time to James Connally AFB.

Vance AFB, Oklahoma

On 9 July Enid AFB became Vance, named for Lt Col Leon R. Vance, Jr., of Enid. The War Department posthumously awarded the Medal of Honor to Vance for gallantry in action over France on 5 June 1944.



The Acrojets at Williams AFB in Arizona were the first jet aerial demonstration team in the Air Force. Duty with the Acrojets was in addition to the pilots' assigned duties.

Lubbock (Reese) AFB, Texas

Air Training Command activated Lubbock on 1 August 1949 as an advanced multi-engine pilot training school. The first class convened on 1 November. The command had directed that the 3500th Pilot Training Wing (Advanced

Multi-Engine) relocate from Barksdale to Reese during the late summer. On 29 November 1949, ATC redesignated Lubbock as Reese AFB, to honor 1Lt Augustus F. Reese of nearby Shallowater, Texas. Lieutenant Reese was killed on 14 May 1943 over the island of Sardinia, when his P-38 crashed after a strafing run.

Fort Francis E. Warren

On 7 October 1949, Fort Francis E. Warren became Francis E. Warren AFB, Wyoming.

SUBORDINATE UNITS

3499th Training Aids Wing

In October 1949 ATC organized a training aids wing at Chanute. The purpose of the 3499th was to provide training in the field for maintenance personnel assigned to work on various types of aircraft in general use in the Air Force. By 1 January 1950, the wing possessed 37 detachments: 15 bomber, 7 cargo, and 15 fighter.



The TE-105A Ejection Seat Trainer, more commonly known as the "Boom Bucket," was erected at Williams AFB, Arizona, in 1949. This trainer, the only one of its kind in the Air Force, simulated ejection from a jet aircraft. By the last ride on 30 July 1974, a total of 18,187 students had used the trainer.

3750th Technical Training Wing

Headquarters ATC discontinued the 3750th Air Force Indoctrination Wing, which had provided basic training at Sheppard, and on 1 April 1949, established the 3750th Technical Training Wing also at Sheppard. The wing acquired Keesler's airplane mechanics school, which provided room to expand its communications and electronics training programs.

TRAINING

Survey of Training

In late 1948, as the result of personnel cuts taken in 1947, ATC officials asked the US Office of Education to survey technical and flying training bases and make suggestions for improving the entire training system. Their report made a number of recommendations, ranging from ways to define course content better to employing only instructors with proper education qualifications, as well as an interest in teaching. From this survey, ATC established a training analysis and development office at the headquarters to oversee improvement of teaching methods, curricula, instructors, and training aids, all in an effort to improve the quality of the graduate. In addition, ATC created a formalized method for training technical instructors.

FLYING TRAINING

Pilot Schools Transfer from Barksdale

When Barksdale became a Strategic Air Command installation, ATC officials relocated all flying training from that base. The multi-engine pilot school (operated by the 3500th Pilot Training Wing) moved to Lubbock in late summer, and the Instrument Pilot School became a tenant on Air University's Tyndall AFB, Florida.

Shortages Affect Training

All of the flying programs suffered from shortages of aircraft replacement parts, qualified maintenance personnel, and instructors--problems that had been with the schools since the war. But in 1949 the instructor shortage became so critical that schools had to increase numbers of recent graduates used for instructor training. At Williams the high accident rate was attributed in part to a lack of experienced instructors.

Basic Pilot Training

Early in 1949 Flying Division changed its pilot training program from eight months in basic and four months in advanced training to two equal phases of six months each. Then in June officials added a four-week preflight training segment at Lackland. That increased the pilot training program from 12 to 13 months.

Navigator-Bombardier Training

The aircraft observer (bombardment) program at Mather changed to navigator-bombardier. The new program was to be a two-base effort. Ellington would provide basic instruction and then feed its graduates to the Mather school.

Fighter Gunnery School

The command had closed its only gunnery school (at Williams) in 1948, but in February 1949, ATC officials directed Las Vegas AFB to study the possibility of establishing a central gunnery school with both training and research capabilities. On 15 May 1949, with USAF approval, ATC opened its USAF Aircraft Gunnery School at Las Vegas. Even before the school opened, Las Vegas AFB officials hosted their first aerial USAF Gunnery Meet.



Upon their arrival at Lackland AFB, Texas, these prospective officer candidates march to the processing station.

TECHNICAL TRAINING

Accelerated Technical Training Program

In March the Air Force directed ATC to accelerate certain portions of its technical training program, as a part of an overall restructuring to a 48-group Air Force. The statement of trained personnel requirements gave priority to radio, radar, armament, and aircraft maintenance training programs. To meet these training requirements, it was necessary for ATC to find additional space for these courses. To do that, the Air Force announced on 17 January that all aviation engineering courses at Francis E. Warren, with the exception of powerman, would transfer to the Army's Engineer School at Fort Belvoir, Virginia. Then on 21 February, ATC announced it would use Sheppard for technical training. All airplane and engine mechanic and rotary wing and liaison mechanic courses at Keesler would move to Sheppard. Then radio operator and control tower courses at Scott would relocate to Keesler. In addition, the fixed wire courses at Scott went to Francis E. Warren, so that Scott had room to expand its radio mechanic school. As the result of all this restructuring, ATC now had nine major family groups of training: aircraft maintenance, armament and ordnance, aviation engineers, communications, photography, radar, weather, intelligence, and miscellaneous. In those nine families, there were approximately 100 active courses.

MILITARY TRAINING

First Women Enter OCS

On 12 June 1948, Congress passed the Women's Armed Services Integration Act, establishing Women in the Air Force as a permanent part of the Air Force. Seven months later ATC's Officer Candidate School Class 49A included its first WAF students.



For years ATC bases had reported an acute shortage of family housing. This was one of the major factors affecting morale. Finally, on 8 August 1949, Congress passed the Wherry Housing Act, encouraging private contractors to build family housing for the services. Above is a duplex unit and below are multi-family housing units.

MISCELLANEOUS

Operations Hayride and Snowbound

In late January heavy snowstorms in Nebraska brought requests for assistance. Helicopters from San Marcos AFB, Texas, and a C-47 from Randolph took part in Operation Hayride. They helped provide food to snowbound families and stranded livestock, transported medical aid, and surveyed roads and power lines to determine the extent of storm damage. When these winter storms moved into Wyoming in early February, assistance continued under the title, Operation Snowbound.



1950

The outbreak of the Korean War on 25 June 1950 indicated that ATC would soon see an increase in training requirements. By 1 July the Air Force had directed ATC to accelerate training to fill the needs of a new 95-wing Air Force. A few days later ATC found itself with a new mission--combat crew training. With operational commands immersed in the war, it was left to ATC to train pilots for combat. The first school opened at Nellis AFB in Nevada. In August the Air Staff raised the rate of pilot production from 3,000 to 4,000 per year, and by the end of the year, it had climbed to 7,200. At the same time, the need for training technicians also rose. As it had in World War II, ATC met the increased training requirements by contracting with civilian schools, but there were other problems that weren't so easy to solve. The command soon found itself facing sudden and generally short-range training requirements of an emergency nature. There was no time to prepare, and that meant the quality of training suffered--both flying and technical training. Because troops in the Far East received priority in the supply system, ATC also faced across-the-board shortages in equipment such as armament, radar, aircraft spares, maintenance items, clothing, bedding, and office equipment. Shortages of spare parts even caused a reduction in helicopter training at San Marcos and B-29 training at Randolph later in the war.

ASSIGNED RESOURCES

(as of 31 December 1950)

PRIMARY INSTALLATIONS: 22

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Florida--Tyndall; Illinois--Chanute and Scott; Mississippi--Columbus, Greenville, and Keesler; Nevada--Nellis; New York--Sampson; Oklahoma--Vance; Texas--Connally, Ellington, Goodfellow, Lackland, Perrin, Randolph, Reese, and Sheppard; Wyoming--Francis E. Warren

PERSONNEL ASSIGNED: 110,044 (9,432 officers; 81,215 enlisted; 19,297 civilians)

AIRCRAFT ASSIGNED: 2,621 (AT/T-6, B-17, B/TB-25, B-26, B-29, C-45, C-47, C-54, F-51, F-80, F-84, F-86, H-5, H-13, L-5, L-13, L-16, T-28, T-29, T-33, YT-34, YT-35)

MAJOR SUBORDINATE UNITS:

1 bombardment training wing:

3535th, Mather AFB CA

1 navigator training wing:

3605th, Ellington AFB TX

8 pilot training wings:

3500th (Adv Multi-Engine), Reese AFB TX
3510th, Randolph AFB TX
3525th (Adv Single-Engine), Williams AFB AZ
3545th (Basic), Goodfellow AFB TX
3555th (Basic), Perrin AFB TX
3565th (Basic), Connally AFB TX
3575th (Adv Multi-Engine), Vance AFB OK
3615th (Adv Single-Engine), Craig AFB AL

2 training wings:

3595th (Combat Crew), Nellis AFB NV
3625th, Tyndall AFB FL

2 Air Force indoctrination wings:

3650th, Sampson AFB NY
3700th, Lackland AFB TX

6 technical training wings:

3310th, Scott AFB IL
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX

1 training aids wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP

General Harper continued in command of ATC, and Maj Gen Burns remained as vice commander.

ORGANIZATION

INSTALLATIONS

Nellis AFB, Nevada

On 30 April 1950, ATC redesignated Las Vegas AFB as Nellis, honoring 1Lt William H. Nellis, a Nevada resident who lost his life in aerial combat over Luxembourg on 27 December 1944.



Tyndall AFB, Florida, was the location of the only Air Police school in the Air Force. Prior to the establishment of this school in September 1950, the Army had provided training.

Tyndall AFB, Florida

Air University transferred Tyndall AFB to ATC on 1 September. At the same time, Air University's 3820th Air University Wing became an ATC asset; however, ATC discontinued the 3820th and established the 3625th Training Wing in its place to conduct weapons controller training. Tyndall had operated the Air Tactical School, but it was put on hold in July with the advent of the Korean War. On 4 September ATC established the USAF Air Police School, which joined ATC's USAF Instrument Pilot School and Air University's aircraft controller school, which also was reassigned to Air Training Command.

Craig AFB, Alabama

Effective 1 September, Air University handed control of Craig AFB to ATC along with the 3840th Air University Wing. On the same day, ATC discontinued the 3840th and established the 3615th Pilot Training Wing. The advanced single-engine pilot training mission transferred from Nellis to Craig, which also gained pilot instructor training from Randolph. With these moves, Nellis and Randolph assumed new training missions: fighter-bomber training at Nellis and B-29 combat crew instruction at Randolph. (Instructor training began at Craig on 1 September, and pilot training started on 1 November. Nellis established its USAF Air Crew School (Fighter) on 14 November. Randolph had initiated B-29 training on 7 August.)



Sampson AFB, New York

Headquarters USAF directed Air Training Command to activate and redesignate a former US Navy training center as Sampson AFB on 15 November 1950. Air Training Command intended to use Sampson as a second basic military training center to handle the influx of recruits for the Korean War buildup, and established the 3650th Air Force Indoctrination Wing at the base. However, Sampson did not receive its first group of trainees until February 1951, and its basic military school was not established until 1 March.



Within days of the outbreak of the Korean War, ATC was training combat-ready F-80 pilots at Nellis AFB, Nevada.

Contract Flying Schools

To handle increased pilot requirements for the Korean War, Air Training Command activated two bases, Greenville AFB, Mississippi, on 1 December and Columbus AFB, Mississippi, on 20 December, to be used as stations for contract flying schools. However, contract flying squadrons were not established until 1951.



Guarding Air Force assets was only one of the jobs demanded of the air police. Here, a newly-trained air policeman makes a routine patrol of the Tyndall AFB, Florida, flightline.

TRAINING

FLYING TRAINING

Combat Crew Training

From 1946 until the outbreak of the Korean War, pilots were sent to an operational command where they received additional training that qualified them as combat-capable on a specific aircraft. In 1950 ATC assumed most combat crew training, thereby relieving combat commands of much of their training burden and allowing them to concentrate on their



One of ATC's new T-28s, used in basic flying training.

combat mission. Three weeks after the Korean War began ATC converted Nellis from a basic single-engine pilot training school to fighter crew training. At about the same time, ATC redesignated the 3595th Pilot Training Wing (Advanced Single-Engine) as the 3595th Training Wing (Combat Crew). On 17 July 1950, Nellis began a special training program to provide 115 combat-ready F-51 pilots for the Far East Air Forces and 92 combat-ready F-80 pilots to serve as replacements for casualties in the first months of the Korean campaign.

New Aircraft

Williams began receiving new two-seat T-28 trainers in late 1950, and new dual TF-51s were assigned to Craig. Also, during the final half of the year, T-29 navigation trainers began arriving at Ellington AFB, Texas.

Mutual Defense Assistance Program

Under this program, first authorized by the US government in 1949, students from France, Belgium, Netherlands, Norway, Turkey, and Denmark would come to the United States for undergraduate pilot training. Air Training Command provided the instruction. The first class, 74 French cadets, entered training at Randolph on 17 April 1950.

TECHNICAL TRAINING

Technical Training--Vertical Expansion

The "crack and crevice" program, as it was known, was a way to house and train a greater number of technical training students with no increase in facilities. Beginning on 24 July 1950, all technical training programs went on a six-day-a-week operation. That reduced by almost 17 percent the amount of time it took to train a technician. Multiple shifts also ran. While this increased the need for more instructors, it limited the amount of housing and dining facilities needed. Along with this, the amount of dormitory space given each student was reduced from 72 square feet to 60, and at Keesler and Sheppard the space was even less--only 50 square feet per student. Finally, the interval between class entries also decreased. All of this was an effort to train students as quickly as possible and get them in the field.

Technical Training--Lateral Expansion

This program allowed for the addition of new training bases, use of underutilized space at flying training bases, increased use of Army and Navy schools, and establishment of a few contract training programs. However, it was 1951 before ATC added new technical training bases. In 1950 the Air Force began sending some students to Army and Navy schools to train as food service and automotive technicians. Also in 1950, Air Training Command negotiated a series of contracts with 65 civilian institutions to provide technical training in basic courses (primarily in airplane and engine

mechanics, automotive mechanics, electronics, and clerk-typist courses). The first two classes, one in Oklahoma and the other in California, began in August training airplane mechanics. Between July 1950 and June 1951, contract schools graduated 5,670 airmen at a cost of $17 million.



In 1950 three bases provided weather training: Scott in Illinois, Keesler in Mississippi, and Sheppard in Texas. All weather training later consolidated at Chanute. Then in 1990, during the first round of base closure, this training was identified for movement to Keesler.

MILITARY TRAINING

Recruiters' Indoctrination Training

Although the Army still controlled the recruiting program, in January ATC began indoctrination training for Air Force recruiters at Lackland. The course was designed to give recruiters a better understanding of the needs of the Air Force. Officials hoped this training would ultimately improve the quality of personnel brought into the service. As of June, only about one-half of all Air Force recruits were high school graduates.

Recruit Overflow

In August Sheppard was again pressed into indoctrination training to receive the overflow of recruits from Lackland. The 3740th Basic Military Training Group and 10 of its squadrons moved from Lackland to Sheppard. This was planned to be a short term solution, as ATC activated another military training base, Sampson AFB, New York, in November. Before Sampson could open its doors to receive recruits, however, the number of enlistees at Lackland totaled over 70,000. The 3740th remained active at Sheppard until 12 May 1952, when ATC inactivated it. During that time, the group provided basic training for about 100,000 airmen.

Supply Shortages Plague Lackland

The announcement of unlimited recruiting in December 1950 caused major problems for Lackland. Clothing and bedding were in short supply, and it got to the point where new recruits were issued only the minimum essentials. Clothing stocks had to be drastically reduced at other ATC bases so recruits could receive essential clothing--although it was impossible to provide exact sizes. Lackland had only been constructed to handle about 28,000 recruits, but by January 1951 the number exceeded an unbelievable 70,000. Officials had no choice but to establish a tent city. Lackland completely exhausted the Air Force's supply of steel folding cots and mattresses. Others had to make do with canvas cots. At one time, the base had almost 10,000 recruits sleeping on canvas cots, without mattresses.

MISCELLANEOUS

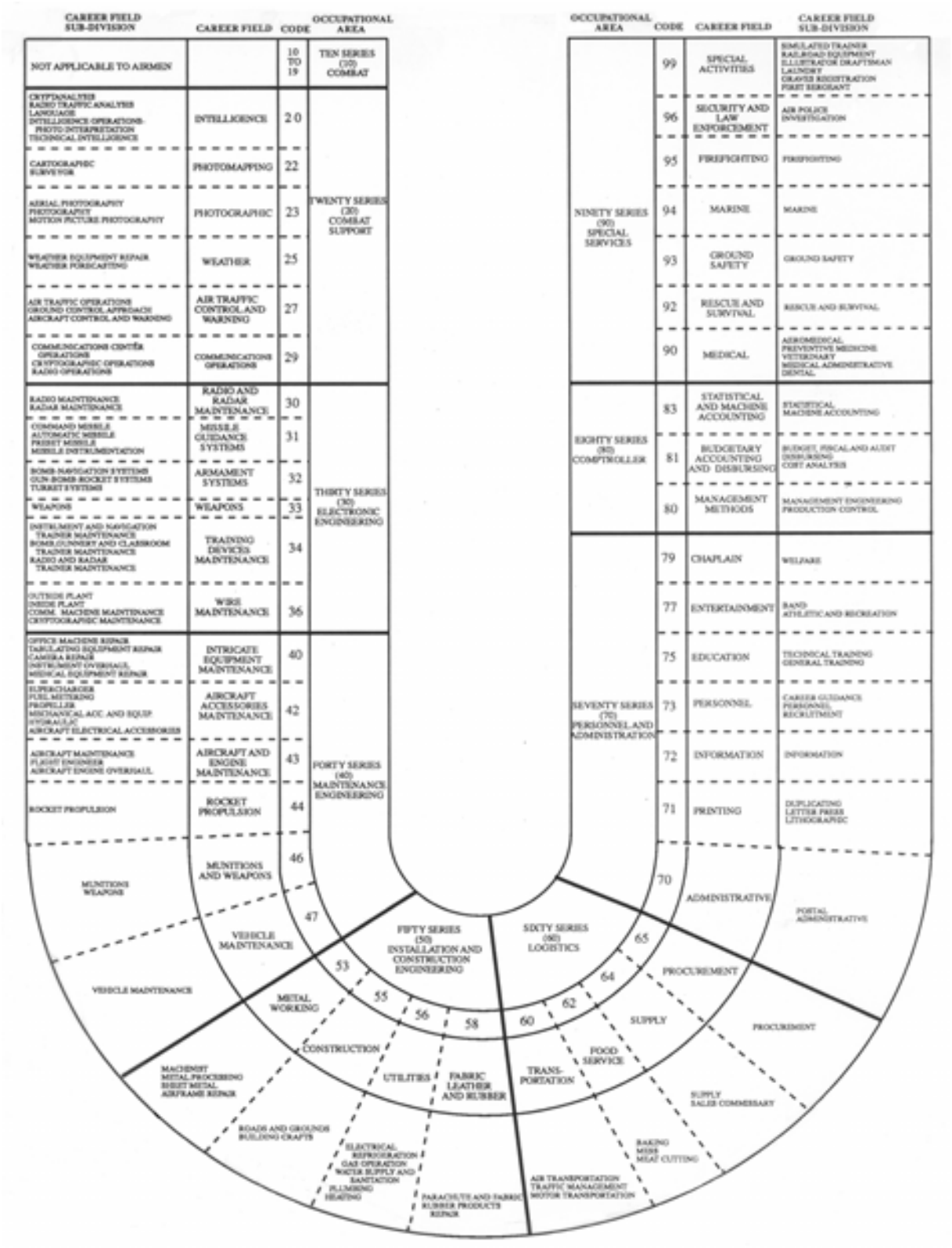
Conversion to Career Specialty Codes

In February 1950 personnel classification boards began converting from military occupational specialty (MOS) and specification serial number (SSN) categories to the Air Force career specialty codes or AFSCs. All personnel were to be converted to the new system by July. Under the new program, using a series of aptitude tests, the Air Force would assign every service member to the career field for which they were best qualified.

Construction Accelerated

The buildup of American forces created a need for additional training facilities in ATC. Congress approved over $240 million in military construction in FY 1950, and another $134 million was expected at year's end. For example, at Keesler, over $50 million was put into new dormitories, classrooms, and laboratories.

FUNCTIONAL ARRANGEMENT OF AIRMEN CAREER FIELDS



ATC AND CREW TRAINING

Shortly after the Korean War began on 25 June 1950, ATC took over most combat crew training, thereby relieving operational commands of much of their training burden and allowing them to concentrate on their combat mission. As one observer put it, ATC got into the crew training business because the operational commands were "up to their prop tips in actual warfare."



A B-47 aircrew at Wichita AFB, Kansas, prepares for a training mission.

In response to the North Korean invasion, President Harry Truman authorized the Air Force to increase its strength from 48 to 95 wings by June 1952. Just three weeks after the Korean War started, ATC converted Nellis from a basic single-engine training school and began fighter crew training. The total base structure for ATC's flying program rose dramatically from the 17 bases in use in 1950 to 29 by 30 June 1951. This base structure was needed to support the rapid increase in pilot production from 800 in FY 1949 to over 2,000 in FY 1951. By December 1951, ATC had added another eight bases and another six in the next year and a half.

Before long, the training load became too heavy for one headquarters. So, in 1951 ATC split its training responsibilities into two subordinate headquarters: Flying Training Air Force (FTAF) at Waco, Texas, and Technical Training Air Force (TTAF) at Gulfport, Mississippi. By the spring of 1952, FTAF found itself unable to do more than provide basic flying training to student pilots for the rapidly growing Air Force. So, Air Training Command established Crew Training Air Force (CTAF) at Randolph on 1 April 1952 to get crews ready for combat. Activation of CTAF freed Flying Training Air Force to concentrate on the operation of the pilot and observer training programs.

Crew Training Air Force eventually consisted of 10 bases devoted to combat crew training. Four of these--Nellis, Randolph, Perrin, and Williams--were already ATC pilot training bases and were able to convert to crew training with relative ease. Two additional bases, Tyndall and Moody, were operational bases of other commands and transferred to ATC with the crew training mission. Three others--Luke, Pinecastle, and Laughlin--were inactive World War II bases that ATC activated, while the fourth, the municipal airport at Wichita, Kansas, (later McConnell AFB) was activated for the command.



Pilots slated for duty in Air Defense Command received air-to-air intercept training in ATC's F-86Ds.

The transfer of crew training responsibilities to ATC was not without its problems. One of the greatest impacts on the program in the early 1950s was the replacement of conventional aircraft with jet aircraft. For example, the F-84, F-86, F-89, F-94, F-100, B-47, and B-57 were all introduced in the span of a few years. At the same time, the Korean War required several thousand experienced personnel,

leaving ATC short 3,700 rated officers in FY51. Over 11,000 of the command's aircraft mechanics were sent to Korea, leaving ATC with another shortage--nearly 2,000 jet aircraft maintenance personnel. On top of that, ATC had a hard time obtaining sufficient numbers of new aircraft to provide the necessary training for maintenance personnel. Finally, the command was plagued with maintenance problems that usually accompanied the phase-in of new aircraft.

It took a while to iron out these problems, and some of them (e.g., the acquisition of new aircraft), were never fully resolved. Despite the difficulties it encountered, ATC still trained tens of thousands of aircrew members. Overall, ATC provided combat crew and transition training to approximately 13,000 in fighters, 52,000 in bombers, 12,000 in interceptors, 2,000 in tankers, and 1,800 in transports.



A flight engineer on board a B-29 Superfortress at Randolph AFB, Texas, takes readings in preparation for takeoff. This was part of the training provided by Crew Training Air Force.

As noted earlier, HQ USAF did not transfer all combat crew training to ATC in the 1950s. For example, SAC had its own program for training B-36 and B-52 crews, and TAC continued to prepare light bombardment and reconnaissance replacement crews for combat. All the while, air transport crew training remained with the Military Air Transport Service.

Toward the end of the decade, SAC pressed to take over training for all of its crews to help it meet its alert commitments. The Air Staff agreed, and SAC assumed the crew training mission on 1 July 1958. Also, Headquarters USAF assigned TAC responsibility for all its crew training. Thus, TAC picked up the Fighter Weapons School at Nellis AFB on 1 February and assumed the rest of the training mission on 1 July 1958, along with the bases at Luke, Nellis, and Williams. Air Training Command got out of the crew training business completely a few years later when it transferred Perrin AFB and its interceptor crew training mission to Air Defense Command.



Students prepare to take off on a cross-country flight in F-51 fighters at Nellis AFB, Nevada. Nellis was the first ATC base converted to crew training in the early 1950s.



B-29s line the ramp at Randolph as one takes off on a training mission.

Thirty-five years later, crew training returned to the command. The Air Force reorganized the MAJCOMs at the end of the Cold War, eliminating, for example, the venerable Strategic Air Command and Tactical Air Command. Air Training Command became Air Education and Training Command in 1993 and regained responsibility for combat crew training. The post-Cold War drawdown created a surplus of front-line aircraft available to reassign to AETC, and Air Force Chief of Staff General Merrill McPeak believed that the transfer of crew training to AETC would allow the operational wings to focus on their missions.



Students in aerial photography training receive preflight orientation before flying a photo mission. The F-10, a modified B-25 aircraft, was used in training.

Better Use of the Force

Since the end of World War II, it had been ATC policy to put an officer in any position involving responsibility and supervision. That prevented noncommissioned officers and key civilians from being given the opportunity to develop leadership skills. Considering the longstanding personnel shortages and looking at the Korean situation, ATC officials decided it was time to change that policy. By giving increased responsibility to NCOs and key civilians, ATC expected to see an increase in productivity.

Hospital Cutbacks

Early in 1950 ATC learned that the hospital at Lackland AFB would be reduced to a dispensary. This was a major concern, since that hospital supported the indoctrination center. However, there was little Air Training Command could do because the reduction was directed by the Secretary of Defense. Brooke General Hospital at Fort Sam Houston in San Antonio became responsible for providing medical services to the basic military training center. In April the Department of Defense announced a priority listing for building permanent hospital facilities. Chanute received first priority in ATC, followed by Scott, Keesler, Sheppard, and Mather.

Recall of Reservists

Besides the tremendous increase in new recruits, ATC also had to in-process thousands of volunteer reservists. Between late July and the end of October, the command brought on active duty about 20,000 reservists. Most of this work was done at Chanute, Scott, Francis E. Warren, and Keesler. Also, effective 28 July 1950, it became legal to recall reservists involuntarily. However, involuntary recall didn't last long. By October the Department of Defense had suspended the process, primarily because the services had found that many veterans had been improperly classified upon separation at the end of World War II. They did not possess the qualifications needed for immediate assignment. Instead of wasting effort on the inactive reserve, the Air Force decided to place its emphasis on acquiring personnel from the organized reserves--individuals who possessed known critical skills. In April and May 1951, all 28 of the corollary reserve units attached to various ATC bases were recalled to active duty for 21 months.

Civilianization

To meet the demands of the expanding Air Force, the Air Staff decided to civilianize, on a one-to-one basis, large numbers of military positions in finance, administration, and academic training. A survey of ATC bases showed that a total of 5,585 such positions existed in the command; however, the intent was not to convert all positions to civilian status, but rather to establish a 40 percent civilian, 60 percent military mix. This plan went into effect in October.

Food Service Operation

Since 1947 the command's policy had been to assign cooks, bakers, and stewards on a permanent basis, but all other food service workers were conscripted from whatever sources could be found. It took almost 10 percent of the command's military strength to meet operating needs of the various mess halls. This was a serious problem, because most of that 10 percent drew upon critical career fields such as mechanics, radio operators, instructors, air police, and vehicle operators, as well as students. Beginning in 1949, on a trial basis, Air Training Command directed six technical training centers to replace this conscripted workforce with civilian hires. The test was called Operation New Look. By 1950 the test had proved successful, but overall reform was slow because funds were not readily available to pay salaries for civilian workers.

1951

During the first year of the Korean War, Headquarters USAF assigned combat crew training responsibility to ATC, the command's total base structure jumped from 22 to 37, and personnel strength and student load more than doubled. With the acceleration of training caused by the war, ATC recognized it could not provide the supervision needed for training expansion from a single headquarters. To leave the command free to serve as a policy-making and planning agency, officials decided to set up three subcommands to supervise flying training, technical training, and indoctrination training. Soon after, that became two subcommands, when ATC decided to combine technical and indoctrination training under a single headquarters. Headquarters USAF approved the decentralization in early 1951. While ATC had sought numerical designations for its new air forces--Thirtieth Flying Training and Thirty-first Technical Training Air Forces--USAF officials recommended functional rather than numerical designations. Thus, ATC's new subordinate commands became Flying Training (FTAF) and Technical Training Air Forces (TTAF). Plans called for FTAF to be headquartered at Randolph and TTAF at Lowry; however, the unexpected escalation of training at those bases meant facilities were not available. Thus, ATC established the FTAF headquarters at Waco, near James Connally AFB, and TTAF took up residence at the Gulf Coast Military Academy near Keesler AFB.

ASSIGNED RESOURCES

(as of 31 December 1951)

PRIMARY INSTALLATIONS: 37

Alabama--Craig; Arizona--Luke, Marana, Williams; California--Mather, Parks; Colorado--Lowry; Florida--Bartow, Pinecastle, Tyndall; Georgia--Bainbridge, Moody, Spence; Kansas--Wichita; Illinois--Chanute, Scott; Mississippi--Columbus, Greenville, Keesler; Missouri--Malden; Nevada--Nellis; New York--Sampson; North Carolina--Kinston; Oklahoma--Vance; Texas--Amarillo, Bryan, Ellington, Goodfellow, Hondo, James Connally, Lackland, Perrin, Randolph, Reese, San Marcos, Sheppard; Wyoming--Francis E. Warren



The T-29D observer trainer aircraft had stations for six students and two instructors on board the flying classroom.

PERSONNEL ASSIGNED:

140,676 (16,445 officers; 376 warrant officers; 111,961 enlisted; 11,894 civilians)

AIRCRAFT ASSIGNED:

3,632 (B-25, B-26, B-29, B-47, C-45, C-47, C-54, F-51, F-80, F-84, F-86, F-89, F-94, H-5, H-13, L-5, L-13, L-16, T-6, T-7, T-28, T-29, T-33, T-34)

MAJOR SUBORDINATE UNITS:

2 training air forces:

FLYING, Waco TX:

1 bombardment training wing:

3535th, Mather AFB CA

1 combat crew training wing:

3520th, Wichita AFB KS

1 navigator training wing:

3605th, Ellington AFB TX

12 pilot training wings:

127th, Luke AFB AZ
3500th (Adv Multi-Eng), Reese AFB TX
3510th, Randolph AFB TX

3525th (Adv Single-Eng), Williams AFB AZ
3530th (Adv Single-Eng), Bryan AFB TX
3545th (Basic), Goodfellow AFB TX
3555th (Basic), Perrin AFB TX
3560th (Adv Single-Eng), Big Spring AFB TX
3565th (Basic), James Connally AFB TX
3575th (Adv Multi-Eng), Vance AFB OK
3585th (Liaison-Helicopter), San Marcos AFB TX
3615th (Adv Single-Eng), Craig AFB AL



An instructor explains how to wear and use the parachute.

3 training wings:

3550th (Intcp Aircrew), Moody AFB GA
3595th (Combat Crew), Nellis AFB NV
3625th, Tyndall AFB FL

9 independent training squadrons (contract flying):

3300th, Greenville AFB MS
3301st, Columbus AFB MS
3302d, Spence Field, GA
3303d, Bartow Field FL
3304th, Hondo Airfield TX
3305th, Malden Airfield MO
3306th, Bainbridge Airfield GA
3307th, Marana Airfield AZ
3308th, Kinston Airfield NC

TECHNICAL, Gulfport MS:

3 Air Force indoctrination wings:

3275th, Parks AFB CA
3650th, Sampson AFB NY
3700th, Lackland AFB TX

7 technical training wings:

3310th, Scott AFB IL
3320th, Amarillo AFB TX
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX

1 training aids wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP

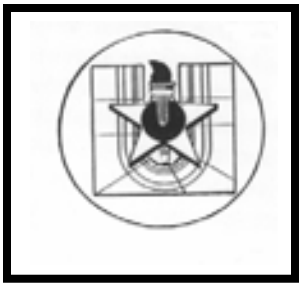
Throughout this period, Lieutenant General Harper remained the commanding general. The vice commander, Maj Gen Robert W. Burns, left his position in May to become Special Assistant to the Deputy Chief of Staff, Operations, at Headquarters USAF. Effective 1 June 1951, Maj Gen Kenneth P. McNaughton became the new vice commander.

ORGANIZATION

Flying Training Air Force

On 1 May 1951, ATC activated Flying Training Air Force, with headquarters at Waco, Texas. This new unit assumed command of all ATC stations conducting flying training. With the establishment of Flying Training Air Force, ATC no

longer needed a Deputy Commander, Flying at the headquarters to manage flying operations, so the position was abolished.



Technical Training Air Force

Activated on 16 July 1951 at Gulfport, Mississippi, the TTAF HQ controlled ten stations that provided technical and basic military training for ATC.

INSTALLATIONS

Amarillo AFB, Texas

On 1 March ATC activated Amarillo as a technical training base. It would provide airplane and engine mechanic jet training. At the same time, the command established the 3320th Technical Training Wing to oversee training activities at Amarillo.

Moody AFB, Georgia

This station transferred from SAC to ATC on 1 September 1951. Also on this date, ATC established the 3550th Training Wing (Interceptor Aircrew). Moody became a part of ATC's all-weather interceptor training program.

Wichita AFB, Kansas

In 1950 USAF officials had begun working with city officials to lease facilities at the Wichita municipal airport for use as a B-47 training facility. The plan was to have training in place by mid-March 1951. The advantage of using the Wichita airport was that it would be a joint-use facility. The other tenant would be Boeing Aircraft Company, the manufacturer of the B-47 Stratojet. Boeing had set up a test program at Wichita. Unfortunately, the city also wanted to use the airport for commercial flights, so the Air Force decided it would be better to purchase the airport, rather than lease. In the midst of all these problems, the first group of students began arriving. The command spent about $35,000 to erect a tent city to house incoming personnel. Air Training Command established the 3520th Combat Crew Training Wing at Wichita on 5 June and assumed jurisdiction of the municipal airport (which it tentatively named Wichita AFB) on 7 June 1951. Concurrently ATC established a B-47 school, but a variety of problems kept the school from beginning training in 1951.

Luke AFB, Arizona

The command placed Luke on active status on 1 January 1951 to augment jet fighter combat crew training in operation at Nellis. The program was to be conducted by the 127th Fighter Wing, which had transferred from Continental Air Command to ATC, effective 10 February. The wing moved from Romulus, Michigan, to Luke on 23 February, and on 1 March ATC established the USAF Air Crew School (Fighter-Bomber/Escort) at Luke. Fighter-bomber training began here on 1 March 1951. Effective 5 March, the 127th was redesignated as a pilot training wing.

Big Spring AFB, Texas

On 1 October 1951, ATC established the 3560th Pilot Training Wing (Advanced Single-Engine) at Big Spring, Texas. However, the command was not formally able to activate the base until 1 January 1952, because the City of Big Spring had difficulty acquiring clear title to some of the property it intended to transfer to ATC.



Wichita Municipal Airport, Kansas.

Bryan AFB, Texas

Another advanced single-engine pilot school opened in the latter half of 1951 when ATC activated Bryan AFB on 1 July. On the same day, the command established the 3530th Pilot Training Wing (Advanced Single-Engine) at Bryan.

Pinecastle AFB, Florida

Air Training Command activated Pinecastle AFB on 10 September 1951; however, training did not begin until early 1952. The 3540th Combat Crew Training Wing celebrated its establishment on 10 January 1952. Pinecastle was to take part in B-47 training.

Parks AFB, California

On 30 June 1951, ATC added Camp Parks to its inventory of bases, intending to use it for basic military training. Effective 1 August, Headquarters USAF directed the camp be redesignated as Parks AFB. Two weeks later, on 16 August, Air Training

Command established an Air Force indoctrination wing--the 3275th--at Parks; however, it was not until March 1952 that Parks began receiving recruits for basic military training. With Parks, Sampson, and Lackland AFBs now providing basic military training, Air Training Command was able to remove Sheppard from the basic military training program so that it could concentrate on training aircraft mechanics.

SUBORDINATE UNITS

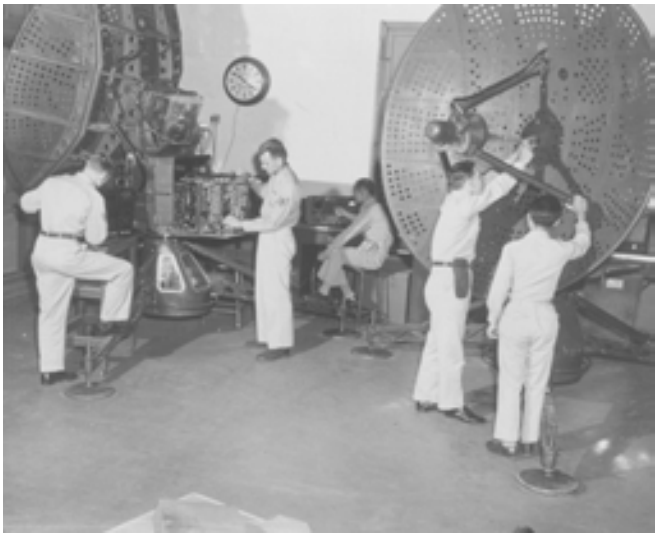
Contract Squadrons Activated

In late 1950, Air Training Command had activated two installations in Mississippi--Columbus AFB and Greenville AFB--to provide contract flying training. However, the two squadrons--the 3300th Training Squadron (Contract Flying) at Greenville and the 3301st--were not established until 31 January and 1 March 1951, respectively. The command added seven bases to its contract flying training program before the year was out: Spence, Georgia (16 April); Bartow, Florida (1 May); Hondo, Texas (5 June); Malden, Missouri, and Bainbridge, Florida (11 July); Marana, Arizona (1 September); and Kinston (later redesignated Stallings), North Carolina (17 October). On the same date, the fields were activated and ATC organized training squadrons: the 3302d Training Squadron (Contract Flying) at Spence, the 3303d at Bartow, the 3304th at Hondo, the 3305th at Malden, the 3306th at Bainbridge, the 3307th at Marana, and the 3308th at Kinston. During World War II, all of these fields had served as flying training bases.

HEADQUARTERS ORGANIZATION

Flight Safety

Between July 1949 and June 1951, the command saw a major increase in flying and a corresponding increase in aircraft accidents. In fiscal year 1950, a total of 296 major aircraft accidents were recorded, compared to 414 in fiscal year 1951. In an effort to put greater emphasis on flight safety, the ATC commander established a Directorate of Flight Safety and assigned it to the Deputy Chief of Staff, Operations.



These students at Chanute AFB, Illinois, are learning how to perform maintenance on weather equipment.



An airman first class tries his hand at a primitive device used to screen candidates for pilot training in the 1950s.

TRAINING

FLYING TRAINING

Basic Pilot Training

The main effort during the year involved reaching the goal of training 7,200 pilots per year. To increase the number of applicants, ATC developed publicity campaigns directed at college students and active duty airmen. Notices at air bases stressed the career advantages of flying training to active duty airmen. A second tactic to increase the number of students involved reducing qualifications. The command recommended that the required two years of college training be dropped, that the age limit be lowered from 20 to 18, that the requirement for applicants to be single be dropped, and that qualification test scores be reduced. In response to the ATC suggestions and to the low number of applicants received

from August through October, the Air Force reduced the qualifying test score. In addition, in November, airmen with 18 months of active duty became eligible for pilot training if they had graduated from high school and were otherwise qualified. Finally, the Air Force reduced the enlistment period for qualified aviation candidates from four years to two.

Combat Crew Training

A major change in the ATC mission during the Korean War involved the transfer of responsibility for much of combat crew training from the operational commands to ATC. This change came from the Air Force's desire to dedicate the maximum amount of resources to combat. Further, the operational commands did not have the resources to provide the training needed by the ATC graduates and reservists recalled to active duty. The four major combat crew training programs included fighter/bomber escort training and B-29 combat crew training, both initiated in 1950; all-weather interceptor training; and B-47 crew training. Air Training Command initiated aircrew (interceptor) training at Tyndall AFB, Florida, on 4 January 1951, using F-86, F-89, and F-94 aircraft. Because the USAF Instrument Instructor and Aircraft Controller Schools were already located at Tyndall, ATC realized advantages through the joint use of expensive training equipment, such as a synthetic jet instrument trainer.

B-47 Training

Headquarters USAF transferred responsibility for B-47 training from SAC to ATC in January 1951. The implementing directive detailed the acquisition of bases at Wichita, Kansas, and Pinecastle, Florida; outlined a $100 million construction program at both bases; allocated 84 aircraft for the training; and transferred 30 experienced airplane commanders from SAC to serve as instructors. The designated successor to the B-29, the B-47 needed only a 3-man crew compared to the B-29's 11-man crew. According to the basic plan, ATC would train 49 crews by the end of the year, but by 31 December 1951, no crew training had been accomplished. The contractor had delivered ten B-47s by the end of



These student repairmen install a terminal box atop a telephone pole. This is an example of the practical training received in the installer repairman phase of the fixed wire communications course at Francis E. Warren AFB, Wyoming.

September, but from the beginning mechanical problems and lack of essential equipment prevented training. In addition, both bases had inadequate or incomplete training facilities, so even if training equipment had been available, the bases would not have been prepared to accommodate the training.

Vertical Expansion

Even pilot training was affected by vertical expansion. One example was the pilot instructor school; Air Training Command reduced the length of the school from eight weeks to six, cut the interval between classes from one month to two weeks, and expanded enrollment from 49 in the last class to graduate at Randolph AFB to 95 in the first class to graduate at Craig AFB.

Contract Flying Schools

To meet the urgent need for more pilots, beginning in late 1950, ATC made arrangements with a number of civilian schools to establish contract flying training programs. By late 1951, the command was sending student pilots to one of the nine new contract schools. Air Materiel Command awarded and administered the contracts, while ATC set training policy and monitored training performance.

Helicopter and Liaison Pilot Training

Effective 15 January 1951, ATC returned San Marcos AFB, Texas, to active status so that helicopter and liaison aircraft training could be moved from James Connally. The availability of several small auxiliary airfields and the hilly, rough terrain of the San Marcos area (approximating that of Korea) precipitated the change. In addition to the course moves from James Connally, the helicopter and liaison aircraft mechanics courses transferred from Sheppard to San Marcos to make room for F-80 and F-89 training. Most of the training offered in this program went to Army pilots. On 1 February 1951, ATC designated and assigned the 3585th Pilot Training Wing (Liaison-Helicopter) to San Marcos.

Preflight Training

Not all commissioned officers who entered pilot training underwent preflight instruction. Some went directly into the primary phase of pilot training. Because of the wide variance in the military training received by graduates of the various ROTC units and because the proportion of ROTC officers entering pilot training had increased steadily to about 65 percent of all entries, ATC implemented a new policy where aviation cadets received 12 weeks of preflight training, and ROTC-commissioned officers received four weeks of training.

TECHNICAL TRAINING

Mobile Training Detachments in Korea

When a United Nations offensive pushed the front lines in Korea farther north, ATC deployed mobile training detachments to Korea to provide conversion training for pilots and aircraft mechanics as fighter wings converted from F-51s and F-80s to F-84s and F-86s.



In early 1951 recruits arrived by the train load, more than doubling the population of Lackland AFB.



Temporary facilities (above) housed a flood of recruits arriving at Lackland AFB (below) in response to the military expansion brought on by the Korean conflict and the intensifying Cold War.

Overcrowding at Lackland

The Air Force announced unlimited recruiting in December 1950 in response to the Chinese intervention on the Korean peninsula. During the first two weeks of 1951, the population at Lackland AFB jumped from 36,513 to over 70,000 people, and training stopped temporarily. By then, the base was truly a "Tent City." Since base housing capacity stood at only 27,500, ATC took immediate steps to relieve the congestion at its primary recruit processing center. On 16 January ATC stopped enlisting personnel without any previous military experience and began shipping "untrained, inadequately clothed, and sketchily processed airmen" to other bases to get the situation under control. On 7 February Sampson AFB, New York, began providing basic military training. By the end of February, basic military training had resumed at Lackland. Shortly thereafter, ATC increased basic military training from seven weeks to eight.

Instructor Shortage in Technical Training

With the rapid buildup of student enrollment, ATC experienced two major problems in the instructor arena. There were not enough teachers to fill the classrooms, and many of those teachers didn't possess the skills needed to provide quality instruction. To solve these problems, ATC retained graduates for



instructor duty, traded with other commands to gain experienced personnel, hired civilian instructors, and assigned other permanent party personnel to instructor positions. For example, from 1 January through 31 March 1951, ATC gained 2,615 instructors from its technical training graduates, 46 from other commands, and 647 civilian hires. In a move to stabilize its instructor force, ATC converted 5,500 military authorizations to civilian. By mid-year 40 percent of ATC's instructor positions were civilian.

Torch Tender Program

Considering the large number of units Air Force-wide converting from conventional to jet aircraft, ATC established in April an on-the-job training program to turn out more jet mechanics. Using recently graduated airplane and engine mechanics, ATC assigned these individuals to Williams, Nellis, and Tyndall, to learn jet aircraft maintenance. The command's objective was to train 3,000 jet mechanics as quickly as possible.

MISCELLANEOUS

Operating Costs

In the space of one year, ATC almost doubled its operating expenses--from $371 million to $614 million. A large part of that increase was in personnel expenses. Many civilian employees had been put on a six-day work week, and overtime increased dramatically.



The F-80 jet mechanics training program included disassembling the fuselage to remove the power plant for the 25-hour inspection.

1952

In the first half of the year, ATC continued to expand as it activated five more flying training bases. During the last half of 1952, however, the volume of training conducted steadily decreased as the supply of trained pilots and technicians met the Air Force demand in almost all areas. With this being the case, the Air Force reduced its enlistment quotas, and fewer personnel entered basic military training. With smaller training programs, fewer enlistments, and an Air Force austerity program in manning, ATC's permanent party assignments started decreasing in the last half of the year. Air Training Command reached its Korean War peak of 176,446 personnel in June. The Technical Training Air Force took the sharpest reductions, losing 10,000 manpower authorizations during the last half of the year. In 1952 a total of 386,701 students graduated from ATC courses, a reduction of 100,000 from the previous year. The most important change in the training program involved the inauguration of four-phase pilot training. Air Training Command completed its program of decentralization, begun in 1951, by activating the Crew Training Air Force in March.



Mechanics clean the guns on an F-80 in preparation for another gunnery training mission at Luke AFB, Arizona.

ASSIGNED RESOURCES

(as of 31 December 1952)

PRIMARY INSTALLATIONS: 42

Alabama--Craig; Arizona--Luke, Marana, Williams; California--Mather and Parks; Colorado--Lowry; Florida--Bartow, Pinecastle, and Tyndall; Georgia--Bainbridge, Moody, and Spence; Kansas--Wichita; Illinois--Chanute and Scott; Mississippi-- Columbus, Greenville, and Keesler; Missouri-- Malden; Nevada--Nellis; New York--Sampson; North Carolina--Stallings; Oklahoma--Vance; Texas--Amarillo, Bryan, Ellington, Foster, Goodfellow, Harlingen, Hondo, James Connally, Lackland, Laredo, Laughlin, Perrin, Randolph, Reese, San Marcos, Sheppard, and Webb; and Wyoming--Francis E. Warren

PERSONNEL ASSIGNED:

169,712 (17,303 officers; 121,347 enlisted; 31,062 civilians)

AIRCRAFT ASSIGNED:

4,768 (B-17, B-25, B-26, B-29, B-47, B-50, C-45, C-47, C-54, F-51, F-80, F-84, F-86, F-89, F-94, H-5, H-13, H-19, H-23, L-5, L-13, L-16, L-21, T-6, T-28, T-29, T-33, T-34)

MAJOR SUBORDINATE UNITS:

3 training air forces:

CREW, Randolph AFB TX



Crew Training Air Force

Crew Training Air Force (contd)

9 flying training wings:

3510th (Med Bomb), Randolph AFB TX
3520th (Med Bomb), Wichita AFB KS
3540th (Fighter), Pinecastle AFB FL
3550th (Interceptor), Moody AFB GA
3555th (Fighter), Perrin AFB TX
3595th (Fighter), Nellis AFB NV
3600th (Fighter), Luke AFB AZ
3625th (Adv Interceptor), Tyndall AFB FL
3645th (Fighter), Laughlin AFB TX

FLYING, Waco TX:

4 observer training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3605th, Ellington AFB TX
3610th, Harlingen AFB TX
3750th, Sheppard AFB TX



10 pilot training wings:

3500th (Basic Multi-Eng), Reese AFB TX
3525th (Basic Single-Eng), Williams AFB AZ
3530th (Basic Single-Eng), Bryan AFB TX
3545th (Primary), Goodfellow AFB TX
3560th (Basic Single-Eng), Webb AFB TX
3575th (Basic Multi-Eng), Vance AFB OK
3580th (Basic Single-Eng), Foster AFB TX
3585th, (Liaison-Helicopter) San Marcos AFB TX
3615th (Basic Single-Eng), Craig AFB AL
3640th (Basic Single-Eng), Laredo AFB TX

9 pilot training squadrons (contract primary):

3300th, Greenville AFB MS
3301st, Columbus AFB MS
3302d, Spence AB, GA
3303d, Bartow AB FL
3304th, Hondo AB TX
3305th, Malden AB MO
3306th, Bainbridge AB GA
3307th, Marana AB AZ
3308th, Stallings AB NC

TECHNICAL, Gulfport MS:

7 technical training wings:

3310th, Scott AFB IL
3320th, Amarillo AFB TX
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX



3275th Air Force Indoctrination Wing

3 Air Force indoctrination wings:

3275th, Parks AFB CA
3650th, Sampson AFB NY
3700th, Lackland AFB TX

1 mobile training wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP

Lieutenant General Harper remained the ATC commander throughout this period, and Major General McNaughton continued as vice commander.

ATC MAJOR INSTALLATIONS--1952



ORGANIZATION

Crew Training Air Force

At Randolph AFB on 16 March 1952, ATC established the Crew Training Air Force (CTAF). Assigned to CTAF were six bases: Luke and its 127th Pilot Training Wing, Moody and its 3550th Training Wing (Interceptor Aircrew), Nellis and its 3595th Training Wing (Combat Crew), Randolph and its 3510th Pilot Training Wing, Tyndall and its 3625th Training Wing, and Wichita and its 3520th Combat Crew Training Wing. Pinecastle became a CTAF base effective 16 August. Perrin came under CTAF control on 1 September, followed by Laughlin on 1 October.



INSTALLATIONS

5 New FTAF Bases Activated

During 1952 ATC activated five new bases under Flying Training Air Force. Four of the installations provided basic single engine flying training: Webb, Laredo, Laughlin, and Foster. The fifth base, Harlingen, provided basic observer training. Later in the year ATC decided to switch Laughlin to advanced fighter training, and with that change the base became a CTAF asset.



Students inflate a parachute under the supervision of their instructor during class in the parachute rigger's school at Chanute AFB, Illinois.



Laredo AFB, Texas

Effective 1 April 1952, ATC reopened Laredo AFB and established the 3640th Pilot Training Wing. Later the parenthetical notation (Basic Single-Engine) was added to the designation.

Stallings Air Base, North Carolina

In May 1952, Air Training Command renamed Kinston Airfield, North Carolina, as Stallings Air Base in memory of Lt Bruce Stallings, a P-51 pilot killed in March 1945, and his brother, Lt Harry Stallings, a B-29 navigator killed in April 1945.

Foster AFB, Texas

Air Training Command returned Foster to active status on 1 September 1952. Earlier, on 1 May, the command had established the 3580th Pilot Training Wing (Basic Single-Engine) at Foster to prepare for pilot training to begin in January 1953.

Harlingen AFB, Texas

On 1 April 1952, ATC activated Harlingen AFB, Texas. At the same time, the command established the 3610th Observer Training Wing at Harlingen.

Laughlin AFB, Texas

The command brought Laughlin back on active status on 1 May. At the same time ATC established the 3645th Pilot Training Wing (Basic Single-Engine) and assigned it to Flying Training Air Force. Then on 1 October the 3645th was redesignated as a flying training wing (fighter) and reassigned to Crew Training Air Force.

Webb AFB, Texas

In 1951 Air Training Command had established a pilot training wing at Big Spring, Texas, but because of legal considerations, the command was unable to activate Big Spring AFB until 1 January 1952. Four months later, on 18 May, ATC changed the name of Big Spring to Webb AFB, honoring Lt James L. Webb, Jr., a local Big Spring resident who was killed in a plane crash during a training mission in Japan in 1949.

SUBORDINATE UNITS

Wing Redesignations

During 1952 ATC redesignated a number of its wings, as it reorganized its flying program under the Flying Training and Crew Training Air Forces.

Previous Designation	New Designation	Date Changed
3500th PTW (Adv M-E)	3500th PTW (Basic M-E)	27 Jun 52
3510th PTW	3510th FTW (Med Bomb)	11 Jun 52
3520 CCTW	3520 FTW (Med Bomb)	11 Jun 52
3525th PTW (Adv S-E)	3525th PTW (Basic S-E)	27 Jun 52
3530th PTW (Adv S-E)	3530th PTW (Basic S-E)	27 Jun 52
3535th BTW	3535 OTW	27 Jun 52
3540th CCTW	3540th FTW (Fighter)	27 Jun 52
3545th PTW (Basic)	3545th PTW (Primary)	27 Jun 52
3550th TW (IA)	3550 FTW (Interceptor)	11 Jun 52
3555th PTW (Basic)	3555th FTW (Fighter)	27 Jun 52
3560th PTW (Adv S-E)	3560th PTW (Basic S-E)	27 Jun 52
3565th PTW (Basic)	3565th OTW	27 Jun 52
3575th PTW (Adv M-E)	3575th PTW (Basic M-E)	27 Jun 52
3595th TW (Cmbt Crew)	3595th FTW (Fighter)	11 Jun 52
3605th NTW	3605th OTW	27 Jun 52
3615th PTW (Adv S-E)	3615th PTW (Basic S-E)	27 Jun 52
3625th TW	3625th FTW (Adv Intcp)	11 Jun 52
3640th PTW	3640th PTW (Basic S-E)	Jul-Aug 52

NOTE: CCTW = combat crew training wing; FTW = flying training wing; Med Bomb = medium bombardment; M-E = multi-engine; NTW = navigator training wing; OTW = observer training wing; PTW = pilot training wing; S-E = single-engine; TW = training wing.



A student pilot approaches his assigned AT-6 "Texan" on the ramp at Randolph AFB, Texas. Note the unique nose art which included a picture of the "Taj."

3499th Mobile Training Wing

On 4 November 1952, ATC redesignated the 3499th Mobile Training Group as a wing. Previously, the mobile training group had been a part of the 3499th Training Aids Wing, until the command discontinued the wing in early 1952.

3750th Observer Training Group

Air Training Command established the 3750th Observer Training Group at Sheppard on 10 October 1952 and assigned it to Flying Training Air Force. The group operated at Sheppard until its inactivation on 15 March 1954. At that time, its training mission moved to James Connally.

3600th Flying Training Wing (Fighter)

The command discontinued the 127th Pilot Training Wing at Luke on 1 November and established the 3600th Flying Training Wing (Fighter).

Contract Flying Squadrons Redesignated

Effective 27 June 1952, ATC redesignated all nine of its training squadrons (contract flying) as pilot training squadrons (contract primary).

TRAINING

FLYING TRAINING

Basic Renamed Primary Pilot Training

In 1952 ATC renamed basic pilot training, the first phase of flying training, as "primary" training. The advanced flying phase became "basic pilot training." The change came with the activation of the Crew Training Air Force in March 1952, with its charter of conducting advanced pilot training. Primary and basic pilot training fell under ATC's Flying Training Air Force.

Interceptor Training

Mechanical difficulties with the F-89 aircraft prevented ATC from training any students in this aircraft during the year. The F-86D program graduated 46 pilots during the year compared to a training plan of 1,200 per year (later reduced to 710 due to problems with the aircraft). The only significant interceptor pilot production occurred in F-94 aircraft, in which 598 pilots graduated (slightly below the 650 annual goal).



Two students in the cockpit of a Lockheed F-94C "Starfire" prepare to take off on an interceptor combat crew training mission at Moody AFB, Georgia.

Four-Phase Pilot Training

The most important change in training during the year involved the adoption of a four-phase pilot training program in November, with no change in flying hours. Part one of the program included 12 weeks of **preflight** training. The second part, called **primary** training, required 18 weeks and featured 120 hours of T-6 flight training. Part three, the **basic** flight phase, lasted 16 weeks and included 130 hours of flying. This phase included flying in both the T-6 or T-28 and in tactical aircraft (T-33 jet trainer, F-80 jet fighter, F-51 conventional fighter, or B-25 multi-engine bomber). At the end of the third phase, cadets were commissioned and received pilot wings. The fourth phase of pilot training featured **crew training** and covered an average of 12 weeks. Total time spent in training lasted nearly 16 months. The first class to begin the four-phase program was 53-H (later changed to 54-A/B/C), which entered training at all flying bases on 3 November.

Initiatives to Increase Pilot Applicants

In an effort to increase the number of pilot training applicants, ATC created aviation cadet selection teams to visit colleges across the nation. The first two teams came into existence in January. Along with other initiatives begun in 1951, ATC finally began to see the number of pilot training applicants increase. By April the monthly average had risen from less than 750 to over 3,800.

B-47 Training

The shortage of airplanes that hindered the B-47 training program in 1951 continued through much of 1952. Fourteen three-man crews received training during the year at Wichita. The first B-47 students at Pinecastle began training on 22 December.

B-26 Transition Training

To provide trained B-26 crews for the advanced combat training TAC offered, ATC developed a four-week transition program for rated officers. Perrin AFB hosted the course which started in April. Because the B-26 had been used during World War II, ATC experienced no difficulty in obtaining aircraft or in producing trained crews.

Fighter-Bomber Crew Training

In April ATC reduced its training requirements from 1,110 F-80 pilots per year to 288 and stopped all F-80 training in September. In November 1951 ATC had planned to train 345 F-51 pilots per year, but in April 1952 the command instead directed the elimination of the program following the graduation of the 30 June class. As training for these older fighters decreased, programs for the newer F-84 and F-86 aircraft increased. Quotas for the F-84 grew from 420 in the November 1951 plan to 588 under the April 1952 schedule. For the new F-86 training course, ATC doubled its planned quotas from its initial 508, set in April 1952, to 1,224 in October.

Helicopter Training

With the introduction of the H-19 at San Marcos, ATC cut helicopter training from 11 weeks to 10.

Observer Training

During the year, ATC revised its observer training program based on a 1 November 1951 training directive. Instead of three separate courses--cadet and nonrated officers, rated bombardiers and navigators, and pilots--ATC implemented a single basic observer course, with advanced training related to specific aircraft. Complete conversion to a single observer program was delayed by the necessity of providing refresher courses to navigators, bombardiers, and radar observers who had been trained during World War II.

TECHNICAL TRAINING

Contract Schools Use Reduced

The command decreased its reliance on civilian contract and other service schools during the year. In December 1951 the Air Force had more than 13,000 students enrolled in Army and contract schools. By June 1952 that number had been cut in half. At contract schools, the student load declined from 15,000 enrollments in June 1951 to 2,050 in June 1952. The number of contract schools ATC used declined from 53 to 5.

Changes in Technology

The continued introduction of new aircraft and equipment forced ATC to develop new courses. Among the technical training courses begun in 1952 were specialized B-47 courses and F-86E and F-89 aircraft mechanic classes. As in 1951, the delayed delivery of new equipment to ATC caused shortages in trained technicians. Some of the most critical shortages were in the communications-electronics fields, because the command could not get the new cryptographic and electronic countermeasures (ECM) equipment being prepared for the war effort. In October ATC established an ECM operator-mechanic course at Keesler. Retention of instructors became an increasing problem. Reenlistment rates among electronics instructors dropped, and ATC experienced a high turnover among its civilian instructors as private industry offered these groups more money for their experience and expertise.

Mechanic Training

In 1952, when the Air Force listed its 13 most critical specialties, 10 were in aircraft maintenance fields. In February ATC estimated that the Air Force would

have a shortage of 32,000 aircraft mechanics by 30 June 1953. Most frustrating for the command was the fact that the capability existed to train far more mechanics. Air Training Command estimated it could train an additional 35,000 mechanics yearly if the Air Staff would increase the student load ceilings at Amarillo and Sheppard--the two main aircraft mechanic training centers; if the command had sufficient training equipment; and if more airmen could be funneled through the induction centers. Officials at ATC argued that recruiting should be intensified to gain inductees and that the major air commands should provide more training aircraft. At Amarillo, only one F-89, one F-86F, and three B-47s were available for aircraft mechanic training, forcing two or three classes to use the same aircraft at any one time.





International Training has always been an important part of the AETC mission. Through the Mutual Defense Assistance Program, hundreds of international students received flying or technical training at various ATC bases. In 1952 Yugoslavian and Taiwanese students joined the growing list of countries. The lower photo shows the first Taiwanese students to receive jet training at Williams AFB, Arizona. The upper photo shows graduating Dutch aviation cadets in formation at Vance AFB, Oklahoma.

MILITARY TRAINING

Training Extended

During the years before the Korean War, basic military training had lasted anywhere from 4 to 13 weeks. In the rush to flow recruits through the training system and into the theater of conflict, ATC reduced the course to seven weeks in 1950 and then to two weeks in January 1951. After the initial push, ATC reintroduced the eight-week course and urged the Air Staff to lengthen the course. In July 1952 the Air Staff approved a 12-week course, which ATC implemented on 1 August at Lackland and Parks and on 1 September at Sampson. However, after only two months, the Air Staff decided that the course should be shortened, and ATC developed an 11-week program to begin in January 1953.

MISCELLANEOUS

Operation Sign Post

Air Defense Command conducted a nationwide air defense exercise 24-28 July, with the aid of Tactical Air Command and Air Training Command. At that time, ATC had a fairly heavy requirement to provide air defense support, as shown by the fact that over 50 percent of the aircraft used in the exercise belonged to ATC. The operation was a costly venture for ATC, because the majority of the aircraft deployed were those used in flying training programs. That cost the command thousands of lost student flying training hours.

1953

As in the previous year, the volume of training conducted steadily decreased during 1953. Air Training Command graduated 333,332 students from all its training programs, down from 439,991. Pilot production for the year neared the planned 7,200, but the crew training program failed to produce 7,200 combat-ready pilots from its advanced courses. In May the Air Staff dropped its plans to reach a production of 10,000 pilots annually and postponed plans to build up to 143 wings. Instead, the Air Staff looked to establish 120 wings by 30 June 1956. The Air Staff shortened basic military training, despite ATC objections, as a cost saving device. The command's permanent party assignments continued to decline despite the activation of an additional base. The Air Staff reduced the size of Headquarters ATC to 839 personnel authorizations as of 31 December, less than half the 1,729 assigned at the start of the Korean War. The Korean War ended on 27 July. During the three-year conflict, ATC produced 11,947 combat-ready pilots and graduated over 1,000,000 personnel from its various courses.

ASSIGNED RESOURCES

(as of 31 December 1953)

PRIMARY INSTALLATIONS: 43

Alabama--Craig; Arizona--Luke, Marana, and Williams; California--Mather and Parks; Colorado--Lowry; Florida--Bartow, Graham, Pinecastle, and Tyndall; Georgia--Bainbridge, Moody, and Spence; Kansas--Wichita; Illinois--Chanute and Scott; Mississippi--Columbus, Greenville, and Keesler; Missouri--Malden; Nevada--Nellis; New York--Sampson; North Carolina--Stallings; Oklahoma--Vance; Texas--Amarillo, Bryan, Ellington, Foster, Gary, Goodfellow, Harlingen, Hondo, James Connally, Lackland, Laredo, Laughlin, Perrin, Randolph, Reese, Sheppard, and Webb; and Wyoming--Francis E. Warren

PERSONNEL ASSIGNED: 158,042 (15,974 officers; 113,454 enlisted; 28,614 civilians)

AIRCRAFT ASSIGNED: 4,702 (B-25, B-26, B-29, B-47, B-50, C-45, C-47, F-80, F-84, F-86, F-89, F-94, H-5, H-13, H-19, L-5, L-13, L-16, L-17, L-19, L-21, T-6, T-28, T-29, T-33, T-34)

MAJOR SUBORDINATE UNITS: 3 training air forces:

CREW, Randolph AFB TX

9 flying training wings:

3510th (Medium Bombardment), Randolph AFB TX
3520th (Medium Bombardment), Wichita AFB KS
3540th (Fighter), Pinecastle AFB FL
3550th (Interceptor), Moody AFB GA
3555th (Fighter), Perrin AFB TX
3595th (Fighter), Nellis AFB NV
3600th (Fighter), Luke AFB AZ
3625th (Advanced Interceptor), Tyndall AFB FL
3645th (Fighter), Laughlin AFB TX

FLYING, Waco TX:

4 observer training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3605th, Ellington AFB TX
3610th, Harlingen AFB TX

11 pilot training wings:

3500th (Basic Multi-Eng), Reese AFB TX
3505th (Basic Single-Eng), Greenville AFB MS
3525th (Basic Single-Eng), Williams AFB AZ
3530th (Basic Single-Eng), Bryan AFB TX
3545th (Primary), Goodfellow AFB TX
3560th (Basic Single-Eng), Webb AFB TX
3575th (Basic Multi-Eng), Vance AFB OK
3580th (Basic Single-Eng), Foster AFB TX
3585th (Liaison-Helicopter), Gary AFB TX
3615th (Basic Single-Eng), Craig AFB AL
3640th (Basic Single-Eng), Laredo AFB TX

9 independent pilot training squadrons (contract primary):

3300th, Graham AB FL
3301st, Columbus AFB MS
3302d, Spence AB, GA
3303d, Bartow AB FL
3304th, Hondo AB TX
3305th, Malden AB MO
3306th, Bainbridge AB GA
3307th, Marana AB AZ
3308th, Stallings AB NC

TECHNICAL, Gulfport MS:



3310th Technical Training Wing

7 technical training wings:

3310th, Scott AFB IL
3320th, Amarillo AFB TX
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX



3610th Observer Training Wing

3 military training wings:

3275th, Parks AFB CA
3650th, Sampson AFB NY
3700th, Lackland AFB TX

1 mobile training wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP

Lieutenant General Harper remained the commander through this period. On 1 July Maj Gen Glenn O. Barcus succeeded General McNaughton as vice commander.

ORGANIZATION

INSTALLATIONS

Graham Air Base, Florida

Air Training Command activated Graham Air Base on 27 January 1953 to replace Greenville AFB as a contract primary pilot training school. Greenville then became an ATC basic single-engine pilot training school.

Gary AFB, Texas

On 10 May 1953, ATC changed the name of San Marcos AFB to Gary AFB to honor Lt Arthur Edward Gary, killed in the Philippines in 1941. Gary was a native of San Marcos.

NAMED ACTIVITIES

Officer Military Schools

To consolidate its officer training activities, ATC established the USAF Officer Military Schools at Lackland, effective 1 August 1953. The command



Shown is a general view of the flight line at Perrin AFB, Texas, in the 1950s. This ATC base conducted F-86D interceptor crew training.

changed its Officer Candidate School (OCS) curriculum to include 86 hours of air base defense instruction and to provide greater emphasis on military training. The first class to receive the new syllabus would begin training in January 1954. During the last quarter of 1953, the OCS class quotas dropped from 600 to 156 per quarter. In the officer basic military course, the Air Staff limited this direct commissioning program to applicants from medical, legal, chaplain, and meteorological fields during the last half of the year.

SUBORDINATE UNITS

3505th Pilot Training Wing

In April 1953 Greenville AFB, Mississippi, began basic single-engine pilot training. That mission was performed by the 3505th Pilot Training Wing (Basic Single-Engine), which ATC had activated on 1 February 1953.

Military Training Wings

On 6 January 1953, Technical Training Air Force redesignated its three indoctrination wings--the 3700th at Lackland, the 3650th at Sampson, and the 3275th at Parks--as military training wings.

TRAINING

Changes in Technology

As the B-26 aircraft left the Air Force inventory, ATC converted Perrin AFB, Texas, from B-26 training to all-weather interceptor crew training. After April 1953, all advanced flying training used jet aircraft, except that accomplished on B-26 and B-29 bombers. There was also a significant increase in the number of specialized technical training courses as new equipment, primarily electronic, moved into the Air Force inventory. Typically, training equipment, spare parts, and experienced instructors were often scarce. Courses for specialties such as missile guidance, radio-radar, and rocket propulsion received emphasis in 1953.

FLYING TRAINING

Pilot Production

To attain its annual pilot production target, ATC attempted to reduce the attrition rate to the 29 percent upon which the command based its planning. If and when the graduations from basic flight training increased, ATC faced a second problem—deficiencies in the advanced training program. In



This is an interior view of the Convair T-29D, which ATC used for navigator training. The "D" model had no astrodomes and carried six students and an instructor.

preflight training alone, Air Training Command saw an average of 14.2 percent attrition in the first half of 1953. Large numbers of students dropped out because of physical problems. Improved screening procedures corrected that problem. However, a second problem affected student motivation. With the lessening of tensions in Korea, the sense of urgency and of need to serve one's country had diminished.

Training Realignments

Air Training Command had added Foster AFB, Texas, to its basic single-engine training program in 1952, and the base accepted its first students in February 1953. Greenville AFB, Mississippi, switched from operating a contract primary school to conducting basic single-engine training in April. With this realignment, Perrin, Goodfellow, Gary, and Craig discontinued basic single-engine training and concentrated on primary missions: interceptor training at Perrin, primary pilot instruction at Goodfellow, helicopter and liaison training at Gary, and pilot instructor training at Craig.

Interceptor Training

During the year, ATC consolidated its interceptor training. Previously, the command gave instrument training at Moody, with applied training at either Tyndall or Perrin. Under the revised curriculum, each of the three bases provided both phases of training. Perrin and Tyndall concentrated on the F-86D, and Moody trained on the F-89 and F-94.

B-29 Training

Strategic Air Command transferred B-29 crew training to ATC during 1953.

B-47 Training

Pinecastle AFB in Florida produced its first fully-trained B-47 bomber crews during 1953. In the last half of the year, ATC provided training for over 1,300 students on the B-47. Even though ATC increased training on the B-47 by the end of the year, the Air Staff had decided to make B-47 crew training the responsibility of SAC, the using command.



Air Training Command began acquiring the Beech T-34A "Mentor" in 1954. The T-34 replaced the AT-6 and other types of aircraft in primary training.

Advanced Multi-Engine Training

The command began a new advanced multi-engine training program involving the T-29 and B-25 aircraft, with plans to add TC-54 and B-50 aircraft in the coming year. On 1 September Air Training Command established advanced multi-engine schools at Mather in California and James Connally, Ellington, and Harlingen in Texas as a part of Flying Training Air Force and at Keesler in Mississippi, under Technical Training Air Force.

Observer Training

The implementation of the four-phase flying training program in 1952 created an imbalance with the observer training program. Students in the observer program could receive their commission much more quickly than those in the lengthened flying training program. To rectify the situation, ATC added a preflight course to the observer training program, similar to that given to students in flying training. Other major changes in observer training included the implementation of B-57 bomber-observer and B-26 tactical reconnaissance training at Mather.

Mutual Defense Assistance Program

For the first time in its history, the Mutual Defense Assistance Program (MDAP) used a quota system to fill training requests. Almost 40 percent of the quotas were used by West Germany. In addition, six new countries began receiving training authorizations under MDAP: Spain, Egypt, Iraq, Saudi Arabia, Syria, and South Korea. Air Training Command had provided instruction for various Arab countries prior to 1953, but never as a part of MDAP.

Training Program Drawdown

With the end of the Korean War, Air Training Command shut down many of its flying training courses. For example, during April the B-50 observer program entered its final class, and in June B-29 gunnery and bombardier refresher training ceased.

TECHNICAL TRAINING

Training Program Changes

During the year, ATC made three curricula changes which significantly affected its training program. In July ATC moved factory training courses to its technical training centers. In September the command revised all advanced officer and airman courses to a maximum of 19 weeks, saving permanent change of station (PCS) funds. Then in October ATC reverted to a five-day academic week. Overall, there was a shift from general instruction to more specialized training. In November the Air Staff issued a new technical training directive that defined the difference

between formal training and on-the-job training and delineated the responsibilities of ATC and of the using agencies.

MILITARY TRAINING

Training Reduced

To save money, the Air Staff decreased basic military training from 12 to 9 weeks; ATC implemented the change at Lackland in January and at Parks and Sampson in February. During the first half of 1953, the Air Staff reduced its induction quotas from 10,000 to 15,000 per month to less than 5,000. With the lower quotas, ATC no longer needed to use Parks for basic military training, so BMT phased out at the end of September. (Parks continued to be used for air base defense training and processing oversees returnees. The command had established the air base defense school at Parks in September 1952.)

MISCELLANEOUS

Mission Change

With the addition of crew training and the acquisition of interceptor aircraft, HQ USAF decided effective 20 October to assign ATC responsibility for supporting Air Defense Command (ADC). All three of ATC's interceptor training bases had air defense commitments. Moody maintained two combat-ready aircraft and crews on five-minute active air alert as ADC augmentation forces. Tyndall had a requirement to deploy 16 combat-ready F-86D aircraft and to maintain 16 others in a 4-hour readiness state in the event of an emergency. Perrin maintained an ADC defense squadron manned with ATC aircraft and instructor pilots as part of the active air alert force.

Construction Savings

In February the federal government imposed a freeze on military construction and began reviewing its building program. The Secretary of the Air Force canceled or deferred nearly one-third of ATC's projects--almost $25 million. The greatest single block of cancellations involved the decision to delay activation of Moore Field, Texas, as a flying training base. That saved ATC $8 million.

Operation Tail Wind

On 11 and 12 July, Air Defense Command tested its augmentation plan. A total of seven ATC bases actively participated in the exercise, deploying aircraft and aircrews, as well as supporting the ADC radar net.



Radar students at Keesler AFB, Mississippi, learn to install and operate various radar systems.

1954

During the year, pilot training leveled out at 7,000 per year, observer training remained unchanged, and technical training production jumped from 30,000 at the end of 1953 to 47,000 by the end of June 1954. In the last half of the year, Headquarters USAF told ATC that beginning in FY 57 pilot production would drop to 4,800. That would be enough to support a 137-wing Air Force. Production was to be evenly divided between single- and multi-engine aircraft. In 1954, 65 percent of pilot trainees received single-engine instruction and 35 percent multi-engine. Although the reduction from 7,000 to 4,800 pilots per year was a 30 percent cut in production, ATC only recommended releasing two of its 17 bases involved in pilot training. According to ATC officials, the five basic single-engine training bases could be reduced to four. Headquarters USAF wanted the production slowdown to be a gradual effort. That was partially because civilian contractors operated the nine primary flying schools, and the Air Force didn't want to cause financial hardship for them. By cutting production gradually, each contractor had time to adjust the size of his operation.

ASSIGNED RESOURCES

(as of 31 December 1954)

PRIMARY INSTALLATIONS: 42

Alabama--Craig; Arizona--Luke, Marana, and Williams; California--Mather and Parks; Colorado--Lowry; Florida--Bartow, Graham, and Tyndall; Georgia--Bainbridge, Moody, and Spence; Kansas--McConnell; Illinois-- Chanute and Scott; Mississippi--Columbus, Greenville, and Keesler; Missouri--Malden; Nevada--Nellis and Stead; New York--Sampson; North Carolina--Stallings; Oklahoma-- Vance; Texas--Amarillo, Bryan, Ellington, Gary, Goodfellow, Harlingen, Hondo, James Connally, Lackland, Laredo, Laughlin, Perrin, Randolph, Reese, Sheppard, and Webb; and Wyoming--Francis E. Warren

PERSONNEL ASSIGNED: 156,773 (16,078 officers; 111,739 enlisted; 28,956 civilians)

AIRCRAFT ASSIGNED: 4,702 (B-25, B-26, B-29, B-47, B-57, F-51, F-80, F-84, F-86, F-89, F-94, F-100, H-5, H-13, H-19, H-21, L-19, L-21, T-6, T-28, T-29, T-33, T-34)

MAJOR SUBORDINATE UNITS:

1 USAF recruiting wing:

3500th, Wright-Patterson AFB OH

3 training air forces:

CREW, Randolph AFB TX

9 combat crew training wings:

3510th (Med Bomb), Randolph AFB TX
3520th (Med Bomb), McConnell AFB KS
3550th (Interceptor), Moody AFB GA
3555th (Adv Interceptor), Perrin AFB TX
3595th (Fighter), Nellis AFB NV
3600th (Fighter), Luke AFB AZ
3625th (Adv Interceptor), Tyndall AFB FL
3635th (Survival), Stead AFB NV
3645th (Fighter), Laughlin AFB TX

FLYING, Waco TX:

4 aircraft observer training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3605th, Ellington AFB TX
3610th, Harlingen AFB TX



3585th Flying Training Wing

Flying Training Air Force (contd)

2 flying training wings:

3585th (Liaison-Helicopter), Gary AFB TX
3615th (Basic Single-Eng) Craig AFB AL

8 pilot training wings:

3500th (Basic Multi-Eng), Reese AFB TX
3505th (Basic Single-Eng), Greenville AFB MS
3525th (Basic Single-Eng), Williams AFB AZ
3530th (Basic Single-Eng), Bryan AFB TX
3545th (Basic Multi-Eng), Goodfellow AFB TX
3560th (Basic Single-Eng), Webb AFB TX
3575th (Basic Multi-Eng), Vance AFB OK
3640th (Basic Single-Eng), Laredo AFB TX

9 independent pilot training squadrons (contract primary):

3300th, Graham AB FL
3301st, Columbus AFB MS
3302d, Spence AB, GA
3303d, Bartow AB FL
3304th, Hondo AB TX
3305th, Malden AB MO
3306th, Bainbridge AB GA
3307th, Marana AB AZ
3308th, Stallings AB NC

TECHNICAL, Gulfport MS:

7 technical training wings:

3310th, Scott AFB IL
3320th, Amarillo AFB TX
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX

3 military training wings:

3275th, Parks AFB CA
3650th, Sampson AFB NY
3700th, Lackland AFB TX

1 mobile training wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP



Maj Gen Glenn O. Barcus



Lt Gen Charles T. Myers

On 1 July 1954, the ATC Vice Commander, Maj Gen Glenn O. Barcus temporarily assumed command of ATC from Lieutenant General Harper, who retired. Barcus was replaced on 26 July by Lt Gen Charles T. Myers, who had previously served as Commander, Northeast Air Command. Also on 2 July, Maj Gen Edward H. Underhill replaced Major General Barcus as vice commander.

ORGANIZATION

INSTALLATIONS

McConnell AFB, Kansas

On 12 April 1954, ATC redesignated Wichita AFB as McConnell AFB, honoring two brothers--Lt Thomas L. McConnell, killed in the South Pacific in

1943, and Capt Fred M. McConnell, Jr., who died in a plane crash in Korea in 1945.

SUBORDINATE UNITS

Recruiting Wing Activated

On 10 April 1954, as a part of its plan to manage Air Force recruiting, ATC activated the 3500th USAF Recruiting Wing at Wright-Patterson AFB, Ohio. The command formed the new unit using personnel from the former 3500th Personnel Processing Group, which had been assigned at Waco.

3635th Combat Crew Training Wing

Effective 1 September 1954, SAC transferred the 3904th Composite Wing at Stead AFB, Nevada, to ATC. On that same date, ATC discontinued the 3904th and established the 3635th Combat Crew Training Wing (Survival) and assigned it to Crew Training Air Force.

Wing Redesignations

In September-October 1954, ATC redesignated its eight flying training wings as combat crew training wings to describe their mission better. The command also renamed its four observer training wings as aircraft observer training wings, effective 10 September, and redesignated two pilot training wings--the 3615th at Craig and the 3585th at Gary--as flying training wings.

HEADQUARTERS ORGANIZATION

DCS/Installations

Air Training Command established a new headquarters function, Deputy Chief of Staff, Installations, on 12 August 1954. This was the forerunner of civil engineering.

TRAINING

Missile Training

In August ATC learned that it would be assisting Air Defense Command with air-to-air missile training of ADC units. Although the Air Staff suggested using Tyndall as the site for such training, in November ATC and ADC reached agreement on establishing missile training at Moody AFB, Georgia. Training would begin in February 1955.

FLYING TRAINING

Combat Crew Training Transferred

Air Training Command returned various combat crew training responsibilities to SAC and TAC in 1954. Among these was the transfer of Pinecastle AFB, Florida, and its B-47 training mission to SAC on 1 January 1954 and the transfer of Foster to TAC on 1 July. In addition, SAC took over B-47 training at McConnell AFB, Kansas, but ATC continued providing B-47 transition training. At Vance, TAC began providing B-26 combat crew training.

The Century Problem

In World War II, pilots flew propeller-driven aircraft. After the war the all-jet combat force began to take shape. The next step was replacement of subsonic jets with supersonic jets, which posed the "Century Problem" for ATC. Tactical wings had already begun receiving the new 100-series aircraft, while ATC schools still had to make do with a combination of T-34s, T-28s, and T-33s. (In fact, ATC received its first F-100 in August 1954 at Nellis, but not long after the Air Force grounded all F-100s following three major accidents. As a result, ATC officials believed it would be 1956 before the command could begin training.) With this outdated training, graduates were handicapped before they reached their first assignment. In the eyes of ATC officials, the only way to improve the quality of pilot trainees was by acquiring new trainer aircraft. Planners felt three new trainers were needed. The first, the T-34, had already begun to arrive in ATC in significant numbers by the end of the year. The second, a T-37 twin-jet trainer, was intended to replace the conventional T-28 in the second phase of primary training. When the T-37 came onboard, that meant for the first time ATC would be using a jet trainer in primary training. The third trainer was intended to replace the T-33 in basic single-engine training. Its purpose would be to prepare student pilots for supersonic flight. What that aircraft would be was still to be determined.

Basic Pilot Training

With the Korean War past, USAF officials became concerned that ATC was producing too many pilots and that training costs needed to be reduced. The Air Staff decided the best way to handle the problem was by limiting advanced combat flying training to pilots who signed an agreement to remain in the service for four years beyond graduation from basic pilot training. The first class asked to sign such agreements was 55-G. About 44 percent signed. By the end of the year, it was obvious that too many pilots were being trained. The command had had great difficulty placing graduates of basic pilot training. In fact, during the last three months of the year, a total of 178 graduates were transferred to technical training programs, when ATC was unable to find cockpit assignments for these individuals. Also as a result of this overproduction, ATC temporarily discontinued its advanced multi-engine training program (B-25s, B-50s, and T-29s) in December.



Student officers in the USAF Bombardment School, Mather AFB, California, on a training mission in a modified Douglas C-54 "Skymaster." This C-54, the only one of its kind in use during the 1950s, could accommodate 21 students. The more common bombing trainer was the B-25.

Basic Single-Engine Training

In 1954 ATC reduced its basic single-engine pilot schools from seven to five. James Connally returned to observer training, and on 1 July ATC transferred Foster AFB to TAC. The command was able to do this because bases like Greenville and Laredo had acquired sufficient facilities to assume their full share of the training load. In addition, the days of split-shift training (T-28s in phase one and T-33s in phase two) were over. All five bases--Bryan, Greenville, Laredo, Webb, and Williams--used the single-engine curriculum. The command even saw quality of training improve because of the increased number of hours students received in the T-33.

Observer Training

As a cost-cutting measure, Headquarters USAF directed ATC in November 1953 to reorganize its observer training program and decrease training time. Air Training Command managed the restructure by converting primary observer training into a primary-basic course and by providing advanced instruction in the basic course. Under the new program, every graduate of primary-basic training would be a qualified navigator. At the beginning of the year, nine ATC bases provided various types of observer training. Lackland taught preflight, Ellington and Harlingen gave primary training, while Mather, Lowry, Keesler, James Connally, and Sheppard provided advanced training. Sheppard was only in the program temporarily to help relieve congestion at James Connally, and Lowry dropped out of the program in November when armament instruction ended. By 31 December, only five bases remained in the observer program: Mather, James Connally, Harlingen, Ellington, and Keesler.

Contract Primary Flying Training

Since the formation of the primary contract flying training schools in the early 1950s, the only military base to provide primary training was Goodfellow. It had been kept in that position to monitor the training given by the contractors. By the end of 1953, ATC was satisfied with the quality of training provided by the schools, and officials felt it was unnecessary for Goodfellow to continue its monitoring role. Instead, in February 1954 Goodfellow converted to basic multi-engine pilot training. Meanwhile, the contract schools were in the midst of a major aircraft conversion. Beginning in May, Marana started receiving T-34s and T-28s to replace the older T-6s and PA-18s. The Spence school reported the arrival of its first T-34s in June, and Bainbridge and Columbus started receiving new aircraft in September. By year's end, Marana had received 55 T-34s and Spence had 56. The government-owned T-6s were turned over to Air Materiel Command. The PA-18s belonged to the contractors. Contractors reported that they would give several of these surplus aircraft to the Civil Air Patrol in early 1955.

C-119 and B-57 Training

At Randolph B-29 combat crew training had to be sharply curtailed midway through the year, so that the base could prepare for operation of a four-engine transport school, using the C-119. Student training began in July. In addition, Randolph began its first B-57 pilot training course in late October. While some classroom instruction took place, students did not fly the B-57 in 1954. It was November before ATC received its first four B-57s, and another four aircraft arrived in December; however, the command had immediate maintenance problems with the aircraft, recording an in-commission rate of only seven percent. Besides the maintenance problems, Air Training Command also had difficulty finding qualified instructors. Because of the newness of the aircraft, most qualified pilots were assigned to TAC units converting to the B-57. The Randolph training program had to qualify T-33 pilots as B-57 instructors.



Air Training Command operated a 15-day survival course at Stead AFB, Nevada, for Air Force bomber crews. Here, an aircrew member learns how to use a rack to smoke fresh meat.

Survival Training

Since October 1950, SAC had taught survival techniques for downed aircraft crews. The first course was held at Camp Carson, Colorado, and in 1952 the training moved to Stead AFB, Nevada. Originally, SAC had begun the training for its personnel, teaching them how to survive if forced down in remote and/or unfriendly terrain, how to escape capture, and how to escape if captured. Later other commands used the training. In the spring of 1954, since ATC had primary responsibility for training, Air Force officials decided to transfer survival training to ATC. On 1 September 1954, SAC transferred its survival training mission to ATC, along with Stead.

Basic Multi-Engine Training

Here again production was exceeding need. The command had made the decision to change its proportion of single-engine graduates to multi-engine--from a 75/25 mix to 65/35. This was accomplished by transferring Goodfellow from primary pilot training to multi-engine instruction in the first half of 1954. Also training multi-engine pilots were Reese and Vance.

Interceptor Weapons Training

The command established interceptor weapons instructor training at Moody and Tyndall in July. To inject more realism into the training, ATC made arrangements with SAC to allow instructor pilots to fly intercept missions against SAC bombers.

Atomic, Biological, and Chemical Warfare

For several years, the Armed Forces Special Weapons Project at Sandia Base, New Mexico, had provided all atomic, biological, and chemical (ABC) warfare training for the Air Force. Beginning in October 1954, ATC added ABC instruction to its bomber training program at Randolph and its fighter pilot programs at Luke and Nellis. In addition, ATC established six general ABC courses to train aircrews already in the field, using mobile training teams.

TECHNICAL TRAINING

Lowry Interim Site of AF Academy

In July 1954 USAF officials named Lowry as the interim site for the new Air Force Academy. At the same time, SAC also wanted to use Lowry to support missile units. In both cases, no new construction was allowed. According to the USAF, Lowry had to support the new academy, and if necessary, training could be relocated so that facilities were available for the academy. In fact Lowry did have to transfer training. Beginning in September, the school moved intelligence, comptroller, and transportation training programs to Sheppard. At the same time, Sheppard also gained 37 jet engine, hydraulic, and electrical repairman courses from Chanute, because the training load at the Illinois school had overtaxed base support facilities.



From 1954 to 1958, Lowry AFB, Colorado, served as the interim site of the Air Force Academy until the academy's permanent home was completed in Colorado Springs, Colorado.

Helper-Positions

When incoming airmen completed basic military training, a large percentage went directly to formal technical training courses. Other recruits were direct-duty assigned and received on-the-job training to the

apprentice level. The remainder of basic military training graduates, beginning in October 1954, were sent into the field to fill "helper" positions. Commanders could assign these individuals to any career field where an authorized vacancy existed.

MILITARY TRAINING

Recruiting

Effective 6 March 1954, Secretary of Defense Charles E. Wilson signed a memorandum specifying that the Air Force would assume operational control of its recruiting function not later than 1 July. When the Air Force became a separate service in 1947, recruiting had remained a joint function carried out through the Army's recruiting organization. Headquarters USAF delegated recruiting responsibility to ATC. The primary reason the Defense Department had decided to give the Air Force control of its recruiting function was to save money and manpower. The new organization that would exist under ATC included a wing, six groups, 71 detachments, and recruiting stations, as necessary.

Third Basic Training Facility Needed

At the beginning of the year, ATC had two basic military training facilities--Lackland and Sampson. However, the Air Force projected that an average of 12,000 new enlistees would enter the service every month through FY 56. For that reason, ATC decided to reopen a third processing center. On 7 September Parks began receiving new recruits after a year in standby status.



An instructor at Lowry AFB, Colorado, teaches future armament officers on the care and assembly of bombs.

1955

Pilot production continued its downward trend. However, there was a positive side in that smaller classes meant ATC could give more attention to the quality of pilot being produced. Course syllabi increased the amount of flying time pilot trainees received. The command also increased its efforts to acquire more modern aircraft for training purposes. That way pilot trainees would experience flying heavier, faster aircraft before being assigned to tactical units. By mid-year four of ATC's nine contract primary schools had replaced their PA-18 and T-6 trainers with T-34s and T-28s. Also during the year, the Air Force took a close look at ATC's technical and basic military instruction programs. The Air Force hoped to integrate basic military and basic technical training, establish a field training system, and readjust training loads to economize the use of the command's facilities.

ASSIGNED RESOURCES

(as of 31 December 1955)

PRIMARY INSTALLATIONS: 42

Alabama--Craig; Arizona--Luke, Marana, and Williams; California--Mather and Parks; Colorado--Lowry; Florida--Bartow, Graham, and Tyndall; Georgia--Bainbridge, Moody, and Spence; Kansas--McConnell; Illinois-- Chanute and Scott; Mississippi--Greenville and Keesler; Missouri-- Malden; Nevada--Nellis and Stead; New York--Sampson; North Carolina-- Stallings; Oklahoma--Vance; Texas--Amarillo, Bryan, Ellington, Edward Gary, Goodfellow, Harlingen, Hondo, James Connally, Lackland, Laredo, Laughlin, Moore, Perrin, Randolph, Reese, Sheppard, and Webb; and Wyoming--Francis E. Warren

PERSONNEL ASSIGNED: 146,814 (16,658 officers; 96,934 enlisted; 33,222 civilians)

AIRCRAFT ASSIGNED: 4,830 (B-25, B-29, B-47, C-45, C-47, F-51, F-80, F-84, F-86, F-89, F-94, F-100, H-13, H-19, H-23, L-19, L-21, T-28, T-29, T-33, T-34)

MAJOR SUBORDINATE UNITS:

1 USAF recruiting wing:

3500th, Wright-Patterson AFB OH

3 training air forces:

CREW, Randolph AFB TX

8 combat crew training wings:

3510th (Med Bomb), Randolph AFB TX
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3600th (Fighter), Luke AFB AZ
3625th (Adv Interceptor), Tyndall AFB FL
3635th (Survival), Stead AFB NV

FLYING, Waco TX:

1 combat crew training wing:

3645th (Fighter), Laughlin AFB TX

4 aircraft observer training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3605th, Ellington AFB TX
3610th, Harlingen AFB TX

2 flying training wings:

3585th (Liaison-Helicopter), Edward Gary AFB TX
3615th, Craig AFB AL

8 pilot training wings:

3500th (Basic Multi-Eng), Reese AFB TX
3505th (Basic Single-Eng), Greenville AFB MS
3525th (Basic Single-Eng), Williams AFB AZ
3530th (Basic Single-Eng), Bryan AFB TX
3545th (Basic Multi-Eng), Goodfellow AFB TX
3560th (Basic Single-Eng), Webb AFB TX
3575th (Basic Multi-Eng), Vance AFB OK
3640th (Basic Single-Eng), Laredo AFB TX

9 independent pilot training groups (contract primary):

3300th, Graham AB FL
3301st, Moore AB TX
3302d, Spence AB, GA
3303d, Bartow AB FL
3304th, Hondo AB TX
3305th, Malden AB MO
3306th, Bainbridge AB GA
3307th, Marana AB AZ
3308th, Stallings AB NC

TECHNICAL, Gulfport MS:

7 technical training wings:

3310th, Scott AFB IL
3320th, Amarillo AFB TX
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX

3 military training wings:

3275th, Parks AFB CA
3650th, Sampson AFB NY
3700th, Lackland AFB TX

1 mobile training wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP

Lieutenant General Myers continued to serve as the ATC commander, and Major General Underhill remained vice commander.

ORGANIZATION

INSTALLATIONS

Gary AFB, Texas

On 1 September 1955, ATC redesignated Gary as Edward Gary AFB.

Contract Primary Bases

For simplicity sake, since 1952 ATC had listed all of its contract primary fields as air bases, except Columbus and Greenville AFBs. However, the command did not make those designations official until 1 November 1955. Also, on 25 April 1955, ATC redesignated all of the contract primary squadrons as pilot training groups (contract primary).

Columbus AFB, Mississippi

On 1 April 1955, ATC transferred jurisdiction of Columbus AFB to SAC. Since 1951, Columbus had hosted contract primary flying training. All of the Columbus flying training mission moved to Moore Air Base, Texas.

Moore AB, Texas

Between December 1954 and March 1955, ATC moved the contract flying training program at Columbus to Moore Air Base, Texas, including the 3301st Pilot Training Squadron. Between the mid-1954 announcement that contract pilot training would move to Moore and the activation of the base on 1 January 1955, builders repaired and added to base facilities so that Moore could begin training on 3 January.

SUBORDINATE UNITS

3645th Combat Crew Training Wing

Laughlin AFB, Texas, and its 3645th Combat Crew Training Wing (Fighter) transferred from Crew Training Air Force to Flying Training Air Force effective 1 September.

HEADQUARTERS ORGANIZATION

Project Jericho

During the year, ATC officers put together a plan to relocate the command headquarters from Scott to Randolph and to inactivate the Crew Training Air Force and combine its mission with Flying Training Air Force. That plan was called Project Jericho. Officials in ATC realized that the Air Force was nearing its goal of establishing 137-wings. Once that happened, training demands would decrease. By consolidating and relocating, ATC believed the Air Force would save money and personnel. However, Headquarters USAF disagreed. Project Jericho died, but the command still continued its efforts to reduce



Prior to taking off on a routine training flight, an instructor and student at Bryan AFB, Texas, discuss last minute details with the crew chief.

operating costs. On 3 October 1955, ATC reorganized its headquarters, reducing its authorized strength from 782 to 580 positions. The command realized this savings by putting only planning, policy-making, and flying and technical training inspection functions in the headquarters. At the same time, the headquarters changed the designation of two Deputy Chiefs of Staff (DCS). The DCS/Comptroller Office became DCS/ Comptroller, and the DCS/Operations Office became DCS/Plans and Operations. Earlier in the year, on 1 February, ATC dissolved its Deputy Chief of Staff, Programming Office. This function then became a part of the DCS/Operations Office.



Lt Vincent D. Meyer and John Tyson record the last student flight in the T-6 aircraft at Moore AB, Texas, on 22 June 1955.

TRAINING

FLYING TRAINING

Changes in Basic Flying Training

At year's end, single-engine programs existed at Bryan, Greenville, Laredo, Laughlin, and Webb. (Williams transferred its program to Laughlin in September, in preparation for assuming an advanced fighter training role.) Multi-engine training took place at Goodfellow, Reese, and Vance. Looking ahead, ATC wanted to end multi-engine training by FY 58 and conduct all basic training in jet T-33 trainers. During 1955, ATC removed all T-28s from the multi-engine program, leaving only B-25s. The T-28s were needed for the primary flying schools. The command planned to begin all-jet basic training at Reese and Vance in 1957 and at Goodfellow in 1958.

TECHNICAL TRAINING

Field Training--A Revised Concept

A combination of factors--low reenlistment rates, failure of tactical units to maintain adequate on-the-job training (OJT) programs, too lengthy formal training followed by increased instances of mal-assignment, and a mobile training program with limited capability--caused the Air Staff to take a closer look at the way people were trained. Of key importance was ATC's ability to produce "combat-ready" personnel. From the Air Staff perspective, ATC's training responsibilities went beyond graduation from technical training. What was needed was a well-organized system of continuation training. The Air Force directed ATC to explore the possibility of providing continuation training through field training detachments (FTD). Officials at ATC suggested that continuation training should include the use of mobile training units and on-the-job training. Headquarters USAF agreed, and ATC prepared to test the FTD concept at Hamilton AFB, California, a base belonging to Air Defense Command; Smoky Hill AFB, Kansas, a SAC installation; and Foster AFB, Texas, a TAC station; however, a shortage of qualified instructions delayed the test. (Only one mobile training wing existed in the entire Air Force--the 3499th at Chanute. This unit, with its over 170 detachments, was to become the nucleus of a new field training program.) It was early 1956 before the test began. If the test proved successful, the Air Staff proposed sending 95 percent of all new enlistees to formal technical training, with only five percent receiving direct-duty assignments. All technical training courses would be revised to include only the basics, and more specific instruction would be provided either by OJT or through mobile training units.



Through the Mutual Defense Assistance Program, a student officer from Thailand receives hydraulic systems training from an instructor at Chanute.

MILITARY TRAINING

Basic and Technical Training Integrated

In early 1955, Headquarters USAF proposed that ATC integrate its basic military and technical training programs. Officials in ATC conducted a study and determined that the best way to proceed was by retaining the current recruiting system, a minimum of two basic military training bases, and seven technical training bases. However, instead of providing all basic military training at these two bases, ATC suggested that the military training bases process, test, and classify all basic airmen and provide the first six weeks of basic training. Then those airmen selected for technical training would receive the last six weeks of their basic military training at a technical training center. Headquarters USAF approved this plan, and ATC put it into effect on 2 January 1956. Not included in this program were prior service and WAF personnel.

1956

In the Air Force, ATC remained the largest major command, but strength was dropping as the demand for training decreased. At a USAF conference in August 1956, officials made plans to reduce annual pilot production to the point where ATC thought it would be able to drop two primary bases in FY 58 and two basic schools in FY 59--possibly Marana, Stallings, Greenville, and Goodfellow. Yearly pilot production for FY 58 was set at 4,000 and at 3,800 for FY 59. By 31 December 1956, ATC officials had changed their plans, partially because the number of foreign students had increased and partially because the command was receiving new T-37s earlier than expected. Instead of recommending four bases for closure, ATC only identified one--Stallings. Besides flying training, ATC also was concerned with both the quality and quantity of new trainees received. Training was expensive. Retention had become a major problem. First-termers accounted for about 70 percent of all enlisted strength; and many first-termers didn't remain for a second term. Instead they were lured away by civilian industry. Civilian industry was ready to recruit those in highly technical fields. On the officer side of the house, the Air Force found it equally as difficult to attract qualified officer candidates as it did to retain them.



Lackland built a new hospital in the mid-1950s, later named Wilford Hall USAF Medical Center. It replaced temporary structures first occupied in June 1942.

ASSIGNED RESOURCES

(as of 31 December 1956)

PRIMARY INSTALLATIONS: 40

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PERSONNEL ASSIGNED:

139,831 (15,538 officers; 80,805 enlisted; 43,488 civilians)

AIRCRAFT ASSIGNED:

4,179 (B-25, B-47, F-84, F-86, F-89, F-94, F-100, H-13, H-19, H-21, KC-97, T-28, T-29, T-33, T-34)

MAJOR SUBORDINATE UNITS:

3 training air forces:

CREW, Randolph AFB TX

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3520th (Med Bomb), McConnell AFB KS
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3307th, Marana AB AZ
3308th, Stallings AB NC

TECHNICAL, Gulfport MS:

1 USAF recruiting wing:

3500th, Wright-Patterson AFB OH

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3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, Francis E. Warren AFB WY
3750th, Sheppard AFB TX

1 military training wing:

3700th, Lackland AFB TX

1 mobile training wing:

3499th, Chanute AFB IL

COMMAND LEADERSHIP

Lieutenant General Charles T. Myers continued to serve as the ATC commander, and Maj Gen Edward H. Underhill remained vice commander.

ORGANIZATION

INSTALLATIONS

Sampson AFB, New York

Air Training Command discontinued its basic training school at Sampson AFB on 1 July 1956. Shortly thereafter, ATC discontinued Sampson's 3650th Military Training Wing. Three months later, on 1 October, Sampson transferred to Air Materiel Command.

Edward Gary AFB, Texas

The command inactivated Edward Gary AFB on 14 December 1956. Earlier ATC had discontinued the 3585th Flying Training Wing (Liaison-Helicopter). For several years the Edward Gary AFB had served as a helicopter training school for Air Force and Army personnel. When the Defense Department announced in early 1956 that the Army would resume its own aviation instruction, ATC moved its helicopter training to other bases. Then for a short period of time late in the year, an army contractor used base facilities until Air Training Command closed the installation.

SUBORDINATE UNITS

Recruiting Wing Reassigned

Air Training Command reassigned its 3500th USAF Recruiting Wing at Wright-Patterson AFB, Ohio, from the headquarters to Technical Training Air Force, effective 1 January 1956. The reason for that reassignment was because of the new program that integrated basic military and basic technical training. Between this consolidation and an earlier headquarters reduction, ATC had cut its authorized personnel strength by about 10,000 spaces.

3645th Combat Crew Training Wing

Flying Training Air Force redesignated its 3645th Combat Crew Training Wing (Fighter) at Laughlin as the 3645th Pilot Training Wing (Basic Single-Engine), effective 1 January 1956.

3525th Pilot Training Wing

Air Training Command redesignated the 3525th Pilot Training Wing (Basic Single-Engine) at Williams on 1 January. It became the 3525th Combat Crew Training Wing (Fighter). A month later, on 1 February 1956, ATC reassigned the 3525th from Flying Training Air Force to Crew Training Air Force.

HEADQUARTERS ORGANIZATION

Possible Headquarters Move

Early in the year, USAF officials considered the possibility of moving Headquarters ATC from Scott to Randolph; Military Air Transport Service from Andrews AFB, Maryland, to Scott; and Headquarters, Air Research and Development Command from Baltimore, Maryland, to Andrews. However, no definite decision had been made by year's end.

DCS/Manpower and Organization

Effective 1 March, ATC elevated its manpower and organization function to deputy chief of staff level.

TRAINING

Training Flow

In 1954 General Myers suggested to the USAF that a stable flow of airmen in the basic and technical courses could be provided if frequent procurement changes and lack of operational control and recruiting pressures could be eliminated. Headquarters USAF granted that request in December 1954 and provided ATC with the annual procurement objective for FY 56, but in spite of this agreement, the Air Staff continued to provide ATC with monthly procurement quotas.



Randolph had ended all B-29 training (shown below) by October 1956, so that space would be available to support incoming KC-97 combat crew training. However KC-97 training did not begin until 29 January 1957.

FLYING TRAINING

US Army Aviation Training

In mid-April the Department of Defense notified the Secretary of the Army and the Secretary of the Air Force that the Army would again be responsible for conducting aviation training required in support of current Army activities. As a result of that announcement, in late December ATC transferred Edward Gary AFB, Texas, to the Army for use in pilot training. The ATC helicopter mechanic courses at Edward Gary moved to Sheppard, and pilot training went to Randolph.

Williams AFB, Arizona

On 8 January 1956, ATC discontinued the single-engine basic pilot school at Williams and replaced it with an advanced fighter school. (Williams had transferred its single-engine training responsibilities to Laughlin in September 1955.) Providing the training was the 3525th Combat Crew Training Wing (Fighter). On the first of the following month, ATC relieved Williams from assignment to Flying Training Air Force and assigned it to Crew Training Air Force.

Basic Flying Training

By 1 July ATC's five single-engine pilot training bases--Bryan, Greenville, Laredo, Webb, and Laughlin--had phased out T-28s and converted all training to the T-33.

Observer Training

All four ATC observer schools--Ellington, Harlingen, James Connally, and Mather--were redesignated as USAF Navigator Schools on 15 September. Effective 15 November 1956, HQ USAF directed the term navigator be substituted in all cases for observer or aircraft observer. That directive resulted in the redesignation of ATC's four observer training wings as navigator training wings.

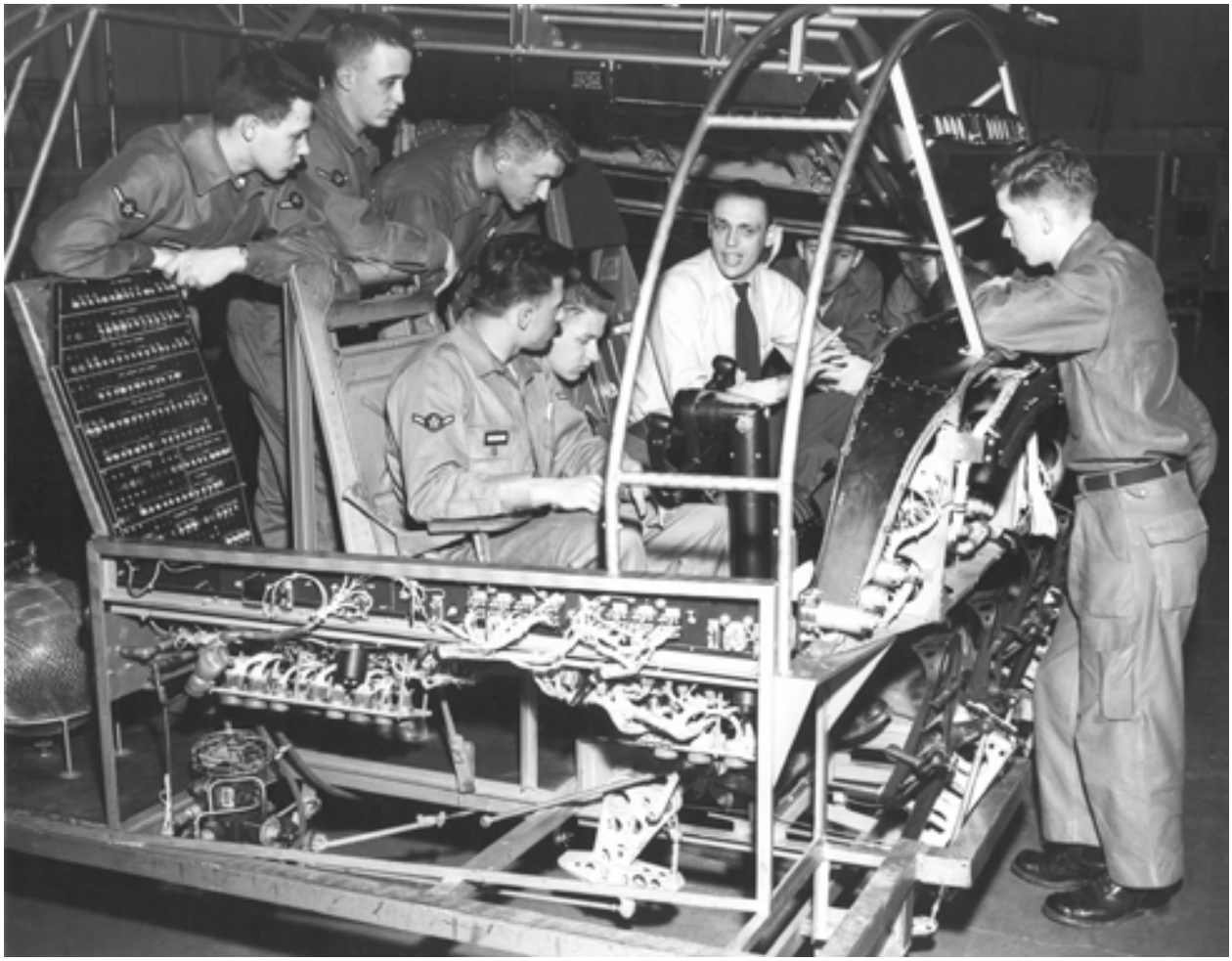
Navigational Proficiency Flights

With the assignment of B-47 and KC-97 crew training to support Strategic Air Command, ATC asked Headquarters USAF for permission to conduct continuation training of navigator instructors in overwater navigation. The Air Staff agreed, and the first flight, a T-29 to Ramey AFB, Puerto Rico, left McConnell on 5 November. Two flights were scheduled each month, one from Randolph and one from McConnell.

TECHNICAL TRAINING

Changes in Technical Training

Air Training Command began new instructional programs for the semiautomatic ground environment (SAGE) defense system, guided missiles, and field training. It would be through the SAGE system that the Air Force entered the age of computers. Prior to SAGE, radar systems operated manually. Beginning in 1953, the Air Force contracted with Western Electric Corporation to develop a semiautomatic system. That system was created at Lincoln Laboratory, Massachusetts Institute of Technology. The first training took place at the laboratory beginning in 1956. Not long after, ATC moved operations training to Richards-Gebaur AFB in Missouri and located maintenance instruction at Keesler.



An instructor provides hands-on training for students in a flight training devices course at Chanute AFB, Illinois.



Aviation cadets at Ellington AFB, Texas, take part in a 42-week navigation course, which included 180 hours of in-flight training.

Instructor Ratio

The manpower costs of providing technical training continued to climb, even though ATC had managed to reduce its student-instructor ratio from 2 students to 1 instructor down to 2.9 to 1. At mid-year, DCS/Manpower and Organization suggested establishing a required ratio of 4 to 1 for all technical training groups.

Project Big Triangle

While ATC carried a high instructor ratio for the first half of the year, it was a false reading. Most instructors were only marginally qualified, primarily because ATC had taken graduates directly out of technical school and assigned them to instructor duty. They had no practical experience. The Air Force needed these individuals to fill combat positions, while ATC needed more skilled airmen to fill instructor jobs. So, in July the Air Force initiated Project Big Triangle, a program that transferred experienced airmen direct from overseas assignments to instructor positions. However, the program was only in existence for a short period of time, because of the success of Project Home Front. Under Home Front, a large number of instructor jobs were filled by civilians. In addition, the Air Force stabilized military instructor tours for two years in scarce skills and three years in all others. All of these efforts improved the instructor manning situation in ATC.

Guided Missiles

In late 1955, President Dwight D. Eisenhower approved recommendations of the National Security Council to research and develop an intercontinental ballistic missile program. At the same time, all of the services were preparing plans for their individual missile programs. In the Air Force, training responsibility remained with ATC. Lowry and Keesler developed the first general courses in 1956, and plans called for other courses to open at Chanute in 1957, Amarillo in 1958, and Sheppard in 1959.

Career Field Terminology Changed

Beginning in July, the Air Force discontinued the use of the terms hard core and soft core when describing career fields. Instead, career fields were divided into four classes: highly technical, technical, semi-technical, and non-technical.

MILITARY TRAINING

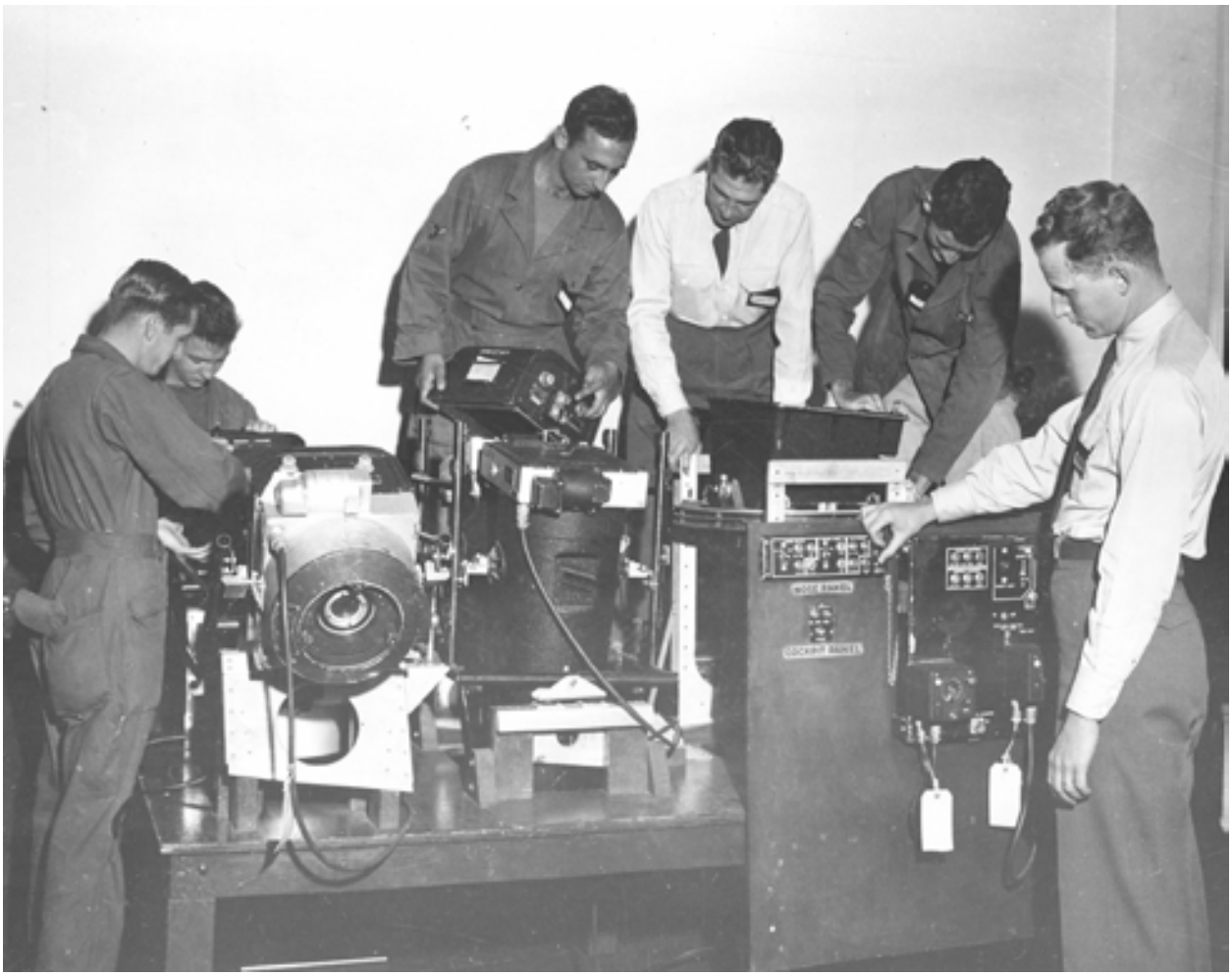
Parks Training Transferred

On 21 November Air Training Command discontinued the basic military and air defense schools at Parks. By year's end, ATC also had discontinued the 3275th Military Training Wing at Parks. That left the command with a single installation providing basic military instruction—Lackland. Originally, ATC had intended to move air defense training to Lackland, but an April 1956 study had found that Lackland did not have enough space to support such a program.

MISCELLANEOUS

Project Home Front

As the Air Force neared its goal of establishing 137 wings, it became more difficult to find military personnel to fill positions. In an effort to work around this problem, the Air Force decided to convert a number of military jobs to civilian. By putting civilians in certain positions, military personnel would then be available for assignment to combat units. In ATC officials identified almost 15,500 military positions to be filled by civilians.



Students in the aerial photography course at Lowry AFB, Colorado, familiarize themselves with the equipment used in aerial photomapping.

1957

In fiscal year 1958, the Air Force reduced its training budget by $75 million. To operate under such circumstances, ATC initiated an Economy Resources Program. For example, at Chanute officials instituted a civilian hiring freeze, reduced civilian authorizations by 259, decreased overtime by 94 percent, sliced TDY travel by 60 percent, and reduced transportation costs by 10 percent. At Keesler, almost half of the training equipment in the budget was put on hold. In addition, all of the technical training centers cut back on the number of special training courses offered. Overall, Technical Training Air Force generated about $8 million in savings. Flying Training Air Force reduced flying hours and dropped its pilot and navigator training rates. It was able to do that because in August 1957 the Air Force had lowered its new pilot training rate to 2,700 per year. In addition, the command projected a large savings from the consolidation of Crew and Flying Training Air Forces and the movement of ATC headquarters from Scott to Randolph. After years of talking, the Air Staff had approved these changes. By the end of the year, Congress had loosened its purse strings, primarily in response to the tremendous scientific advances that had taken place in the Soviet Union in 1957, specifically the space race and the successful launching of Sputnik I.

ASSIGNED RESOURCES

(as of 31 December 1957)

PRIMARY INSTALLATIONS: 34

Alabama--Craig; Arizona--Luke and Williams; California--Mather; Colorado--Lowry; Florida--Bartow and Graham; Georgia--Bainbridge, Moody, and Spence; Kansas--McConnell; Illinois--Chanute; Mississippi--Greenville and Keesler; Missouri--Malden; Nevada--Nellis and Stead; Oklahoma--Vance; Texas--Amarillo, Bryan, Ellington, Goodfellow, Harlingen, Hondo, James Connally, Lackland, Laredo, Moore, Perrin, Randolph, Reese, Sheppard, and Webb; and Wyoming--Francis E. Warren

PERSONNEL ASSIGNED: 113,279 (12,808 officers; 68,817 enlisted; 31,654 civilians)

AIRCRAFT ASSIGNED: 3,783 (B-25, B-47, C-54, F-84, F-86, F-89, F-100, H-13, H-19, H-21, KC-97, T-28, T-29, T-33, T-34, T-37)

MAJOR SUBORDINATE UNITS:

2 training air forces:

FLYING, Randolph AFB TX

1 flying training wing:

3615th, Craig AFB AL

7 pilot training wings:

3500th (Basic Multi Eng), Reese AFB TX
3505th (Basic Single Eng), Greenville AFB MS
3530th (Basic Single Eng), Bryan AFB TX
3545th (Basic Multi Eng), Goodfellow AFB TX
3560th (Basic Single Eng), Webb AFB TX
3575th (Basic Multi-Eng), Vance AFB OK
3640th (Basic Single Eng), Laredo AFB TX

4 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3605th, Ellington AFB TX
3610th, Harlingen AFB TX

8 combat crew training wings:

3510th, Randolph AFB TX
3520th (Med Bomb), McConnell AFB KS
3525th (Fighter), Williams AFB AZ
3550th (Interceptor), Moody AFB GA
3555th (Interceptor), Perrin AFB TX
3595th (Fighter), Nellis AFB NV
3600th (Fighter), Luke AFB AZ



Between July and October 1957, ATC transferred its headquarters from Scott AFB, Illinois, to Randolph AFB, Texas. The new headquarters was located in Building 900, which originally served as the aviation cadet administration building and more recently was home to the Crew Training Air Force.

combat crew training wings (contd)

3635th (Survival), Stead AFB NV

1 independent combat crew training group:

3625th (Aircraft Controller), Tyndall AFB FL

7 independent pilot training groups (contract primary):

3300th, Graham AB FL
3301st, Moore AB TX
3302d, Spence AB GA
3303d, Bartow AB FL
3304th, Hondo AB TX
3305th, Malden AB MO
3306th, Bainbridge AB GA

TECHNICAL, Gulfport MS

1 field training wing:
3499th, Chanute AFB IL

1 military training wing:

3700th, Lackland AFB TX

7 technical training wings:

3310th, Scott AFB IL
3320th, Amarillo AFB TX
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3450th, F.E. Warren AFB WY
3750th, Sheppard AFB TX

1 USAF recruiting wing:

3500th, Wright-Patterson AFB OH

COMMAND LEADERSHIP

Lieutenant General Charles T. Myers continued as the Commander, Air Training Command. Effective 20 April 1957, Maj Gen Henry R. Spicer replaced Maj Gen Edward H. Underhill as ATC vice commander. Underhill became Commander of Eastern Air Defense Force and Continental Air Defense Force, Eastern Continental Air Defense Region. Then on 1 July 1957, General Spicer became the Flying Training Air Force (Advance) commander. Succeeding him as the ATC vice commander was Maj Gen Carl A. Brandt, who had been Commander of Technical Training Air Force.

ORGANIZATION

Project New Home

For almost two years, ATC officials tried to convince the Air Staff that Randolph would make a better command headquarters because it was located closer to ATC's major installations. However, politics kept the Air Staff from approving such a move. Then in June 1957, the Air Staff reversed itself, approving the ATC move to Randolph. While Scott AFB lost ATC, it gained Headquarters, Military Air Transport Service; Air Weather Service; and Airways and Air Communications Service. The ATC move took place between July and October. On 1 August 1957, Headquarters ATC (Advance) came into being at

Randolph. Headquarters ATC (Rear) was established at the same time at Scott and discontinued on 30 September. Effective 1 October, control of Scott AFB transferred from ATC to MATS. By the end of the year, all technical training courses at Scott either had moved or were in the process of moving to other ATC bases. Most went to Keesler and Lackland.

FTAF/CTAF Merger

After months of discussion, ATC decided to combine all flying and crew training responsibilities under a single headquarters. Effective 1 July 1957, the command discontinued Crew Training Air Force at Randolph and transferred its mission, personnel, and assets to Flying Training Air Force. Eight wings and one independent group were included in that move: the 3525th, 3595th, and 3600th Combat Crew Training Wings (Fighter); the 3520th CCTW (Medium Bombardment); the 3550th and 3555th Combat Crew Training Wings (Interceptor); the 3510th CCTW; the 3635th CCTW (Survival); and the 3625th Combat Crew Training Group (Aircraft Controller). The command established Headquarters FTAF (Advance) at Randolph on the same day. Between July and October, Flying Training Air Force relocated its headquarters from Waco to Randolph.

3499th Field Training Wing

Effective 24 June 1957, ATC discontinued the 3499th Mobile Training Wing and activated the 3499th Field Training Wing at Chanute. The new wing operated the command's extensive field training program.

INSTALLATIONS

Laughlin AFB, Texas

One of ATC's basic pilot training installations, Laughlin graduated its final pilot training class on 27 April. Jurisdiction of the base passed from ATC to SAC on 1 April, and ATC inactivated its basic pilot school on 15 May.

Parks AFB, California

Parks AFB discontinued all training in late 1956. On 1 January 1957, ATC transferred Parks to Continental Air Command.

Tyndall AFB, Florida

Interceptor pilot training ended at Tyndall on 20 June 1957. Less that two weeks later, on 1 July, ATC transferred control of the base to Air Defense Command. Loss of Tyndall meant the transfer of navigator radar intercept training to James Connally AFB in Texas. Tyndall's F-86Ds moved to Moody, Moody sent its F-89Ds to James Connally, and James Connally gave its F-94Cs to the Air National Guard. Tyndall kept the interceptor weapons school, which also had transferred to Air Defense Command. Also on 1 July, ATC discontinued the 3625th Combat Crew Training Wing (Interceptor) at Tyndall. The only remaining ATC assets at Tyndall were the 3625th Combat Crew Training Group (Aircraft Controller) and its subordinate units.



The group commander at Bainbridge AB, Georgia, Lt Col E. L. Masters, and H. W. Davis, General Manager, Southern Airways School, stand with 2Lt T. W. Beaghen following his first flight in the T-37 jet trainer on 18 July 1957. This flight was part of Project Palm--the suitability testing of the T-37.

TRAINING

FLYING TRAINING

Primary Flying Training

In April 1957 ATC proposed that contract flying training schools at Marana and Stallings be closed. The Secretary of the Air Force approved the recommendation. On 2 September ATC discontinued the 3307th Pilot Training Group at Marana, and on 1 October it discontinued the 3308th Pilot Training Group at Stallings. This left ATC with seven contract groups still providing primary pilot training.

TECHNICAL TRAINING

Field Training

On 6 March 1957, after a lengthy test, the Air Force approved establishment of a new field training program under the control of ATC. The field test conducted in 1956 had proved highly successful. It showed that ATC could cut training costs, increase productivity of first-termers, and still maintain training quality. By establishing field training detachments (FTD) to provide hands-on training, ATC also lifted the heavy burden of OJT from the user.



A flight instructor at Randolph AFB, Texas, uses a simulator to explain the operation of a KC-97 aircraft to an aircrew member.

Unfortunately, ATC had to delay implementation until sufficient personnel were available for assignment to the FTDs. In July ATC organized the first of its planned 70 FTDs. By the time all detachments were in operation in 1958, ATC had 32 in SAC, 18 in TAC, and 20 in ADC. If these proved successful, then consideration would be given to adding FTDs to other commands

McCormick Board

In 1957 Technical Training Air Force formed a base utilization board to examine all TTAF facilities, looking at existing and future training requirements. That board concluded that two bases could be released--Francis E. Warren in Wyoming and Scott in Illinois. The Wyoming base had a number of strikes against it, including poor weather conditions that limited training to seven months of the year, lack of a flying field, and many inadequate buildings. Board members also considered Scott superfluous, because Keesler had the facilities available to absorb Scott's communications training, and Lackland had the capability to absorb Scott's personnel training program. For political reasons, the Air Force made no recommendations for closing either base, but by year's end, Air Training Command had closed most of its operation at Scott and transferred the base to Military Air Transport Service.

MILITARY TRAINING

Changes in BMT

In 1957 basic military training was an 11-week, two-phase program. All male, non-prior service personnel selected for technical training were scheduled to complete four weeks of BMT at Lackland and the remaining seven weeks at a technical training center. Female airman and others not selected for technical training took the entire basic military training course at Lackland. The most significant change to take place in the BMT program in 1957 was the decision to use experienced noncommissioned officers as BMT instructors, rather than continuing the practice of using recent graduates. This change came about as the result of an inspection, which had found that many of the program's shortcomings were attributeable to immature instructors, who had not developed the leadership skills needed to fill such positions.

Marksmanship Center

Effective 1 December 1957, ATC established a USAF Marksmanship Center at Lackland and assigned it to the 3700th Military Training Wing. The school was established in response to a USAF directive to place greater emphasis on small arms training.



These mobile training unit instructors prepare a mock-up of the AN/AFG-30 radar to be used in conducting training on the F-84G.

MISCELLANEOUS

Massive Facilities Upgrade Needed

In November 1957 Headquarters USAF sent a survey team to the field to view firsthand the effects of reduced spending in training. Officials in Air Training Command were especially concerned about facilities. Less than 20 percent of the buildings (2,467 out of 13,117) on ATC bases were of permanent construction. The average age of ATC bases was 20 years. Just to bring 25 ATC bases--18 in Flying Training Air Force and 7 in Technical Training Air Force--up to prescribed Air Force standards was estimated to cost over $892 million--more than the current value ($667.4 million) of those 25 bases. In ATC's opinion, the best way to deal with the problem was to reduce the number of active bases.

As part of their indoctrination into the Air Force, new WAF officers in the Officer Basic Military Course at Lackland AFB, Texas, receive lessons in personality development.



THE MYTH OF THE REESE HAILSTORM

Over the years a story has made the rounds about a disastrous hailstorm at Reese AFB in the late 1950s that so decimated the B-25s used in multi-engine training that the Air Force decided to switch to a single-track generalized UPT program. Despite the staying power of this tale, there is no documented link between the hailstorm and the decision to move from specialized dual-track training to generalized UPT.

A hailstorm did strike Reese on the afternoon of Friday, 24 May 1957. For six long minutes, hailstones two to three inches in diameter pelted the B-25s parked on the ramp and damaged 84 aircraft. Among the items damaged were 168 control surfaces and 156 window and windshield panels.

To help the wing fix the B-25s, the San Bernadino Air Materiel Area at Norton AFB, California, dispatched a C-124 with the Air Material Area's entire supply of control surfaces. Additionally, Reese's C-47 picked up more control surfaces from Vance and Goodfellow. Throughout the weekend, Reese personnel, both civilian and military, worked almost around the clock patching and installing control surfaces, and forming, trimming, and installing windows and windshield panels (using all the plexiglass on base, including some taken off desk tops and wall charts. By Monday morning most of the aircraft had been repaired, and the wing was only one sortie short of meeting its flying commitment for the day.

Although the hailstorm severely damaged Reese's B-25s, the decision to switch from specialized to generalized UPT was made long before the storm hit. Air Training Command had hoped to acquire a conventional multi-engine aircraft to replace the B-25, but the Department of Defense deleted funds for that purpose from the FY 54 budget because of the high cost involved. By May 1956 ATC had decided to phase out the B-25 and rely exclusively on the T-33 in the basic phase of UPT.

Plans called for Vance to begin the conversion to single-engine training in October 1957 and complete it in March 1958. Reese was to begin converting to the T-33 in September 1958 and Goodfellow was to follow suit in late 1959 or early 1960. Vance completed the conversion as scheduled and began single-engine training on a full-time basis on 1 April 1958. Goodfellow never got to offer single-engine training; the last B-25 class graduated on 15 August 1958. Shortly thereafter, on 1 October 1958, the base transferred from ATC to the USAF Security Service. Multi-engine training at Reese came to a close with the graduation of the last B-25 class on 24 January 1959.

1958

By the end of 1957, ATC basing structure had changed considerably as the result of tactical commitments, decreased student load, and fund shortages. Two primary contract schools had closed, and three other bases transferred to other commands. During 1958 ATC discontinued its Flying Training and Technical Training Air Forces; transferred Francis E. Warren and McConnell to Strategic Air Command; Ellington to Continental Air Command; and Luke, Williams, and Nellis to Tactical Air Command. Just the losses to SAC and TAC cost ATC 762 aircraft. These reassignments came about as the result of a USAF-directed study of the feasibility of putting all combat crew training under the appropriate zone of interior operational commands. Already, SAC had sole responsibility for tanker and bomber courses. From the results of the study, the USAF directed the transfer of tanker and bomber training to SAC but left interceptor, helicopter, and survival training in ATC. Effective 1 July, the Air Staff passed the fighter training program to TAC. Also on 1 July, the traveling instructor teams responsible for nuclear weapons delivery training and delivery training material for fighter, interceptor, and bomber weapons systems were reassigned to appropriate stateside commands.

ASSIGNED RESOURCES

(as of 31 December 1958)

PRIMARY INSTALLATIONS: 25

Alabama--Craig; California--Mather; Colorado--Lowry; Florida--Bartow and Graham; Georgia--Bainbridge, Moody, and Spence; Illinois--Chanute; Mississippi--Greenville and Keesler; Missouri--Malden; Nevada--Stead; Oklahoma--Vance; Texas--Amarillo, Harlingen, James Connally, Lackland, Laredo, Moore, Perrin, Randolph, Reese, Sheppard, Webb

PERSONNEL ASSIGNED:
87,396 (9,458 officers; 339 warrant officers; 53,574 enlisted; 24,025 civilians)

AIRCRAFT ASSIGNED:
2,802 (B-25, C/VC-45, C/VC-47, C/VC-54, C-119, C-123, C-131, F-86, F-89, H-13, H-19, H-21, T-28, T-29, T-33, T-34, T-37, U-3)

MAJOR SUBORDINATE UNITS:

1 field training wing:

3499th, Chanute AFB IL

5 flying training wings:

3510th, Randolph AFB TX
3550th (Advanced Interceptor), Moody AFB GA
3555th (Advanced Interceptor), Perrin AFB TX
3615th (Basic), Craig AFB AL
3635th (Advanced), Stead AFB NV

1 military training wing:

3700th, Lackland AFB TX



Fledgling aviation cadets and student pilots participate in flight training on the simulated parachute jump rig at Lackland AFB, Texas.

3 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3610th, Harlingen AFB TX

5 pilot training wings:

3500th (Basic), Reese AFB TX
3505th (Basic), Greenville AFB MS
3560th (Basic), Webb AFB TX
3575th (Basic), Vance AFB OK
3640th (Basic), Laredo AFB TX

5 technical training wings:

3320th, Amarillo AFB TX
3345th, Chanute AFB IL
3380th, Keesler AFB MS
3415th, Lowry AFB CO
3750th, Sheppard AFB TX

1 USAF recruiting wing:

3500th, Wright-Patterson AFB OH

3 independent groups or group equivalents:

3450th Technical Training Group, F.E. Warren AFB WY
3545th USAF Hospital, Goodfellow AFB TX
3625th Technical Training Group (Weapons Controller), Tyndall AFB FL

6 pilot training groups (contract primary):

3300th, Graham AB FL
3301st, Moore AB TX
3302d, Spence AB GA
3303d, Bartow AB FL
3305th, Malden AB MO
3306th, Bainbridge AB GA

COMMAND LEADERSHIP



Lt Gen Frederic H. Smith, Jr.

At the end of July, Lt Gen Charles T. Myers retired as Commander, Air Training Command. Named as his replacement was Lt Gen Frederic H. Smith, Jr., Commander, Fifth Air Force. General Smith assumed command on 1 August 1958. Major General Brandt continued to serve as vice commander.

ORGANIZATION

Headquarters Consolidation

In January 1958 Air Training Command announced that it would consolidate its headquarters with Flying Training and Technical Training Air Forces. By merging the three, ATC estimated it would save almost $5.6 million in operating costs and reduce headquarters manning by 780 authorizations. Effective 1 April, Flying Training Air Force ceased to exist. Technical Training Air Force closed on 1 June. All assets transferred directly to Headquarters ATC. Both of these air forces had served ATC since 1951.

INSTALLATIONS

Ellington AFB, Texas

The Air Force directed ATC to transfer Ellington to Continental Air Command on 1 April 1958. With the termination of navigator training at Ellington, ATC no longer had a need for this base.

Hondo Air Base, Texas

Another contract primary pilot training school closed in 1958. Air Training Command discontinued its 3304th Pilot Training Group at Hondo on 1 July. Training had stopped on 30 June, and ATC released the base on 31 October.

Stead Unit Renamed

Air Training Command redesignated the 3635th Combat Crew Training Wing at Stead on 15 July. It became the 3635th Flying Training Wing (Advanced). The reason for the redesignation was because helicopter pilot training had transferred from Randolph to Stead, and the 3635th had become responsible for that training, as well as operation of the survival school.

Bryan AFB, Texas

Basic single-engine training ended at Bryan on 12 June. The command discontinued Bryan's 3530th Pilot Training Wing on 25 October and placed the base on inactive status until it transferred to Air Materiel Command on 1 April 1960.

Francis E. Warren AFB, Wyoming

Air Training Command finally received permission from Headquarters USAF to phase out its training

programs at Francis E. Warren AFB. Effective 1 February 1958, the base transferred from Air Training Command to Strategic Air Command. Sheppard AFB gained communications operations, wire maintenance, and utilities courses. Aircraft and engine maintenance training went to Chanute, and Amarillo took administrative and supply training.

Goodfellow Transfer

Basic pilot training ended at Goodfellow in September. On 1 October Air Training Command transferred the base to the USAF Security Service. The only active ATC unit remaining on Goodfellow AFB was the 3545th USAF Hospital. It continued to serve the base until its inactivation on 30 June 1971.

Combat Crew Reassignments

Effective 1 July, ATC passed jurisdiction of four of its bases to SAC and TAC. McConnell AFB in Kansas became a SAC asset, while Williams and Luke in Arizona, and Nellis in Nevada went to Tactical Air Command.

SUBORDINATE UNITS

3510th Redesignated

On 1 June ATC redesignated the 3510th Combat Crew Training Wing at Randolph AFB as the 3510th Flying Training Wing. The wing provided jet qualification training.

Interceptor Wings Redesignated

The command renamed two of its interceptor wings--the 3550th and 3555th Combat Crew Training Wings (Interceptor)--on 15 August. They became the 3550th and 3555th Flying Training Wings (Advanced Interceptor).

Pilot Training Wings

All of ATC's basic (multi- and single-engine) pilot training wings changed designations on 1 September, becoming pilot training wings (basic). The change came about when ATC decided to close its multi-engine program.

Weapons Controller

As ground-controlled interception systems became more complex, the Air Force realized separate career fields were needed--one for aircraft controllers directing airborne intercepts and the other for those concerned only with air traffic control. The new career field, established in August 1958, was called weapons controller. For that reason, on 15 August ATC discontinued the 3625th Combat Crew Training Group (Aircraft Controller) at Tyndall and concurrently organized the 3625th Technical Training Group (Weapons Controller).

HEADQUARTERS ORGANIZATION

Internal Headquarters Reorganization

After assuming command of ATC, Lt Gen Frederic H. Smith ordered an in-depth study of the headquarters structure--particularly, the huge Deputy Chief of Staff (DCS), Plans and Operations. General Smith also wanted to elevate technical and flying training directors to DCS level; to reduce DCS/Manpower and Organization to directorate level; and to create a new DCS/Plans, Programs, and Operations Services. Based on the study and General Smith's directives, Air Training Command submitted a proposal to Headquarters USAF to reorganize the headquarters. The Air Staff approved the plan, and by year's end, ATC had three DCS-level organizations: flying training; technical training; and plans, programs, and operations services.



At right, the flight commander of the 3567th Navigator Training Squadron, James Connally AFB, Texas, uses a new astronomical triangle to brief celestial navigation instructors. Any portion of the heavens could be projected on the ceiling of the Spitz planetarium at James Connally for study by navigation students.

TRAINING

FLYING TRAINING

Fighter Weapons School

The command had suspended training at its Nellis-based fighter weapons school in late 1956. The reason for the suspension was because of the almost total failure of the F-86 aircraft used at Nellis. The school was to have received F-100s in FY58. Instead, those aircraft went to tactical units. In January 1957 the ATC commander told the Air Force chief of staff

HELICOPTER TRAINING



Pilots received rescue sling instruction using the H-5 helicopter during survival training.

Like the shuttlecock in a badminton game, helicopter pilot training had been batted back and forth over the years, from base to base and service to service. The Army Air Forces Training Command (AAFTC) initiated helicopter training at Freeman Field, Indiana, in June 1944. Six months later AAFTC moved the training to Chanute Field, Illinois, so it could consolidate the flying training operation with helicopter mechanic training. Helicopter pilot training remained at Chanute until 1 June 1945 when it transferred to Sheppard Field, Texas. A year later, on 31 May 1946, it moved yet again--to San Marcos Field, Texas.

In the years after the war, the helicopter training pipeline slowed to a trickle. Army Ground Forces had a small contingent of helicopter pilots, but training for any additional pilots stopped altogether in July 1946. When the Air Force became a separate service in September 1947, it reestablished helicopter training for the Army and collocated it with Air Force training at San Marcos. There it remained until 1 March 1949 when ATC moved the course to James Connally AFB, Texas.

The Korean War generated more than a tenfold increase in Army requirements. Because San Marcos had access to a number of small auxiliary fields and was located in the midst of rough terrain approximating that of Korea, ATC decided to return helicopter training to San Marcos. At the same time, since the preponderance of pilots in training were Army students, the Army made a bid to take over its own helicopter training, so it could tailor the course to better suit its requirements. However, responsibility for providing that training remained with the Air Force throughout the war. It was not until 1956 that DOD gave the Army approval to train helicopter pilots. To accommodate the transfer of training, the Air Force also gave the Army two Texas bases--Wolters in July 1956 and Edward Gary (formerly San Marcos) in December 1956.

Before transferring Edward Gary, the Air Force relocated its helicopter training program to Randolph. Two years later ATC moved the school to Stead AFB, Nevada, to take advantage of the varying conditions that location offered--desert, water, snow, mountains, and high altitude. Stead was also the site of the Air Force's survival school, and the collocation of the schools presented opportunities for invaluable collateral training.

From the beginning, the Air Force had restricted

entry into helicopter training to those who were already rated pilots. This approach meant a helicopter student pilot spent 17 months in flying training. That changed in July 1964 when the Air Force instituted the Undergraduate Pilot Training (Helicopter) program which consisted of 26 weeks of instruction in T-28 fixed-wing aircraft and 21 weeks in H-19 and H-21 helicopters. This UPT helicopter program remained in effect until July 1967 when the Air Force again decided that all helicopter students had to be graduates of the standard undergraduate pilot training program. In the meanwhile, helicopter training moved from Stead AFB in Nevada (which was closing) to Sheppard AFB, Texas, early in 1966.

As the war in Vietnam droned on, it became clear that the Army had assumed the dominant role in the employment of helicopters. In December 1969, the Department of Defense directed the Air Force and Navy to abandon their practice of requiring helicopter pilots to have first completed fixed-wing UPT. As it so frequently did, the Navy went its own way. The Army agreed to provide undergraduate helicopter pilot training for the Air Force in a two-phase program; the first phase would be at Fort Wolters, Texas, and Fort Rucker, Alabama, would conduct the second phase. Students received their wings upon completion of the training at Fort Rucker.

In 1973 the Army closed Fort Wolters and consolidated both phases of helicopter pilot training at Fort Rucker. For the next several years the Air Force sent first assignment instructor pilots, other instructor pilots, and recent UPT graduates with banked assignments through the Army's Rotary Wing Qualification course to meet its modest requirements.



During the late 1940s and early 1950s, ATC conducted helicopter pilot training at James Connally AFB in Texas.

The Army continued to provide training at Fort Rucker until late in 2001, when it decided to retire the UH-1H. The Air Force chose to upgrade a portion of these aircraft and adopt a new, independent training program to meet the needs of its pilots.

that the only way ATC could continue to operate the school was if the Air Force would agree to provide first-line aircraft on a timely basis. If that couldn't be agreed upon, then ATC felt the school mission should be handed to TAC. In December USAF officials announced that TAC would assume responsibility for the fighter weapons school, which it did on 1 February 1958.

Advanced Flying Training

When the Air Force transferred tanker and bomber training to Strategic Air Command and fighter training to Tactical Air Command, ATC found itself with a much smaller advanced flying training program. All that was left was interceptor training at Moody and Perrin, helicopter and survival training at Stead, weapons controller instruction at Tyndall, and jet qualification and flight surgeon indoctrination training at Randolph. Jet qualification training had been taught at Craig, but by moving it to Randolph, Air Training Command was able to free Craig for basic pilot training and close Bryan.

Multi-Engine Training

Goodfellow and Reese were the last two bases to offer multi-engine pilot training. On 1 October ATC closed its Goodfellow school and handed jurisdiction of that base to the USAF Security Service. At about the same time, the 3500th Pilot Training Wing at Reese changed its mission from multi- to single-engine training; however, it was early 1959 before Reese completed multi-engine training and concentrated solely on single-engine jet training.

Nuclear Weapons Training

Beginning on 1 January, Air Training Command consolidated all of its nuclear weapons delivery training at McConnell. Courses at Randolph transferred. Other nuclear weapons training continued at Lowry and Kirtland.



Basic military trainees practice on the firing range at Lackland AFB, Texas.

Helicopter Pilot Training

At Randolph trainers had divided the helicopter course into three stages: H-13s, H-19s, and H-21s. In January 1958 ATC added a fourth phase--operational flying at Stead using the H-19. At the same time, ATC proposed to the Air Staff that all helicopter pilot training be moved to Stead AFB in Nevada. If that happened, Randolph could assume a jet flying mission. The Air Staff approved the move, and on 1 July Air Training Command discontinued the Randolph school and, concurrently, established a new helicopter pilot school at Stead AFB. The H-13s were retired to Davis-Monthan AFB in Arizona, while all the H-19s and H-21s moved to Stead. The new school was collocated with the survival school.

T-37s in Primary Training

Bainbridge was the first primary pilot training base to begin using T-37s. The first class trained with a combination of T-34s and T-37s was Class 59-9, beginning 21 January 1958.

TECHNICAL TRAINING

Using Television in the Classroom

Lowry was the first technical training base to study the possibility of using television in the classroom. The first televised training program began in 1958 for bomber navigation systems.

USAF Sentry Dog Program

In early 1957 the Army announced that it would close its dog training school at Fort Carson, Colorado. The Air Force established similar training at Lackland in FY 58. One of the first courses was set up to train air policemen as sentry dog handlers. It began on 8 October.

MILITARY TRAINING

Marksmanship Center

By early January, Lackland had secured instructors and equipment for its new marksmanship center, but no acceptable training site had been located. The Department of the Army had refused ATC's request to transfer Camp Stanley to the Air Force. So, Lackland officials began looking at other options, such as acquiring property on Leon Springs Reservation, which encompassed Camp Stanley and Camp Bullis. Also being studied were sites in the vicinity of Hondo.

1959

A major change in flight training occurred in 1959 when the USAF shifted from specialized to generalized training. Rather than select students for either single-engine or multi-engine training, each pilot now went through the same training and was considered universally assignable. As part of the change, the Air Force decided to end contract primary training and establish an undergraduate pilot training program, using military instructors throughout. By year's end, the Air Force had lowered its pilot production goal from 2,200 to 1,500. At the same time, the Air Force decided it no longer needed aviation cadets in pilot training. Also during the second half of the year, Congress levied deep budgetary and manpower cuts on the Air Force. The service's solution was to reduce all headquarters structures from 10-20 percent. In ATC those savings were made by abolishing the materiel function at each of the technical training centers and passing those responsibilities to the maintenance and supply group commanders.

ASSIGNED RESOURCES

(as of 31 December 1959)

PRIMARY INSTALLATIONS: 26

Alabama--Craig; California--Mather; Colorado--Lowry; Florida--Bartow and Graham; Georgia--Bainbridge, Moody, and Spence; Illinois--Chanute; Mississippi--Greenville and Keesler; Missouri--Malden; Nevada--Stead; Oklahoma--Vance; Texas--Amarillo, Brooks, Harlingen, James Connally, Lackland, Laredo, Moore, Perrin, Randolph, Reese, Sheppard, Webb

PERSONNEL ASSIGNED: 88,999 (9,997 officers; 339 warrant officers; 54,203 enlisted; 24,460 civilians)

AIRCRAFT ASSIGNED: 2,713 (B-25, C-45, C-47, C/TC-54, C-119, C-123, C-131, F-86, F-89, H-13, H-19, H-21, T-28, T-29, T-33, T-34, T-37)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Center, Lackland AFB TX
Amarillo Tech Trng Center, Amarillo AFB TX
Chanute Tech Trng Center, Chanute AFB IL
Keesler Tech Trng Center, Keesler AFB MS
Lowry Tech Trng Center, Lowry AFB CO
Sheppard Tech Trng Center, Sheppard AFB TX

2 wing equivalent units:

USAF Recruiting Service, Wright-Patterson AFB OH
USAF Aerospace Medical Center, Brooks AFB TX

5 flying training wings:

3510th, Randolph AFB TX
3550th (Advanced Interceptor), Moody AFB GA
3555th (Advanced Interceptor), Perrin AFB TX
3615th (Basic), Craig AFB AL
3635th (Advanced), Stead AFB NV

3 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3610th, Harlingen AFB TX

5 pilot training wings:

3500th (Basic), Reese AFB TX
3505th (Basic), Greenville AFB MS
3560th (Basic), Webb AFB TX
3575th (Basic), Vance AFB OK
3640th (Basic), Laredo AFB TX

2 independent group or group equivalents:

3545th USAF Hospital, Goodfellow
3625th Technical Training (Weapons Controller), Tyndall AFB FL

6 pilot training groups (contract primary):

3300th, Graham AB FL
3301st, Moore AB TX

3302d, Spence AB GA
3303d, Bartow AB FL
3305th, Malden AB MO
3306th, Bainbridge AB GA

COMMAND LEADERSHIP



Lt Gen
James E. Briggs

Lieutenant General Frederic H. Smith was selected for his fourth star and assigned as Commander in Chief, United States Air Forces in Europe and Commander, Fourth Allied Tactical Air Force. General Smith departed ATC on 5 July. For a short period of time the vice commander, Major General Brandt, acted as the ATC commander. Then on 1 August, Maj Gen James E. Briggs, the former Superintendent of the United States Air Force Academy, received his third star and assumed command of ATC.

ORGANIZATION

INSTALLATIONS

Brooks and Aerospace Medical Center

In 1959 the Air Force put medical education and training and space medical research responsibilities under the direction of Air Training Command. Headquarters USAF directed that Continental Air Command transfer Brooks AFB, Texas, to ATC on 1 October. At the same time, ATC activated the USAF Aerospace Medical Center at Brooks, and, concurrently, Air University issued orders re-assigning the School of Aviation Medicine at Brooks to ATC and the aerospace medical center. In addition, ATC reassigned the USAF Hospital Lackland from the Lackland Military Training Center to the medical center. The last action, the organization of the 3790th Epidemiological Laboratory at Lackland, took place on 1 November; ATC assigned the lab to the medical center. The addition of all of these units increased ATC's assigned personnel strength by 4,965.

SUBORDINATE UNITS

Technical Training Bases Reorganized

Concerned that the size of each of the technical training bases was more than a single commander could successfully manage, in late 1958 General Smith asked Headquarters USAF for permission to redesignate the technical training wings as training centers. Headquarters USAF approved the request. Effective 1 January 1959, ATC renamed its military training wing and all five of its technical training wings. The 3700th Military Training Wing became the Lackland Military Training Center; while the 3320th Technical Training Wing was redesignated as Amarillo Technical Training Center; the 3345th, Chanute Technical Training Center; the 3380th, Keesler Technical Training Center; the 3415th, Lowry Technical Training Center; and the 3750th, Sheppard Technical Training Center.

USAF Recruiting Service

During the first half of 1959, there was much discussion about renaming the 3500th USAF Recruiting Wing as a higher-level organization. However, because the new unit would have greater status than the current wing, Headquarters USAF ordered discontinuance of the 3500th and activation, on 8 July, of the USAF Recruiting Service, assigned to ATC. Recruiting Service remained headquartered at Wright-Patterson AFB, Ohio. Also on this date, ATC assigned six recruiting groups to the new service. They were located at Mitchel AFB in New York, Olmsted AFB in Pennsylvania, Robins AFB in Georgia, Lackland AFB in Texas, Chanute AFB in Illinois, and Mather AFB in California.

3499th Field Training Wing

Effective 1 September 1959, ATC discontinued the 3499th Field Training Wing at Chanute. This unit had managed field training operations, but ATC had decided that there would be less duplication of effort if field training responsibilities were reassigned to the technical training centers. The command established field training squadrons at Sheppard on 15 June, at Amarillo on 15 July, and at Chanute on 15 August.

NAMED ACTIVITIES

Officer Military Schools

Besides the Officer Candidate School, the preflight training school, and the officer basic military training courses, Lackland's Officer Military Schools added an additional organization, on 1 July, the USAF Officer Training School (OTS). (While OCS was a six-month program, OTS only lasted three-months. Besides length, the other major difference between the two schools was that OCS required only two



Students at Stead AFB, Nevada, learn how to survive in water. Stead adapted the base's recreational swimming pool for interim use until a permanent heated facility could be built. Students wore waterproof suits in winter to protect them from the cold water.

years of college for entrance, while Officer Training School required a four-year degree.)

HEADQUARTERS ORGANIZATION

DCS/Installations

The Deputy Chief of Staff, Installations became the DCS/Civil Engineering effective 21 April.

Office of Information

Effective 1 October, headquarters officials renamed the Information Services Agency as the Office of Information.

TRAINING

Civilian- vs Military-Conducted Training

In early 1958, Headquarters USAF directed ATC to restudy the issue of training provided by civilian contractors as opposed to training conducted by the military. General Smith reported back to the Air Staff in November that while the use of some contracting services was advantageous to the Air Force, he did not think civilian contracting would solve the manpower and money problems facing the Air Force. By mid-1959, ATC had convinced the Air Staff that there should be no further expansion of contractual services in primary mission functions such as flight instruction and aircraft maintenance, but ATC was not opposed to contracting semi-technical or indirect support functions such as food services and petroleum, oil, and lubrication (POL) operations.

FLYING TRAINING

Final T-33 Delivered

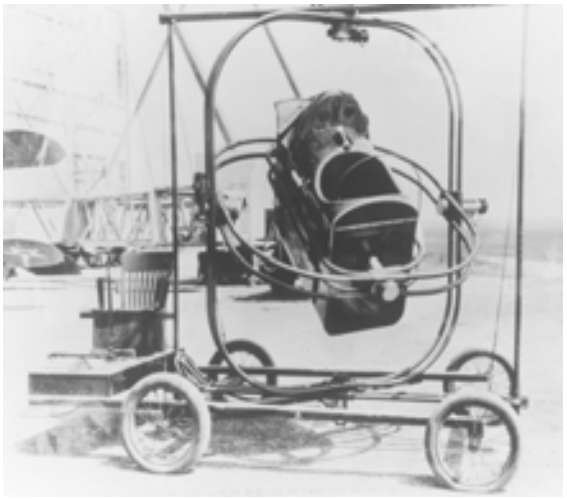
The most widely used aircraft in ATC was the T-33, first produced in 1948 by Lockheed. The company ended production in 1959, and ATC took possession of its last T-33 in early September at James Connally AFB.



To study equilibrium, specialists at the School of Aviation Medicine, Randolph Field, Texas used the blueprints of Danish inventors to build this Danish Balancing Chair.



Personnel from the School of Aviation Medicine check out pressure suit equipment as they prepare for a 10-day stay in a sealed altitude chamber at Randolph



The Ruggles Orientator, developed by Maj William Ocker and Capt Carl Crane in the 1930s, was used in preflight testing to give students the feel of instrument flying. A hood was placed over the cockpit to simulate the conditions of flying at night or under nonvisual circumstances.



From 1931 until 1959, the School of Aviation Medicine was located at Randolph AFB, Texas, whereupon it moved across town to Brooks AFB. Shown above is the research laboratory at Randolph.



Doctors check the reaction of flying cadets to a self-balancing test.



In the 1930s, the Wobblemeter was used as a screening device to check balance and orientation.



Scientists developed the tilting chair in an attempt to solve the puzzle of the vanishing horizon.

Primary Training

By August 1959 five of ATC's contract primary pilot training bases--Bainbridge, Graham, Bartow, Moore, and Spence--had begun using T-37s in place of T-28s. Only Malden kept the old training program--T-34s and T-28s--since it was to be closed in the early 1960s.

Observer Training

In March ATC directed Mather to move its primary-basic observer training to Harlingen by early 1962. This training had to be relocated so that Mather could take over Keesler's electronic warfare officer (EWO) training by early 1963. As a part of EWO training, students used TC-54 aircraft. However, jet aircraft were to replace the TC-54, and Keesler did not have the facilities to support jets. Even if Keesler had been in a position to expand its runways, there was no land available. While reluctant to lose the training, Keesler officials gained needed space for new family housing, as the transfer of EWO allowed this gulf coast base to close one runway.

number of teachers available. To help turn the situation around, Headquarters USAF approved a minimum three-year tour for military instructors and authorized 100 percent manning of instructor authorizations, whenever possible.

Project Tight Fist

During the 1950s, weapon systems became more complex. That, in turn, led to an increased need for highly trained technicians, and that often meant longer and larger technical training courses. All of this resulted in increased costs in personnel and support--costs that the Air Force found difficult to explain to Congress. Officials at Headquarters USAF



In 1959 ATC began phasing out its last World War II trainer--the B-25. Almost 30,000 pilots had earned their wings in B-25 cockpits, logging nearly 2.5 million flying hours. With the graduation of the last B-25 class at Reese in January 1960, specialized UPT came to an end and generalized training began.

TECHNICAL TRAINING

Francis E. Warren and Scott End Training

Training ended at Francis E. Warren on 24 March, but it was 1 May before ATC discontinued its 3450th Technical Training Group. At Scott the last students graduated in late February, and ATC inactivated the 3310th Technical Training Group.

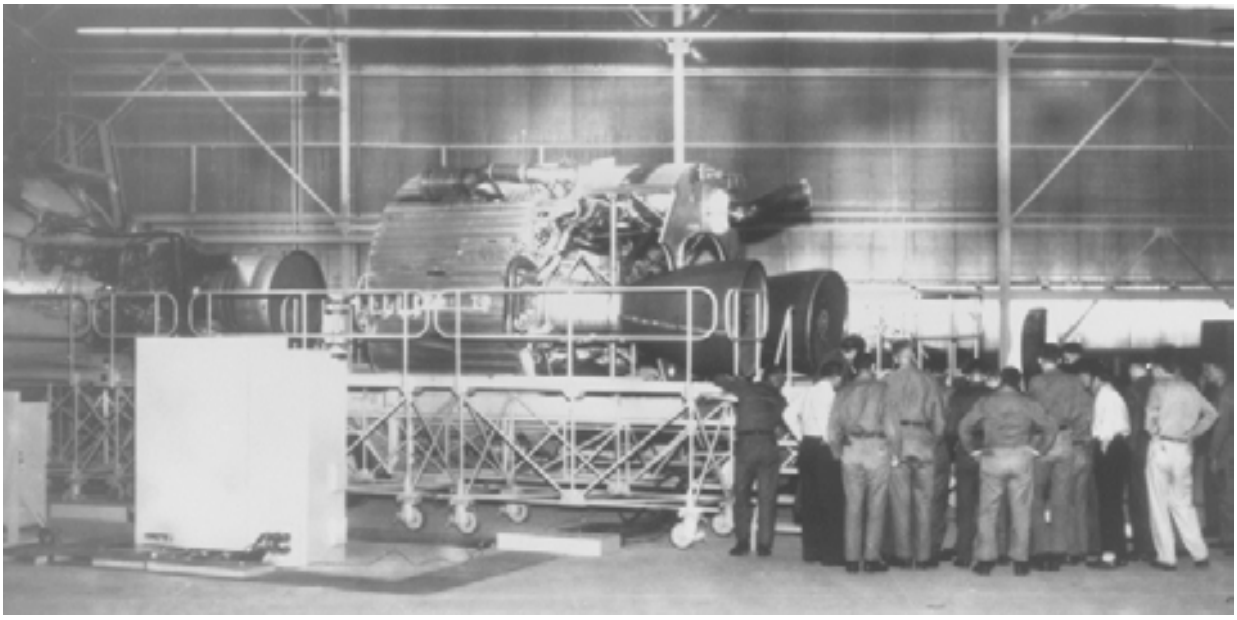
Instructor Shortage

Throughout its history, one of the most difficult tasks ATC had was that of meeting its instructor requirements. For example, in 1959 ATC was short of instructors in its Officer Military Schools at Lackland. The turnover in instructors at Keesler was so high it was impossible to maintain a high level of field-experienced teachers in the classroom. At Lowry critical shortages existed in atomic weapons courses, and at Amarillo supply courses had a limited

were of the opinion that the commands were overstating their training requirements. They recommended a complete review of job standards, a consolidation of similar courses, greater use of field training detachments, and elimination of subject matter that could be provided in an OJT program. Air Training Command called this review Project Tight Fist. As a result of this reexamination, ATC was able to shorten 93 technical training courses.

Missile Training

Although ATC had trained personnel in various missile career fields since 1951, graduate totals had been fairly small. However, that changed in FY 59, when the command graduated more personnel in missile career fields in this 12-month period than in all previous years combined. Various ATC bases conducted a total of 219 courses during the year and graduated 8,004 students.



Students in the missile training course at Sheppard AFB, Texas, learn the intricacies of inter-continental ballistic missile power production.

MISCELLANEOUS

Facilities

Between FY 55 and FY 59, ATC's base structure decreased from 43 to 25 primary installations. With more modern facilities, officials believed the command could operate with 6 training centers and 16 flying training bases. Many buildings had been constructed during World War II and were in such poor shape it wasn't economically feasible to repair them. Also, as more and more sensitive electronic equipment arrived on the training scene, there were problems with environmental controls. Some support



Students in nuclear weapons training at Lowry AFB, Colorado, learn to mate the re-entry vehicle to the Thor intermediate range ballistic missile.

facilities, such as warehouses, shops, and a hospital, had tarpaper exteriors. And many of the flying training bases had support facilities that were built for conventional aircraft and were not adaptable to jet flying. Unless these problem areas received attention, ATC planners felt training in the coming decade would be handicapped. However, to make these changes, the command estimated it would cost almost $110 million--money Congress seemed unlikely to approve anytime soon.

Recruit Testing

On 1 April 1958, Recruiting Service began pre-enlistment testing and selective recruiting of non-prior service airmen. The purpose of such actions was to improve the quality of incoming recruits and ensure "untrainables" were not enlisted.



Missile students at Chanute AFB, Illinois, learn how to handle liquid oxygen (LOX), used as a missile final oxidizer. Here, students transfer LOX from storage to mobile service tanks.

1960

During the first half of 1960, Air Training Command announced that future preflight, primary, and basic pilot training program would be consolidated and given by military instructors at USAF-owned facilities. Training at all contract primary schools was to end by December 1960, and all of those bases would close by March 1961. This plan caused some problems in the cancellation of facility projects and the departure of personnel. Civilians left their jobs in such large numbers that certain contractors had difficulty hiring experienced replacements for short-term employment. Also through the end of the year, budget limitations prevented ATC from acquiring the high performance jet aircraft and equipment it needed for training purposes.

ASSIGNED RESOURCES

(as of 31 December 1960)



Amarillo TTC



Air Force MTC



Sheppard TTC

PRIMARY INSTALLATIONS: 26

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Florida--Bartow and Graham; Georgia--Bainbridge, Moody, and Spence; Illinois--Chanute; Mississippi--Greenville and Keesler; Nevada--Stead; Oklahoma--Vance; Texas--Amarillo, Brooks, Harlingen, James Connally, Lackland, Laredo, Moore, Perrin, Randolph, Reese, Sheppard, and Webb



Keesler TTC



Lowry TTC

PERSONNEL ASSIGNED:

89,692 (10,430 officers; 55,353 enlisted; 23,909 civilians)

AIRCRAFT ASSIGNED:

2,202 (C-47, C-54, C-123, C-131, F-86, F-89, F-100, F/TF-102, H-19, H-21, H-43, T-28, T-29, T-33, T-34, and T-37)



Chanute TTC

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

2 wing equivalent units:

USAF Recruiting Service, Wright-Patterson AFB OH
USAF Aerospace Medical Ctr, Brooks AFB TX

4 flying training wings:

3510th, Randolph AFB TX
3550th (Adv Interceptor), Moody AFB GA
3555th (Adv Interceptor), Perrin AFB TX
3635th (Adv), Stead AFB NV

3 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3610th, Harlingen AFB TX

6 pilot training wings:

3500th (Basic), Reese AFB TX
3525th, Williams AFB AZ
3560th (Basic), Webb AFB TX
3575th (Basic), Vance AFB OK
3615th (Basic), Craig AFB AL
3640th (Basic), Laredo AFB TX

3 independent groups or group equivalents:

3545th USAF Hospital, Goodfellow AFB TX
3505th Tech Trng, Greenville AFB MS
3625th Tech Trng (Weapons Controller), Tyndall AFB FL

5 independent pilot training groups (contract primary):

3300th, Graham AB FL
3301st, Moore AB TX
3302d, Spence AB GA
3303d, Bartow AB FL
3306th, Bainbridge AB GA

COMMAND LEADERSHIP

Continuing as the ATC commander was Lt Gen James E. Briggs. On 16 November 1960, the vice commander, Maj Gen Carl A. Brandt, retired. He was succeeded by Maj Gen Henry K. Mooney, former commander of SAC's Sixteenth Air Force. Mooney had served as the ATC assistant vice commander since September.

ORGANIZATION

INSTALLATIONS

Bryan AFB, Texas

In caretaker status since 1 October 1958, Air Training Command transferred Bryan to Air Materiel Command on 1 April 1960.

Malden Air Base, Missouri

With pilot production decreasing, the ATC commander suggested closing Malden, a contract flying training base, in early 1959. However, it wasn't until late December that Headquarters USAF approved the ATC request. The last primary class graduated on 29 June 1960, and one day later ATC terminated its training contract. On 26 July the command discontinued the 3305th Pilot Training Group (Contract Primary). That left ATC with five contract primary schools still in operation; ATC released Malden on 1 September.

Williams AFB, Arizona

On 1 October Tactical Air Command transferred Williams AFB to ATC. This Arizona base would become part of ATC's new consolidated pilot training program. On the same date, Tactical Air Command reassigned its 4530th Combat Crew Training Wing (Tactical Fighter) and subordinate units at Williams to Air Training Command, and ATC discontinued the wing. Concurrently, Air Training Command used assets from the 4530th to organize and establish the 3525th Pilot Training Wing.

NAMED ACTIVITIES

Preflight Training

Early in 1960 the Air Force authorized ATC to discontinue pilot and navigator preflight courses at Lackland. Pilot preflight training became the responsibility of the primary training bases, and navigator preflight moved to the navigator schools. Lackland graduated its last preflight class in early May, and ATC discontinued the school on 1 July. Preflight had accounted for more than half of the training load under the Officer Military Schools. The



Two German students work on their English language proficiency at Lackland AFB. Allied students already schooled in English learned colloquial and technical language prior to entering flying training.

contract schools were the first to use the newly-published syllabus for consolidated preflight-primary pilot training, beginning on 1 July. New navigator training programs went into effect at Harlingen on 6 April and at James Connally on 14 April.

USAF Language School

On 1 January 1960, ATC established the USAF Language School at Lackland and assigned it to the USAF Officer Military Schools. The school provided English language instruction to foreign students coming to the United States for training under the Military Assistance Program. Manning for the new organization came from the 3746th Preflight Training Squadron (Language), which the command had discontinued on 1 January.

Chaplain School Opened

Since July 1953 the Air Force had conducted a training course for chaplains at Lackland. That course evolved into a separate school when, on 1 June 1960, ATC established the USAF Chaplain School at Lackland and assigned it to the Officer Military Schools. The new school provided instruction for chaplains as well as legal officers.

SUBORDINATE UNITS

3505th Pilot Training Wing (Basic)

Air Training Command discontinued its 3505th Pilot Training Wing (Basic) at Greenville AFB, Mississippi, on 1 December. Future plans called for the base to offer some type of technical training.

TRAINING

First OTS Class Graduates

On 9 February the USAF Officers Training School at Lackland graduated its first class. Ninety-four students had entered the 12-week class, and eighty-nine completed the course, receiving their commissions.

Foreign Language Training

In early 1960, HQ USAF suggested the foreign language training program, currently conducted at 22 colleges and universities, be transferred from Air University control to ATC. After considerable study, the Air Force passed control of the program to ATC on 1 July. At that time, the training program covered 59 languages. Air Training Command subsequently assigned management responsibility to the Chanute Technical Training Center. Unlike the Lackland

program, which provided language training for foreign students, this program provided language instruction for USAF personnel.

FLYING TRAINING

Consolidated Pilot Training

With pilot production continuing to fall, ATC began looking at a new training concept--combining preflight, primary, and basic instruction into consolidated pilot training (CPT). Secretary of the Air Force Dudley C. Sharp approved the idea in March 1960, and Air Training Command intended to have the training program in operation by March 1961. At the same time, Secretary Sharp approved initiation of a consolidated pilot training program, ATC decided to replace all civilian flying instructors with military officers and to phase out all contract primary schools. The six bases selected for CPT were Craig, Webb, Vance, Reese, Williams, and Moody; however, by year's end, Laredo had been added. In addition, USAF officials sanctioned contracting base support functions where beneficial. As a part of the implementation plan, Williams had to be transferred from TAC to ATC, the basic instructor school at Craig moved to Randolph, basic flying training ended at Greenville, interceptor training ceased at Moody, and the remaining contract primary schools--Graham, Moore, Spence, Bartow, Malden, and Bainbridge--closed. All contract primary training ended in late December. The new undergraduate pilot training program (UPT) contained three phases: preflight, primary, and basic. Only jet aircraft (T-37s and T-33s) would be used.

F/TF-102

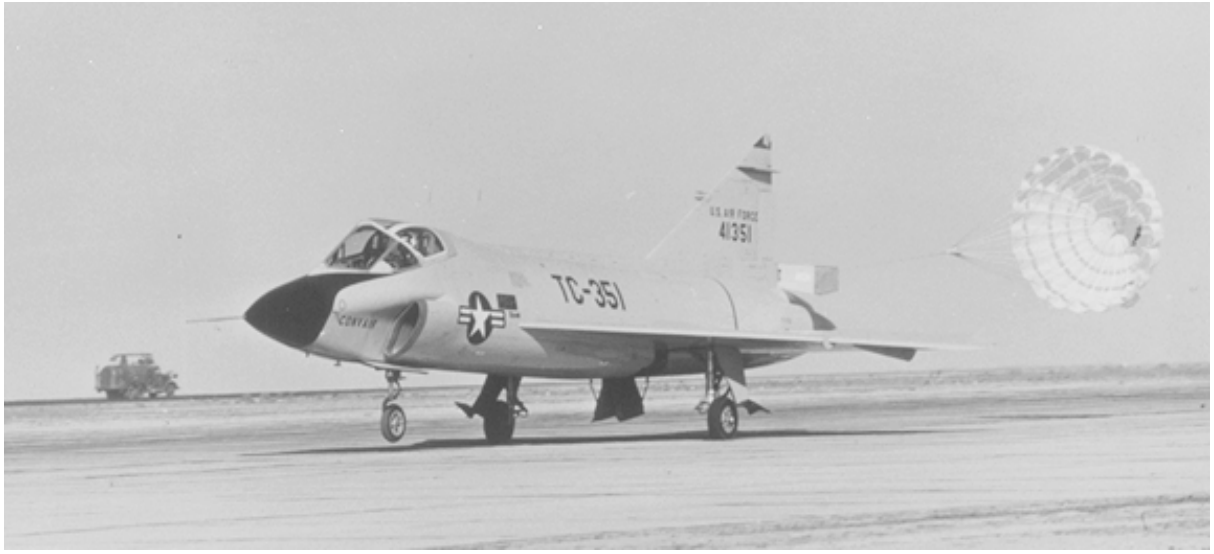
The Air Force first programmed the F-102 for use in ATC training programs in 1955. At that time, the USAF followed an aircraft allocation program where a portion of the first production units of newly-designed aircraft went to ATC so that trained crewmembers could be supplied to operational commands at the same time they were equipped with the weapon system. That policy changed in 1956 when Gen Nathan B. Twining, Chief of Staff of the Air Force, on a visit to Russia, witnessed the flyover of a fleet of jet bombers known to have intercontinental range, but which USAF officials had thought were still in the prototype stage. Twining altered this aircraft allocation policy, directing that ATC not receive new fighter-interceptors until all requirements of operational units were filled. As a result, ATC did not receive F-102 aircraft until 25 May 1960, when the first TF-102 landed at Perrin. The first class of students began F-102 training on 12 August. By year's end, Perrin had transitioned from F-86Ls to F-102 and TF-102 aircraft.

Interceptor Training

Until the arrival of the F/TF-102s, ATC's two remaining interceptor training bases--Perrin and Moody--used T-33s and F-86Ls. Moody stopped interceptor instruction on 3 November 1960 and became one of ATC's new undergraduate pilot training schools. As the only remaining interceptor trainer, Perrin began transitioning to the new F/TF-102 aircraft.

Firefighters and Helicopters

Beginning on 19 April, the helicopter training program at Stead added a new program of instruction.



A Convair TF-102A "Delta Dagger" trainer lands at Edwards AFB, California, with a drag chute. This Perrin AFB, Texas, trainer was similar to the F-102A but had a wider front fuselage seating two side-by-side.

The school taught helicopter pilots and firefighters to operate fire suppression equipment using the H-43B.

B-25 Phased Out

The command phased out its last B-25 on 18 January 1960 at James Connally. This aircraft had been in ATC's inventory since July 1943.

TECHNICAL TRAINING

Instructor Shortage Continues

Even though the technical training centers trained over 5,000 instructors in various formal resident courses during the year, the command still had problems filling critical instructor vacancies. Part of the problem was that turnover in personnel continued to be high.

Electronic Counter Countermeasures

In early 1959 during the Berlin crisis, the Air Force found its transport forces had inadequate capability to conduct operations in an electronic countermeasures environment. The Military Air Transport Service recommended to the Air Staff that ATC develop a field training program to provide initial and refresher training for transport aircrews. Air Training Command established that training in mid-1961. In addition, ATC initiated an electronic counter countermeasures ground training program at Keesler for personnel in Military Air Transport Service and Tactical Air Command. The first class began on 17 October.

Greenville Begins Technical Training

In mid-October basic pilot training ended at this west central Mississippi base. While ATC officials would have preferred to close the installation, for political reasons they had to find a new training mission for Greenville. Between November 1960 and mid-1961, Greenville received six personnel courses from Lackland and two fire protection courses from Lowry.

MILITARY TRAINING

BMT Revised

During the last half of 1959, the Air Force announced it was short 13,304 personnel to meet critical new requirements in Strategic Air Command and overseas. The Air Staff asked all major commands to look for ways to release personnel to fill these important vacancies. Officials in ATC determined that they could release almost 3,000 military authorizations by cutting three flying training bases. The command also found it could save another 893 positions by reducing basic military training from 11 weeks to 8. Headquarters USAF approved the BMT reduction, effective 1 February 1960.

Marksmanship Center

The Air Force directed formation of a marksmanship school at Lackland in late 1957. By the end of 1958, the center had a three-part mission: training, developing USAF competitive teams, and performing weapons research and maintenance. One of the problems the center had faced from its beginning was a lack of range space. In FY 60 ATC finally began construction of four carbine ranges at Lackland, and the command signed a joint use agreement with the Army for construction of a range at Camp Bullis, Texas.

MISCELLANEOUS

Flying Ended at Brooks

In early 1960, the remaining flying activities (medical evacuation and operational support airlift) at Brooks AFB, Texas, transferred to either Randolph or Kelly. Brooks officially ended all flying activities on 23 June. To that date, it was the oldest continuously active flying establishment in the nation, its flying mission dating back to World War I.



A military training instructor inspects basic trainees at Lackland AFB, Texas, in the 1960s.

OFFICER TRAINING SCHOOL

In the late 1950s, the four officer sources--Air Force Academy, Reserve Officer Training Corps (ROTC), Officer Candidate School (OCS), and direct commissioning--were not producing the needed mix of skills and knowledge, especially in technical, engineering, and scientific fields. With four-year maturation periods, the Air Force Academy and ROTC were slow in responding to programmed manpower requirements. The Air Force was also reluctant to rely too heavily on direct commissioning. The solution was to tap into a significant manpower pool that had largely been ignored--graduating college seniors who had not participated in ROTC.

To train those graduates, the Air Force resurrected a concept tried during World War II--an officer training school (OTS). On 1 July 1959, the Air Force activated OTS at Lackland AFB. The first class entered OTS on 18 November 1959 and graduated on 9 February 1960. Believing that college graduates needed a shorter, but more intense course than OCS, the Air Force established a three month course for OTS, versus six months in OCS. At the same time, the Air Force created the Airman Education and Commissioning Program (AECP), allowing qualified airmen to complete degree requirements and earn a commission through OTS.

The OTS system had several advantages over OCS. It provided a more expeditious and responsive procurement system, and training costs per graduate were less. Also, OTS met the Air Force's desire to make a college degree the minimum educational standard for its officers. Officer Training School expanded rapidly, turning out 320 graduates in FY 60, 2,265 in FY 62, and 5,371 in FY 63. The school quickly outgrew its quarters on Lackland and in 1961 moved to nearby Medina Base. With the tremendous growth of OTS and the establishment of AECP, OCS was phased out on 1 July 1963.

Officer Training School soon turned into the major supplier of Air Force officers. Not only did OTS absorb OCS's production quotas after 1963, but the Vietnam War soon accelerated officer procurement. As its peak, OTS produced 7,894 officers in FY 67. The unpopularity of the war on college campuses resulted in significant drops in ROTC enrollment, and OTS had to take up the slack. After the war, AFROTC scholarships proved very attractive and the military became more accepted on campuses. Eventually, the ratio between ROTC and OTS reversed itself, with ROTC doubling and even tripling OTS production. By the end of 2002, OTS had produced over 108,000 Air Force officers.



Graduates of OTS celebrate their commissioning as second lieutenants in the United States Air Force.

1961

On 25 July 1961, President John F. Kennedy addressed the nation, outlining the crisis developing in Berlin and calling for a military buildup to cope with the growing tensions in East-West relations. At the same time, Kennedy asked Congress for authority to order to active duty certain reserve and guard personnel and to extend by one year enlistments and active duty tours. Congress gave its approval, and the Air Force immediately took steps to increase the strength and readiness of its forces. It recruited more people, especially in electronic and aircraft support career fields, and the rapid buildup caused some disruption in training plans.



Parked in front of Base Operations at Randolph AFB, Texas, are the three aircraft—T-37 (primary phase), T-41 (flight screening), and the T-38 (basic phase)—the 3510th Flying Training Wing used in UPT.

ASSIGNED RESOURCES

(as of 31 December 1961)

PRIMARY INSTALLATIONS:	20 Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Greenville and Keesler; Nevada--Stead; Oklahoma--Vance; Texas--Amarillo, Harlingen, James Connally, Lackland, Laredo, Perrin, Randolph, Reese, Sheppard, and Webb
PERSONNEL ASSIGNED:	83,283 (8,967 officers; 52,144 enlisted; 22,172 civilians)
AIRCRAFT ASSIGNED:	1,954 (C-47, C-54, C-123, C-131, F-86, F-89, F/TF-102, H-19, H-21, H-43, T-28, T-29, T-33, T-37, T-38, T-39, and U-3)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

2 wing equivalent units:

Medical Service School, Gunter AF Station AL
USAF Recruiting Service, Wright-Patterson AFB OH

3 flying training wings:

3510th, Randolph AFB TX
3555th (Adv Interceptor), Perrin AFB TX
3635th (Adv), Stead AFB NV



Metal identification tags are stamped out on a machine. All basic trainees received two tags, which they retained for the duration of their service in the Air Force.

3 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX
3610th, Harlingen AFB TX

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3645th, Laughlin AFB TX

3 independent groups or group equivalents:

3545th USAF Hospital, Goodfellow AFB TX
3505th Tech Trng, Greenville AFB MS
3625th Tech Trng (Weapons Controller), Tyndall AFB FL

COMMAND LEADERSHIP

Lieutenant General James E. Briggs continued as the ATC commander, and Maj Gen Henry K. Mooney remained vice commander.

ORGANIZATION

New Mission Statement

The Air Force published a new mission statement for ATC in late December 1961. Added to its previous taskings were marksmanship training, instruction in foreign language and area studies, assistance training for friendly foreign powers, prisoner training, on-the-job training advisory service, and operational readiness training to support missiles. All of these were duties ATC already performed, but they had not been spelled out in previous mission statements.

INSTALLATIONS

Harlingen AFB, Texas

In March, during his budget message to Congress, President Kennedy announced that the Department of Defense would close 73 military installations (70 stateside), including Harlingen AFB, Texas, the only ATC base on the list. Harlingen entered its last group of students into navigator training on 9 August. From that point on, James Connally AFB provided all undergraduate navigator training.

Medina, Texas

Air Training Command had intended to move both the USAF Officer Training School and the Officer Candidate School from Lackland to the Medina annex in 1961. However, in response to the Berlin crisis, production rates for both schools increased to the point where only OTS could be accommodated at Medina annex. However, that move was not completed until 30 June 1962.

Brooks AFB, Texas

On 1 November 1961, ATC transferred Brooks AFB to Air Force Systems Command (AFSC). This was all part of an Air Force plan to reorganize aerospace medical research. Along with the transfer of Brooks, ATC passed to AFSC (and its newly formed Aerospace Medical Division at Brooks) control of the

USAF Aerospace Medical Center, the School of Aerospace Medicine, the USAF Hospital Lackland, and the 3790th Epidemiological Laboratory. (The School of Aviation Medicine had been redesignated as the School of Aerospace Medicine on 8 May 1961.) However, the Medical Service School at Gunter remained in the command, reassigned from the medical center to Headquarters ATC on 1 October.

SUBORDINATE UNITS

Contract Primary Bases Closed

While training at the contract schools ended in December 1960, Air Training Command did not stop operation of the training units until early 1961. Effective 16 January, ATC discontinued the 3306th Pilot Training Group at Bainbridge, and on 1 February the other four groups--the 3300th at Graham, the 3301st at Moore, the 3302d at Spence, and the 3303d at Bartow ceased to exist. The command had intended to shut all five bases by March, but an Air Force-imposed freeze on shipping property delayed closure. Finally, ATC released control of Bainbridge and Spence on 31 March, Bartow on 19 May, and Graham on 31 August. Moore Air Base remained on inactive status until 15 July 1963, when part of the installation was sold to private concerns and the rest transferred to the Department of Agriculture.

Training Wings Redesignated

On 5 January 1961, ATC redesignated five of its pilot training wings--the 3500th, 3560th, 3575th, 3615th, and 3640th--by dropping the parenthetical notation (basic). In addition, the 3550th Flying Training Wing (Advanced Interceptor) also underwent a name change, becoming the 3550th Pilot Training Wing.

3645th Pilot Training Wing

Effective 16 October 1961, ATC designated and organized the 3645th Pilot Training Wing at Laughlin AFB, Texas. The purpose of the activation was so that ATC could transfer half of its training mission from Laredo (where facilities were substandard) to Laughlin. Between 1952 and 1957, ATC had trained pilots at Laughlin, and then the base transferred to SAC. Air Training Command hoped to reacquire Laughlin within a number of months, when SAC moved its U-2 mission to another base.

TRAINING

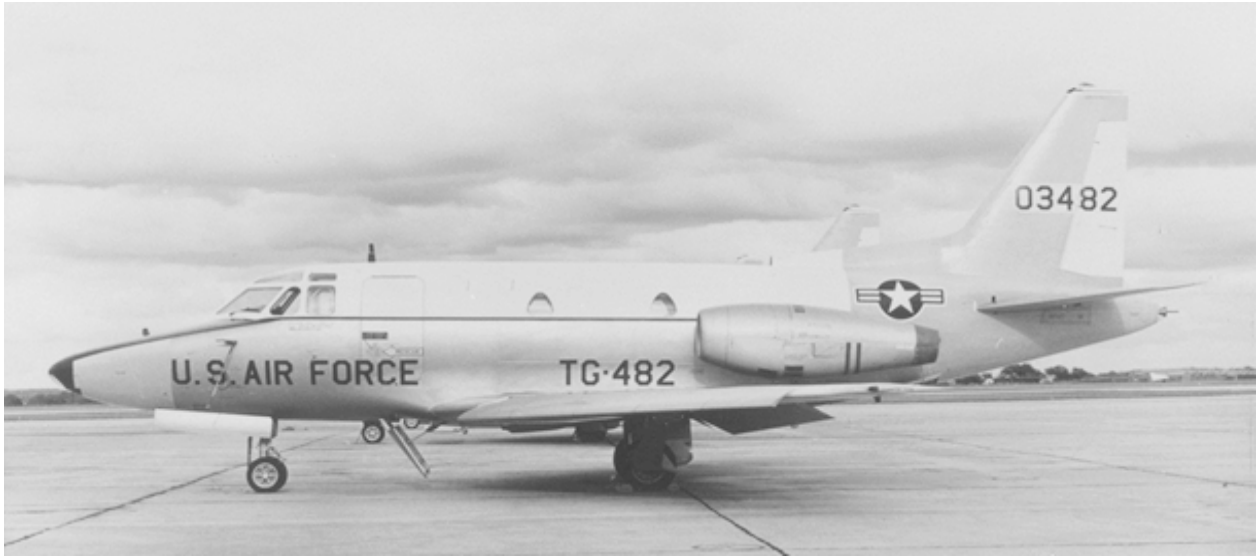
FLYING TRAINING

T-38 "Talon"

At Randolph on 17 March 1961, ATC took possession of its first T-38. ATC's first supersonic flying trainer was intended to replace the T-33 in pilot training. By mid-year 15 "Talons" had arrived at Randolph to take part in an extensive test and evaluation program. The first ATC students who had the opportunity to fly the new T-38s came from Webb's Class 62-F. By year's end, Randolph had 44 new T-38s and Webb had 21.

Undergraduate Navigator Training

Like the consolidation of the pilot training program, in 1961 ATC decided to combine preflight and primary-basic navigator training into a new program known as undergraduate navigator training or UNT.



By early September Randolph had taken possession of its first five T-39As. Air Training Command intended to use the Sabreliners in the instrument pilot instructor school. Then in November two of the T-39s and 13 military personnel took part in Operation Long Legs II, a month-long goodwill tour of Latin America.



An instructor at Chanute AFB, Illinois, uses a training aid to teach students about the B-52 electrical system.

James Connally would conduct UNT, and Mather would provide advanced training. The command planned to have the program in full operation by mid-1962.

Interceptor Program

By the end of the year, only Perrin trained interceptor pilots. The school noted two special events in 1961--graduation of its first class of F-102 pilots in February and graduation of its last class of F-86L pilots in July.

Space Systems

In 1961 ATC had a limited space training program that covered the Samos (a reconnaissance satellite) and Midas (a missile detection and alarm system) research and development program. Field training detachments provided instruction (primarily theory) because the Air Staff had not made funding available to ATC for purchase of training equipment.

Yugoslav Pilot Training

In January the United States agreed to sell 135 surplus F-86 "Sabrejets" to the Yugoslav government. As part of the agreement, US officials promised to train four pilots and four maintenance personnel at Perrin. Training began in September and ended in November.

TECHNICAL TRAINING

Field Training

When ATC first established its field training program, its purpose was to support Strategic Air Command, Tactical Air Command, and Air Defense Command. In 1961 ATC agreed to expand its field program provided necessary instructor authorizations came from the gaining commands. Headquarters USAF agreed with that proviso, and during the year, Pacific Air Forces (PACAF) and United States Air Forces in Europe (USAFE) transferred slots to ATC for the establishment of field training detachments in those commands.

EWO Instruction

The last electronic warfare officer (EWO) course began at Keesler on 13 December. Students graduated in August 1962. Beginning in January 1962, Mather provided all EWO instruction in ATC.

MILITARY TRAINING

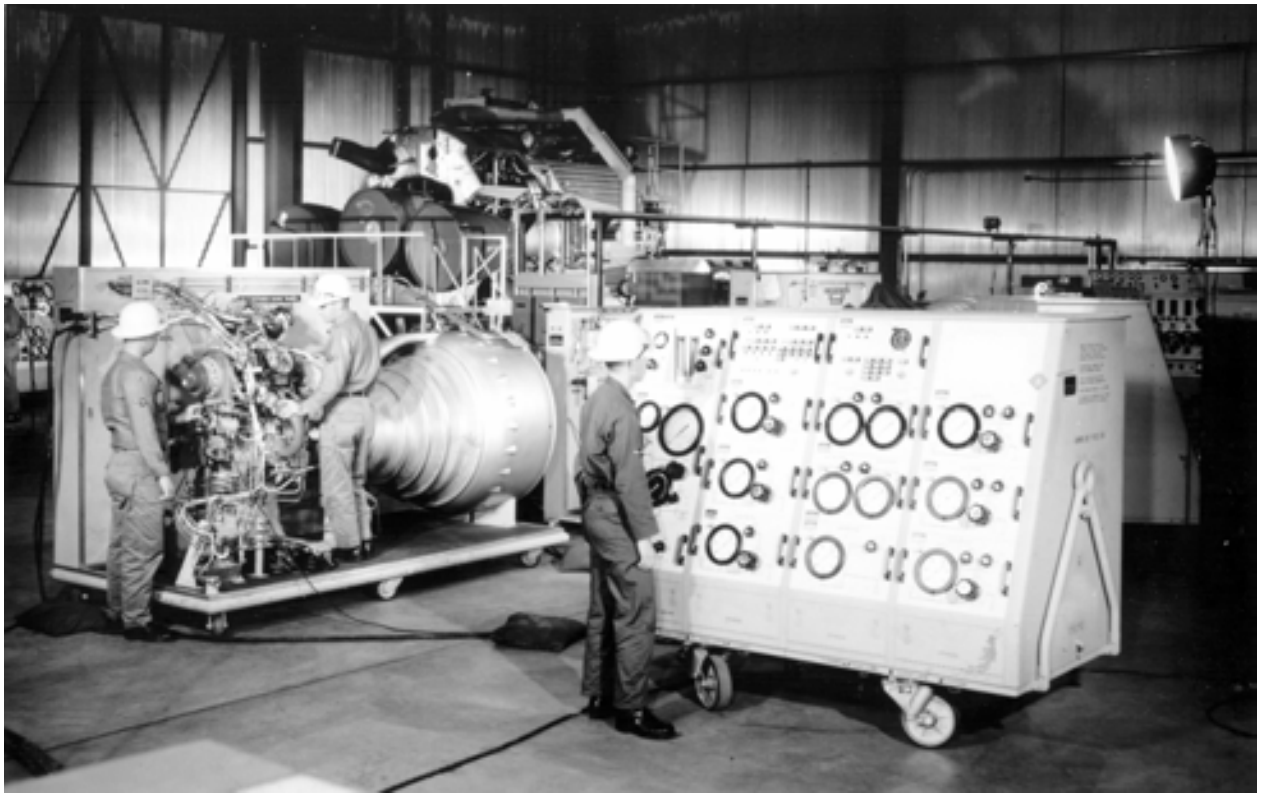
Overcrowding at Lackland

While the command had the funding and personnel to support basic military training at Lackland, it did not have dollars for new construction. As a result, Lackland continued to operate with limited barracks space. Not only were crowded conditions unpleasant for incoming trainees, but they also were possible hazards to health. To alleviate the problem of overcrowding, Lackland officials began looking at other options, such as using facilities at the Medina annex near Lackland or putting all phases of basic military training at the technical training centers. However, Lackland found a temporary fix by phasing out preflight training at Lackland, transferring personnel courses to Greenville, and receiving funding for building renovation.

MISCELLANEOUS

Family Housing

Hundreds of family housing units constructed in the late 1940s and early 1950s also received facelifts in the early 1960s. Soon after taking the oath of office, President Kennedy directed acceleration of housing contract awards as a means of bolstering the sagging economy. In ATC not only were older units refurbished, but by year's end, contractors had 930 new family housing units under construction at Brooks, Keesler, and Mather.



Using operational training aids, future missile engine mechanics learn the complex job of servicing an Atlas missile at Chanute AFB, Illinois.

AVIATION CADETS



Cadets wait outside the main gate at Randolph AFB, Texas, the "Home of the Aviation Cadet."

The aviation cadet program was the source of most rated officers until the late 1950s. Originally called flying cadet, the program started during World War I in an effort to build up the nation's air arm. The term was often used restrictively to denote a pilot cadet, but in its general application included persons in cadet training to become a rated officer. When the United States entered the war, it had a total of 65 rated pilots and two flying schools. By the end of the war, over 10,000 pilots had been trained on 41 American bases or by allies in Europe and Canada.

To qualify as a flying cadet, an applicant had to be "under 25, have 2-3 years of college, be athletic, honest, and reliable." This was a far cry from the extensive battery of physical, mental, and psychological tests required in later years.



Aviation Cadets in basic flight training head for their planes.

Although the cadet program ended with the armistice, Congress authorized its resumption in 1919, but limited the number on active duty to 1,300. Austerity hit the air arm in the 1920s; by 1926 the authorized number of cadets on duty had dropped to 196. A cadet who earned his wings could either serve out his enlistment or take a discharge and enter the Officers' Reserve Corps as a second lieutenant. In 1929, during the midst of a five-year expansion program, the law changed, and cadets had to serve three years--one in flying school and two either as a reserve officer on active duty or as a regular Army officer.

The term flying cadet changed to aviation cadet in 1941, just prior to the expansion of the cadet program during World War II. Although the cadet program normally required at least two years of college, this was reduced to a high school diploma. At the close of the war, aviation cadet training came to a standstill. It was not until 1948 that aviation cadet training began again in earnest but at the modest rate of 5,000 pilots per year. With the start of the war in Korea, flying quotas again began to rise.

During the war, the educational requirement for the cadet program was again lowered to a high school diploma, but more and more officers commissioned through the Air Force Reserve Officer Training Corps (AFROTC) began entering flying training. After the Air Force Academy (AFA) graduated its first class in 1959, the number of AFROTC and AFA graduates entering pilot and navigator training continued to rise. In 1961 the Air Force discontinued aviation cadet pilot training, and in 1965 it ended aviation cadet navigator training. Since then, applicants for either pilot or navigator training had to have a college degree.



Colonel Idwal Edwards presents the regimental colors during a ceremony at Randolph AFB.



Soon after their arrival at Randolph, these 1930s-era cadets are fitted for their initial uniform issue.

Contracting Base Support

Also as a part of the consolidation of all pilot training, the Air Force directed ATC to test the idea of using contractors to provide support services at pilot training bases. During the test, the command contracted for all support services at Vance, while at Craig all operations were to be provided by military personnel. Craig's expenditures were not to exceed those at Vance. The other pilot training bases--Reese, Webb, Williams, and Moody--used civilian contractors in a limited capacity in such areas as food service, housing, transportation, garbage collection, custodial and photographic services, and aircraft refueling. The command completed its year-long study in June 1962 and recommended that Vance be returned to normal military operation as soon as possible. However, because of the cost savings, Headquarters USAF disagreed and, instead, directed the Vance contract be renewed.

Modernization of Facilities

Early in 1959 the Air Force noted it had limited funds available for military construction projects. To stretch the dollars, USAF officials suggested renovating old, structurally sound facilities. That could be done at half the cost of building new facilities. At Chanute, Keesler, Lowry, Perrin, and Sheppard, open bay barracks were gutted and divided into rooms holding three men each. At Lackland the same World War II-vintage barracks also received a facelift inside and out. However, they remained open bay barracks. Also at this time, the Air Force released additional funds to pay for modernization of over 200 buildings at Amarillo, Chanute, James Connally, Keesler, Lackland, and Sheppard. Part of that modernization included the installation of air conditioning in barracks at Keesler, James Connally, and Sheppard. By mid-June 1961, contractors had completed most of the renovation work. The entire project cost $18.6 million and rehabilitated 551 buildings.

Command Motto

ATC conducted a command-wide contest in 1961 to find a motto that best described its mission. A family member at Greenville AFB, Mississippi, had the winning entry: "Prepare the Man." The command used this motto until 29 October 1974.



In October, because ATC no longer conducted base search and rescue operations, it transferred its H-43A helicopters at Stead to Military Air Transport Service. However, H-43s still remained at the flying bases to provide fire rescue service.

1962

In the summer of 1962, the Soviets began increasing their military assistance to Cuba. Intelligence reports indicated that the Russians were placing offensive weapons, including ballistic missiles, in Cuba. On 22 October, in an address to the nation, President Kennedy said the Soviet Union was building long-range missile bases in Cuba. Kennedy ordered an air and sea quarantine of the island. For its part, ATC provided personnel and materiel support. Also, one of its newly-acquired bases, Laughlin, played a major role in the Cuban crisis, as it was home to the SAC U-2s that first spotted missiles in Cuba.

ASSIGNED RESOURCES

(as of 31 December 1962)

PRIMARY INSTALLATIONS: 19

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Greenville and Keesler; Nevada--Stead; Oklahoma--Vance; Texas--Amarillo, James Connally, Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb.

PERSONNEL ASSIGNED: 80,057 (8,803 officers; 50,391 enlisted; 20,863 civilians)

AIRCRAFT ASSIGNED: 1,782 (C/VC-47, C/TC/VC-54, C-123, C-131, CH-21, HH-43, T-28, T/NT/VT-29, T/JT-33, T-37, T-38, T-39, U-3, and UH-19)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

2 wing equivalent units:

USAF Medical Service School, Gunter AFS AL
USAF Recruiting Service, Wright-Patterson AFB OH

2 flying training wings:

3510th, Randolph AFB TX
3635th (Advanced), Stead AFB NV

2 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX

3 independent groups or group equivalents:

3505th Tech Trng, Greenville AFB MS
3545th USAF Hospital, Goodfellow AFB TX
3625th Tech Trng (Weapons Controller), Tyndall AFB FL

COMMAND LEADERSHIP

Lieutenant General James E. Briggs continued as the ATC commander and Maj Gen Henry K. Mooney as vice commander.

ORGANIZATION

INSTALLATIONS

Perrin AFB, Texas

In 1958 when SAC and TAC took responsibility for conduct of their combat crew training, ADC had refused the opportunity to train pilots as all-weather interceptor crews, so that mission had remained in ATC. Then, in March 1962, Air Defense Command decided it wanted to merge Perrin's interceptor assets with other air defense resources. The plan was to use Perrin to provide tactical alert training. Air Defense Command acquired Perrin AFB, Texas, on 1 July and with it the 3555th Flying Training Wing. However, on the same date, ADC discontinued the 3555th and, using the wing's assets, formed the 4780th Air Defense Wing (Training).

Laughlin AFB, Texas

Strategic Air Command transferred jurisdiction of Laughlin to ATC on 1 April 1962.

NAMED ACTIVITIES

Officer Military Schools

Effective 1 July, ATC discontinued Headquarters, Officer Military Schools at Lackland. The Path Finder study, mentioned below, found this headquarters unnecessary, since the Officer Candidate School was about to go away, leaving only the Officer Training School.

SUBORDINATE UNITS

3646th Pilot Training Wing

On 15 February ATC redesignated its 3645th Pilot Training Wing at Laughlin as the 3646th Pilot Training Wing.

3610th Navigator Training Wing

Air Training Command discontinued its 3610th Navigator Training Wing and subordinate units at Harlingen AFB, Texas, on 1 July. At the same time, the command placed Harlingen on inactive status.

TRAINING

Path Finder Study

In November 1961 the ATC commander appointed a Path Finder study group to assess the command's ability to meet future training requirements and provide new ideas that could be applied to training technology. Group members completed the study in May 1962. Their major finding was that Headquarters ATC was too large. They proposed reorganizing the headquarters and transferring certain functions to the training centers and wings to allow Headquarters ATC more time to focus on policy-making and mission. The command implemented most of the study's recommendations.

Foreign Language Training

The Department of Defense, in early 1962, assigned the US Army responsibility for all DOD foreign language training. Headquarters USAF opposed the move because the Air Force program at Lackland was oriented toward language used in flying and technical training. To answer Air Force concerns, the Defense Department directed the Army to establish a Defense Language Institute; however, the institute was to have only technical control over Lackland's foreign language program. Air Training Command would retain operational control.



Students attending the Nuclear Weapons Specialist (Reentry Vehicles) Course at Lowry Technical Training Center, Colorado, "learn by doing" as they attach the Mark VIII warhead to the Mark III nose module.

Operation Overhaul

In July 1962 ATC initiated Operation Overhaul, an effort to improve the Officer Training School (OTS) program. The School had expanded to the point where it provided the Air Force with more than half of its newly-commissioned officers. By implementing Operation Overhaul, ATC adjusted the OTS program so that it more nearly reflected job requirements of a junior officer.

FLYING TRAINING

Foreign Pilot Training

Air Training Command began using the T-28 in foreign pilot training in 1958 at Graham Air Base in Florida. When that contract school closed in early



With a cheerful assist from his fellow Vietnamese Air Force students, this air cadet takes his traditional dunking following his first solo flight in the T-28. The cadet was a member of the last class to train in the T-28 program at Keesler AFB, Mississippi. This class graduated in 1973.

1961, this training moved to Moody AFB in Georgia. In early 1962 the number of South Vietnamese students entering this program began to increase sharply. As a result, the Air Force stopped disposal action on all T-28s stored at Davis-Monthan AFB in Arizona. Twenty-six of those aircraft moved to Moody, plus the Navy transferred four. Besides the pilot training, the Air Force also directed Air Training Command to form a 45-member mobile training team to go to Southeast Asia to train T-28 maintenance personnel.

Undergraduate Navigator Training

In early June, Harlingen AFB, Texas, closed its UNT program, leaving James Connally AFB, Texas, as the only base providing this training. The command published a new syllabus during the year, which extended training by six weeks. That extension was needed to cover the basic electronics instruction added back to the course from the advanced navigator training program. This was a shift back to the way training was conducted in 1957, before basic electronics was moved to the advanced training syllabus.

SAC KC-97 Operations

Since July 1958, Strategic Air Command had conducted KC-97 training at Randolph in a tenant status. Its 4397th Air Refueling Wing oversaw the training program. However, ATC wanted SAC to relocate so that Randolph could be used for other ATC programs. While Headquarters USAF agreed with ATC, it was reluctant to push the relocation issue, since the KC-97 mission was soon to end. However, a series of delays pushed that inactivation to 30 June 1962.



In a 1960 technical training class at Keesler AFB, Mississippi, students learn to maintain the semiautomatic ground environment (SAGE) air defense system.

TECHNICAL TRAINING

SAGE Instruction

On 1 July ATC ended its semiautomatic ground environment (SAGE) system training program at Richards-Gebaur AFB in Missouri. From that point on, Keesler conducted all SAGE training.

F/RF-4 Training

Although the Air Force didn't expect to receive its first F/RF-4C until late 1963, the technical training centers at Amarillo and Lowry were already preparing lesson plans for courses that would support these aircraft. In addition, ATC trainers also were at work developing field training programs to support the new aircraft.

Intelligence Training

On 14 March Headquarters USAF notified ATC that the Defense Department had assigned responsibility for all DOD air intelligence training and advanced training in photographic, radar, and infrared interpretation to the Air Force. Sheppard already conducted some intelligence training. However, late in the year, Lowry officials proposed placing all intelligence training at Lowry, and both ATC and the Air Staff agreed.



A survival training instructor at Stead AFB, Nevada, demonstrates how to slice meat to preserve as jerky.

Field Training

Air Training Command moved closer to worldwide training coverage when, in the second half of the year, it began providing field training support to Military Air Transport Service and Alaskan Air Command.

MILITARY TRAINING

Student Housing Problems at Lackland

In 1960-61 ATC thought it had found a fix for the crowded housing conditions on Lackland. Officials made plans to move the language school to Lowry and to put medical helper training at Greenville. However, by 1962 ATC learned that Lowry's training load was going to increase substantially. There would not be room for the language school. Rather than moving the language school, ATC instead transferred medical helper training to Greenville in July, and in August and September the command moved cryptographic operator courses from Lackland to Sheppard. These training relocations were just band-aid fixes. The only way the housing problem could be corrected was by building new facilities.

Jungle Jim

In January 1961 Soviet Premier Nikita S. Krushchev announced his regime would support national wars of liberation. At that time the Defense Department had no troops specially trained to oppose insurgent forces. In response, the Chief of Staff of the Air Force, Gen Curtis LeMay, ordered establishment of a combat crew training squadron at Eglin that would develop forces able to instruct US allies in counter guerrilla operations. The Air Staff also directed ATC to establish a special survival course for Jungle Jim personnel (those assigned to the squadron). Stead personnel began that training in April 1961. It was because of projects like Jungle Jim that ATC redesignated its USAF Survival School as the USAF Survival and Special Training School on 1 March 1962.

Physical Fitness Testing

For the first time, in October 1962 ATC began testing the physical fitness of its military personnel.

1963

The Air Force established a standard wing structure--a dual deputy concept--in 1963. While there was some reluctance in ATC to implement such a system, in July seven of the UPT wings--Reese, Moody, Williams, Laughlin, Laredo, Webb, and Mather--reorganized. Each of the wings had a Deputy Commander for Operations, a Deputy Commander for Materiel, an air base group, and a medical function. In early August, ATC replaced the Deputy Commander for Operations with a Deputy Commander for Training. The remaining flying training wings and technical training centers were scheduled to reorganize under the dual deputy concept on 1 January 1964; however, lack of support by Headquarters ATC officials caused the plan to be rescinded in January 1964. In July, the command closed the doors on the Officer Candidate School, which had commissioned second lieutenants into the Air Force since 1942. Finally, ATC, which had particular interest in personnel matters because of its mission of recruiting and training, stood up the USAF Military Personal Center at Randolph AFB.



Aerial view of Lowry AFB, Colorado, in 1962. At the center is the headquarters for Lowry Technical Training Center. The building was the Agnes Memorial Sanitarium until the city of Denver donated it to the Army in 1937 to help establish Lowry Field.

OFFICER CANDIDATE SCHOOL

With the enormous expansion of the Army Air Forces (AAF) in the early years of World War II, an increasing burden was placed on officers, especially the small group of flying officers. To ease that burden, a large number of administrative officers had to be trained to relieve the flying officers of their non-flying duties. In 1942 Lt Gen Henry H. Arnold, Chief of the AAF, directed Maj Gen Walter R. Weaver, head of the Technical Training Command, to establish an Officer Candidate School (OCS). In response, General Weaver quickly opened an officer candidate school in February 1942 at several Miami Beach, Florida, resort hotels. Officer candidates were selected from two categories: former aviation cadets eliminated for flying or medical deficiency and warrant officers and enlisted men. Their qualifications included age limits of 18 to 36 years, demonstrated capacity for leadership, and a score of 110 or higher on the Army general classification test. These requirements remained in effect without major modification until after V-E day. In succeeding years, however, these requirements changed in response to the fluctuating need for officers.

Initially the OCS course was 12 weeks in length, and the academic curriculum was uniform for all candidates. In January 1943 the curriculum was divided into two phases. The first phase involved military indoctrination and leadership, while the second prepared candidates for duty in a particular field. To handle the expanded curriculum, officials extended the OCS course to 16 weeks in June 1943. The school remained at Miami Beach until it moved in June 1944 to the Aviation Cadet Center in San Antonio, Texas. In June 1945, only two months before it was temporarily suspended, the school moved to Maxwell Field, Alabama. During the war, over 29,000 men graduated from Officer Candidate School. After the war, the Officer Candidate School closed for a short period of time and then resumed its 16-week course in September 1945.

The following February, OCS returned to San Antonio. Although only a shell of its former self, the school continued to graduate newly commissioned reserve officers at a rate of 300-600 per year for the next



Folding up the OCS flag for the last time are (left to right) Lt Col J. V. O'Brien, Commander, OCS; Maj Gen P. M. Spicer, Commander, Lackland Military Training Center; and Col B. H. Settles, Director of Operations at Lackland Military Training Center. After 21 years of operation, OCS officially closed its doors on 1 July 1963.



Following graduation, officer candidates have a private ceremony of their own.

17 years, save for the Korean War when there was an increase in production. The curriculum remained substantially the same during this period, although the course was extended from 16 to 24 weeks in length. There were some changes in eligibility requirements, however. When OCS reopened in 1946, only enlisted men and warrant officers were eligible. The following year, the school was open to civilians, who had at least two years of college or passed a college-level test. In 1948 women also became eligible. Then in 1952 the educational requirements for OCS were lowered. Two years of college were no longer necessary, and high school graduates could now enter. In 1955, however, OCS applicants were required to have completed one year of active duty.

In the late 1950s, the Air Force also modified OCS's mission. From producing primarily administrative and other nonrated officers, the school began to send about one-half of its graduates to preflight school, responding to the Air Force's need for more aircrew members. In 1959 when the Air Force, realizing that it had to expand officer procurement to meet its growing needs, opened Officer Training School (OTS), OCS's days were numbered. For over 21 years, OCS had afforded airmen an opportunity to earn an Air Force commission. Faced with the Air Force's increased emphasis on college graduates for its officer corps and the concomitant growth of OTS, as well as the establishment of the Airman Education and Commissioning Program (AECP) in 1960, OCS was phased out on 1 July 1963. During its existence, OCS produced over 41,000 officers.



Officer candidates eat a "square" meal in the OCS dining hall at Lackland AFB.

ASSIGNED RESOURCES

(as of 31 December 1963)

PRIMARY INSTALLATIONS: 19

Alabama--Craig; Arizona--Williams; California-- Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Greenville and Keesler; Nevada--Stead; Oklahoma--Vance; Texas-- Amarillo, James Connally, Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 79,272 (8,524 officers; 50,521 enlisted; 20,227 civilians)

AIRCRAFT ASSIGNED: Body text with one carriage return below.

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

2 wing equivalent units:

USAF Medical Service School, Gunter AFS AL
USAF Recruiting Service, Wright-Patterson AFB OH

2 flying training wings:

3510th, Randolph AFB TX
3635th (Advanced), Stead AFB NV

2 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX

2 independent groups equivalent units:

3505th Tech Trng, Greenville AFB MS
3545th USAF Hospital, Goodfellow AFB TX



Lt Gen Robert W. Burns

COMMAND LEADERSHIP

On 1 August 1963, Lt Gen Robert W. Burns assumed command of ATC from Lt Gen James E. Briggs, who retired after 35 years of service. Before his ATC assignment, General Burns had concurrently served as the Chairman of the Inter-American Defense Board and as the senior Air Force member of the Military Staff Committee at the United Nations. Continuing as vice commander was Major General Mooney.

ORGANIZATION

NAMED ACTIVITIES

Air Intelligence

Effective 1 July 1963, Air Training Command established the Armed Forces Air Intelligence Training Center as a named activity at Lowry AFB, Colorado. The center was assigned to the 3415th Technical School, USAF at Lowry, and its first students entered

training on 17 July. By establishing the training center, ATC consolidated all intelligence training at a single base.



An instructor of laser photo reconnaissance systems at Lowry AFB, Colorado, demonstrates polarized light with a laser light source. (Note the master instructor badge used in the 1950s and 1960s.)

SUBORDINATE UNITS

3625th Technical Training Group

With the reduction in weapons controller training requirements, ATC decided to redesignate its training group at Tyndall as a squadron and assign it to the 3380th Technical School, USAF at Keesler. On 1 July ATC renamed the group the 3625th Technical Training Squadron (Weapons Controller).

Pilot Training Groups Discontinued

As a part of cost cutting measures directed by the Department of Defense, ATC discontinued six pilot training groups on 15 July: the 3500th at Reese, the 3525th at Williams, the 3550th at Moody, the 3560th at Webb, the 3640th at Laredo, and the 3645th at Laughlin.

TRAINING

Instructor Shortage

During 1963 ATC reported a shortage of captains assigned. Because a majority of officer instructor authorizations called for captains, this meant the command was unable to fill its officer instructor slots with skilled personnel. Flying training missions confronted similar manning difficulties because most pilots and navigators lacked field experience. As a result, training quality suffered.

FLYING TRAINING

Undergraduate Pilot Training

In the first half of the year, the Office of the Secretary of Defense finally approved Laredo as the eighth ATC base to provide undergraduate pilot training. The command had first decided to add Laredo to its list of UPT bases in 1960, though money was needed to repair the aging airfield. It took almost two years for the Defense Department to release limited funds for runway repair. Other changes in pilot training included the relocation of foreign pilot training from Moody AFB, Georgia, to Randolph. That gave Moody the capability to support jet pilot training. Also, after months of waiting, SAC finally moved its U-2 wing from Laughlin to Davis-Monthan AFB, Arizona, giving ATC the additional space it needed to conduct pilot training more effectively from Laughlin.

T-38 Conversion

During 1963 ATC continued to accept T-38 "Talons" into its inventory, and by December the conversion from T-33s to T-38s was one year ahead of schedule. Of the eight UPT bases, only Laughlin, Laredo, and Craig had not begun conversion.

Pilot Attrition

Although attrition rates during 1963 were lower than programmed, there was one category of student whose attrition was higher than any other. This was the officer training school (OTS) graduate entering pilot training. During FY 62, OTS trainees had a 43 percent attrition rate. In the first half of FY 63, that figure rose to 46.5 percent. Among the contributing factors was the lack of previous association with a military or flying situation, as well as a need for more careful screening of OTS graduates before they entered pilot training. One of ATC's actions, prompted by an IG inspection, was to transfer staff supervisory responsibility of OTS from the Deputy Chief of Staff, Technical Training to the Deputy Chief of Staff, Operations.

Airspace Concerns

Since the introduction of the supersonic T-38 in 1961, ATC had problems with civilian agencies in allocating airspace. Recurring negotiations took place between ATC and the Federal Aviation Administration (FAA) in 1963. Representatives from several Air Force commands, including ATC, SAC, and TAC, convened at Randolph AFB in December 1963 and sorted out long- and short-term solutions to the problem of airspace. Following that meeting, the FAA told its regional directors that there was an urgent need to reexamine ATC's T-38 training program and to absorb as many training operations as possible into the "area positive control" (APC)

environment--the airspace between 41,000 and 60,000 feet. Conferees agreed on a tentative schedule that would integrate training into the APC at the several flying training bases.

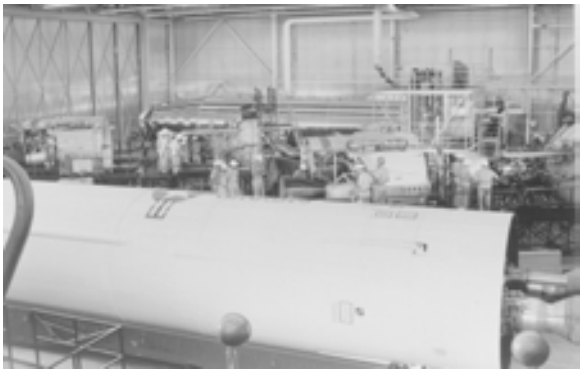
Simulator Versus EWO Flying Training

Periodically, ATC had made efforts to modernize or replace the eight TC-54D simulators used in electronic warfare officer training since 1958 but with little success. In August 1963 the Air Force disapproved an ATC request to modify a dozen T-29s at a cost of $1.2 million, because funds were not available. At the same time, Headquarters USAF began looking at the possibility of reassigning electronic countermeasures-equipped T-29s from SAC to ATC for EWO training; however, that option also failed when Mather officials determined these aircraft did not meet the needs of students in electronic warfare training. Instead, the command slowed its disposal of TC-54s and decided to continue use of its current simulators.

TECHNICAL TRAINING

Missile Training

In 1963 Chanute discontinued Bomarc missile training and, at the same time, prepared course outlines for SAC's Minuteman II program.



In the foreground of the Chanute missile training facility, is the Titan missile area. Titan and Atlas components are in the center, and the Atlas missile area is in the background.

MILITARY TRAINING

Cuban Brigade

A small part of Lackland's military training program commanded attention at high levels in March. Veterans of the 2506th Cuban Brigade, which had participated in the Bay of Pigs debacle, reported to Lackland under a DOD program that permitted Cuban officers and enlisted men to join one of the US services and receive military and language instruction. Lackland's chief contribution was language training. Although some Cubans wanted flying duty, training was confined to seven fields: supply, aircraft maintenance, transportation, financial, motor vehicle maintenance, air police, and personnel.

MISCELLANEOUS

Personnel Operating Functions to Transfer

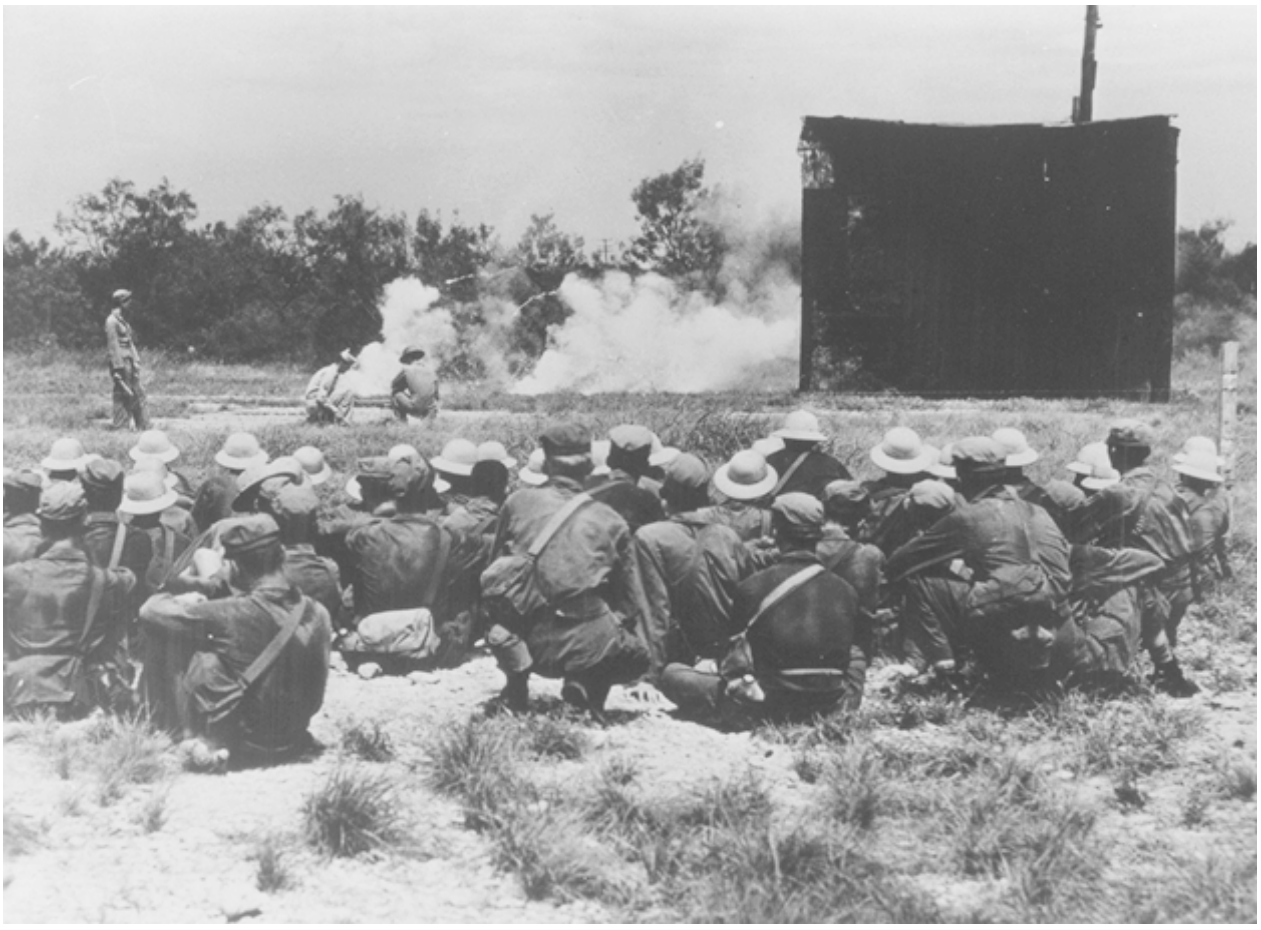
For many years, USAF officials had discussed the idea of consolidating personnel operating functions into a single personnel center or command. In fact, between the end of World War II and 1962, the Air Force had examined that possibility in 26 separate studies. Air Training Command had a special interest in the consolidation issue because it possessed two major personnel functions--recruitment and training. Then in 1962 the Office of the Secretary of Defense introduced Project 39, which was directed at cutting headquarters strength by 15 to 30 percent. That brought renewed interest in consolidation, because moving personnel functions to Randolph could save over 1,000 authorizations at the Pentagon. In mid-1963 the Air Force moved various personnel functions from Washington, D.C., to Randolph. The move was wrapped in controversy, because of discussions to consolidate personnel functions possibly with ATC--in effect, creating an Air Force Training and Personnel Command. Much of the opposition to consolidation came from senior air commanders who feared they would lose control over their sources of manpower, if ATC managed all personnel. This consolidation never happened, but the various personnel offices were combined at Randolph into a separate USAF Military Personnel Center on 2 November 1963.



The new USAF Military Personnel Center stood up on 2 November 1963.

1964

As the year progressed, plans for moving the USAF Recruiting Service from Wright-Patterson AFB, Ohio, to Randolph continued to mature. Another development in 1964 was the phasedown of Greenville AFB, Mississippi. The spin characteristics of the T-37 aircraft continued to cause concern, but the problem was studied and resolved during the year. Possibly because of the escalation of the war in Vietnam, the Air Force experienced an unusually good recruiting year. During early 1964, ATC submitted its proposals for cuts mandated by the Air Force under Project ICE--increased combat effectiveness. Despite chronic problems with contractors and slipped milestones, ATC moved ahead with training plans for the Minuteman II missile.



Students in basic training at Lackland AFB, Texas, learn how to handle and control incendiaries as part of chemical warfare training.

ASSIGNED RESOURCES

(as of 31 December 1964)

PRIMARY INSTALLATIONS: 19

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Greenville and Keesler; Nevada--Stead; Oklahoma--Vance; Texas--Amarillo, James Connally, Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 77,696 (8,835 officers; 48,856 enlisted; 20,005 civilians)

AIRCRAFT ASSIGNED: 1,663 (C-47, C-54, C-118, C-123, C-131, CH-3, CH-21, HH-43, T-28, T-29, T-33, T-37, T-38, T-39, T-41, U-3, UH-19)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

2 wing equivalent units:

USAF Medical Service School, Gunter AF Station AL
USAF Recruiting Service, Wright-Patterson AFB OH

2 flying training wings:

3510th, Randolph AFB TX
3635th (Advanced), Stead AFB NV

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX

2 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX

2 independent groups or group equivalents:

3505th Tech Trng, Greenville AFB MS
3545th USAF Hospital, Goodfellow AFB TX

COMMAND LEADERSHIP



Lt Gen
William W. Momyer

On 11 August 1964, Lt Gen William W. Momyer replaced Lt Gen Robert W. Burns as Commander, Air Training Command. General Momyer had previously served as the HQ USAF Assistant Deputy Chief of Staff, Programs and Requirements. General Burns retired. Major General Mooney remained as vice commander.

ORGANIZATION

SUBORDINATE UNITS

Reserve Medical Units

In early 1964 the Continental Air Command reorganized its reserve medical program. Between April 1964 and March 1965, reserve medical units were established at all ATC bases. In May 1964 units at Keesler, Amarillo, James Connally, and Lowry were ordered to extended active duty.

TRAINING

FLYING TRAINING

T-29s and T-33s Eliminated in IPIS

The command eliminated the use of T-29s and T-33s in instrument pilot instructor school after a survey showed school production had exceeded Air Force demand. Another factor possibly contributing to the removal of the two types of aircraft from IPIS was the saturation of airspace and air traffic at Randolph, as observed by officials during a management inspection of ATC in late 1963.

Simulators and Weapons Controllers

The most significant event influencing the weapons controller training program was the proposed transfer of resources for providing "live" intercept training. From 1953 until 1958, the Tyndall course had used T-33s to conduct ground control intercepts. After 1958 ATC placed less emphasis on live aircraft support, so that by early 1963 only ten T-33s remained in the 3625th Technical Training Group's inventory. At that time a disagreement developed between Air Training Command and Air Defense Command as to the need for live intercept training. Officials in ATC believed that adequate training could be provided through simulation. It took almost a year to accomplish and on 1 April 1964, ATC transferred all 11 aircraft and 59 manpower authorizations to Air Defense Command for simulator training.



Shown is a view of communications equipment used with the Minuteman launch training facility.

TECHNICAL TRAINING

Minuteman Missile

As Minuteman I missile training phased out, ATC prepared to teach maintenance training on the new generation of Minuteman missiles--Minuteman II. Instructors began receiving contractor-conducted training at Holloman AFB, New Mexico, in January 1964. Then in April the first ATC instructors--10 from Chanute--entered a ballistic missile analysis course given by Boeing.



At Vance AFB, Oklahoma, pilot trainees use the altitude chamber to simulate flying at high altitudes.

MISCELLANEOUS

Project ICE

At the end of 1963, Gen Curtis LeMay, Air Force Chief of Staff, advised all major commands that the Air Force had to intensify economy measures because of budget reductions, decreases in manpower, and ever-increasing fixed costs. The plan was called Project ICE [increased combat effectiveness]. Its purpose was to cut costs elsewhere so that greater emphasis could be placed on combat effectiveness. Among the cuts ATC identified in 1964 were reducing the number of women in the Air Force, consolidating medical training, reducing activities in the Office of Information, and consolidating common training for the services.

Humanitarian Aid

On 19 August 1964, Stead AFB provided helicopter, medical, water-carrying, and earth-moving support to civilians fighting a 200,000-acre brush and grass fire in Nevada. In September Laughlin personnel assisted with emergency rescue efforts when floods hit the Del Rio, Texas, area. Then in December 1964 and January 1965, Stead again provided helicopters, supplies, and personnel to assist in disaster relief efforts in northern California and southern Oregon, where winter floods had devastated the area.



Students learn how to handle parachutes during the Parachute/Life Support Course at Chanute AFB, Illinois.

1965

During the year, the US government escalated American military involvement in Vietnam. This had a marked effect on individual technical and military training centers. For example, in December 1964 Keesler Technical Training Center had 10,089 students in training; in December 1965 it had 16,495. Despite ATC's efforts, the war in Southeast Asia siphoned off most of the command's best instructors, leaving it with a significant lack of experienced, qualified personnel. The number of graduates from basic military training increased dramatically. To accommodate the increased production, ATC reverted to a split-phase basic military training program.

ASSIGNED RESOURCES

(as of 31 December 1965)

PRIMARY INSTALLATIONS: 18

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Keesler; Nevada--Stead; Oklahoma--Vance; Texas--Amarillo, James Connally, Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 76,752 (8,315 officers; 47,677 enlisted; 20,760 civilians)

AIRCRAFT ASSIGNED: 1,876 (C-47, C-54, C-123, C-131, CH-3, HH-43, T-28, T-29, T-33, T-37, T-38, T-39, T-41, U-3, UH-19)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

2 wing equivalent units:

USAF Medical Service School, Gunter AF Station AL
USAF Recruiting Service, Randolph AFB TX

3 flying training wings:

3510th, Randolph AFB TX
3630th, Sheppard AFB TX
3635th (Advanced), Stead AFB NV

2 navigator training wings:

3535th, Mather AFB CA
3565th, James Connally AFB TX

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX

1 independent group equivalent unit:

3545th USAF Hospital, Goodfellow AFB TX



Airmen in the technical missile courses at Sheppard AFB, Texas, march to the mess hall after morning classes.

COMMAND LEADERSHIP

The ATC commander, Lieutenant General Momyer, designated Major General Mooney, ATC's vice commander since 16 November 1960, as the new Lackland Military Training Center commander. Stepping in on 1 August as the new vice commander was Maj Gen Nils O. Ohman. Previously, General Ohman served as the ATC Deputy Chief of Staff, Technical Training.

ORGANIZATION

HQ ATC Reorganization

In early February, the ATC commander announced that the headquarters would undergo an extensive reorganization to better group functions and promote more efficient management of the headquarters. Those changes began on 1 March, when the Deputy Chief of Staff, Flying Training became the Deputy Chief of Staff, Operations and the Deputy Chief of Staff, Plans, Programs, and Operations Services became the Deputy Chief of Staff, Plans. All flying activities in ATC then fell under Operations, as did the command post, weather, and operation services. Operations transferred functional responsibility for monitoring Officer Training School and general military training to the Deputy Chief of Staff, Technical Training. Staff surveillance of the Judge Advocate School passed from Operations to the Staff Judge Advocate, and the Chaplain School came under the command chaplain.

INSTALLATIONS

Greenville AFB Inactivated

In December 1963 Secretary of Defense Robert McNamara announced that Greenville AFB would close in 1965. During the first half of 1964, ATC began moving medical training from Greenville to Gunter AFS in Alabama. Personnel courses transferred to Amarillo, and firefighting went to Chanute. On 1 April 1965, ATC inactivated Greenville and its 3505th Technical Training Group. At the same time, ATC assigned the base to Keesler in caretaker status, until it returned to civilian control on 27 October 1966.

NAMED ACTIVITIES

USAF Recruiting Service Relocated

By 1 July 1965, the USAF Recruiting Service moved its headquarters from Wright-Patterson AFB, Ohio, to Randolph. The move had a two-fold purpose, to move Recruiting Service from its old warehouse



An instructor at Lowry AFB, Colorado, makes a point to a group of munitions maintenance students.

facility, which was in need of major repairs, and to put it closer to command headquarters.

Judge Advocate Course Realigned

Effective 14 September 1965, the Judge Advocate course moved from jurisdiction of the USAF Chaplain School to the Officer Training School. This move was made in preparation for the transfer of the chaplain school to Maxwell AFB in 1966.

SUBORDINATE UNITS

3630th Flying Training Wing

The command designated and organized the 3630th Flying Training Wing at Sheppard and assigned it to Headquarters ATC effective 10 December 1965. The new wing would conduct the undergraduate pilot training program for the German Air Force.

TRAINING

Training Expansion

During the last half of 1965, flying training showed a small increase; however, military and technical training units showed a large expansion, primarily because of the situation in Southeast Asia. At Sheppard, for instance, the average daily student load grew from 4,000 in July to almost 9,500 in December. Keesler's student load jumped from 12,675 at mid-year to 16,495 at the end of the year, and Chanute more than doubled its load, climbing to almost 9,200.

FLYING TRAINING

Flying Program Revised

In early 1965, ATC decided to replace its 55-week, 252 flying-hour training program with a new course. Known as the 30/90/120-Hour Program, the new class was 53 weeks long and included 240 flying hours (30 conventional and 210 jet). Class 67-A was the first to enter the new program, beginning on 29 July.

Flight Screening Program

The main difference between the previous UPT program and the 30/90/120 program was the addition of a light plane phase, in which civilian contractors provided 27 days of instruction and 30 hours of flying in the T-41. To provide flying hours for the T-41, ATC reduced the primary phase to 90 hours and left the basic phase unchanged at 120 hours. The

flight screening program began in July 1965 when ATC revised its flying training program, cutting two weeks from the course. Jet flying hours dropped from 252 to 210. Civilian contractors conducted the training near each of the undergraduate pilot training bases.



Ms Carol Wenheimer, the only female contract instructor pilot, walks out to a waiting T-41 trainer at Stinson Field in San Antonio, Texas. Civilian contractors conducted the light plane phase of undergraduate pilot training at flying facilities located near each of ATC's UPT bases.

Undergraduate Navigator Training

Air Training Command reached a milestone in undergraduate navigator training during the first half of 1965 when the aviation cadet program came to an end at James Connally AFB. During the year, personnel at James Connally spent most of their time preparing for the TAC takeover in early 1966. All navigator training would relocate to Mather AFB in California, along with a number of T-29s.

Helicopter Training

Air Training Command activated the 3637th Flying Training Squadron (Helicopter) at Sheppard on 1 October and assigned it to the Sheppard Technical Training Center. Then in December, with the activation of the 3630th Flying Training Wing, ATC reassigned the squadron from the center to the wing. With the coming closure of Stead AFB in 1966, the squadron would assume helicopter training at Sheppard. The command had operated a helicopter school since March 1944 when it opened helicopter training at Freeman Field, Indiana. The school moved to Chanute in late 1944, to Sheppard in 1945, to San Marcos in 1947, James Connally in 1949, back to San Marcos in 1951, to Randolph in 1956, and to Stead in 1958.

TECHNICAL TRAINING

Amarillo Announced as Closure Base

In early 1965, ATC began making plans to close its training activities at Amarillo and transfer the base to Air Defense Command by mid-1968. The command would relocate 29 technical courses: 7 to Chanute, 10 to Lowry, 5 to Sheppard, and 7 to Lackland.

MILITARY TRAINING

Split-Phase BMT Reborn

In early 1965, President Lyndon B. Johnson announced that the United States would begin increasing the number of its forces in Southeast Asia. In response to a USAF request and not wanting to be caught unprepared as it was with Korea, ATC conducted a comprehensive study of Lackland's housing capacity to determine the greatest basic military training load the base could handle. Officials found that Lackland could hold 20,000 nonprior service students "until the winter months by doubling up practically all personnel." However, rather than expecting Lackland to handle the basic military increase alone, on 9 August 1965, Air Training Command returned to a split-phase basic military training program. In order to handle the influx of nonprior service airmen, most basic military training students selected for technical instruction received four weeks of BMT at Lackland and the last two weeks of the six-week course at either a technical training school or the medical service school. Airmen designated as direct duty assignees, all Women's Air Force members, and Air National Guard and Air Force Reserve personnel took the entire BMT course at Lackland. The split program remained in effect until 5 April 1966, when all basic military training returned to Lackland.

MISCELLANEOUS

Manpower Shortfalls

Air Training Command continued to have problems keeping qualified, experienced instructors, and the problem worsened as more and more personnel received assignments to Southeast Asia just as ATC's training requirements increased. Weapon systems support training and aircraft and motor vehicle maintenance courses at Chanute, administrative and supply courses at Amarillo, electronics training at Keesler, and a variety of other courses at Lowry and Sheppard hadn't the number of experienced

instructors needed to provide quality instruction. Even some flying training units reported shortages of instructor pilots, maintenance and supply specialists, and survival instructors. To alleviate these problems, Air Training Command increased formal instructor training, shifted some instructors from well-manned fields to those with chronic shortages, froze military instructor assignments, hired more civilian instructors, and filled many other instructor slots with new graduates.

ATC Response to Southeast Asia Conflict

Escalation of the war in Vietnam had a corresponding effect on ATC's Prime BEEF (base engineer emergency force) teams. Here was just the sort of contingency envisioned in the BEEF concept. The first deployment took place at mid-year. On 30 June the Air Force directed ATC, SAC, and ADC to alert skilled personnel in certain specialties for short-notice, temporary deployment to Southeast Asia as a composite team. The expected tasks were site layout, construction cribbing, and steel revetments. No ATC base had a fully-manned BEEF team from which to draw, but a detailed screening of personnel records at HQ ATC identified 24 airmen at 8 bases who met most of the criteria. While the Prime BEEF program was still in development, the requirement was regarded as a foretaste of the future and justification for an immediate review of the command's manning and training resources.

Project Sparrow Hawk

In mid-December 1964, the US Air Force established Project Sparrow Hawk, a high priority requirement for evaluating six A-6A, six A-4, and six F-5A aircraft in the tactical mission environment. The object of the test was to determine the capability of these aircraft to perform close air support. Tactical Air Command conducted the test at Eglin AFB in Florida, with ATC providing T-38 aircrew transition and ground crew training. The Air Staff also directed ATC to coordinate with TAC on training requirements. By 30 June 1965, Air Training Command had completed its support of Sparrow Hawk.

Mission Support Aircraft Reduced

Early in the year Headquarters USAF looked at the possibility of reducing the number of mission support aircraft service-wide. Air Training Command soon learned that its fleet would be reduced by almost 30 percent--a loss of 59 aircraft, mostly C-54s, C-123s, and T-29s. The command's remaining airlift capability was to be concentrated at the technical training centers.



Basic training recruits practice climbing the stacked barrels on the obstacle course at Amarillo AFB, Texas

BASIC TRAINING IN THE VIETNAM ERA

Compared to the drastic influx of trainees during the Korean War, the buildup of basic training at Lackland for the Vietnam War went smoothly. The modern Air Force of computers and sophisticated management concepts expanded in an orderly manner. The days of "Tent City" remained just part of Lackland's colorful history.

Although the Lackland mission did not change during the last half of 1965, the growing manpower requirements for Southeast Asia were reflected in the increased workload for the Basic Military School.

All of Lackland's organizations geared for the upsurge when advised by higher headquarters that the USAF Recruiting Service had been authorized to exceed the programmed nonprior service enlistment objective for the first quarter of fiscal year 1966. The programmed increase called for 400 additional nonprior service airmen in July, 200 in August, and 800 in September. Lackland anticipated a student load of 17,900 on 13 July and did not expect the student load to drop below 17,000 before the middle of October.

The plan for emergency expansion of basic military training (BMT) called for additional housing facilities to accommodate a total on-base load of 10,000. At the time, the Basic Military School only had space for 17,770 trainees, including guardsmen and reservists. Lackland obtained additional space by consolidating some of its technical training students, relocating OTS permanent party personnel to the Lackland Training Annex, housing trainees in the transient airmen's quarters, and regrouping permanent party personnel. Still, Lackland had to increase the size of each flight from 60 to 65 in order to find enough room. By 18 September the trainee population had climbed to 20,037.

The Vietnam buildup necessitated a brief return to split-phase training from August 1965 to April 1966. This program provided for 22 days at Lackland and 8 days at a technical school, with directed duty assignees receiving the full 30 days at Lackland. When BMT returned to a single phase on 1 April 1966, it was cut back to 24 days for a brief period from April to July 1966. After that, basic training stabilized at a length of six weeks, called the "minimum essential" program. Ironically, this was the same length as the program used by the Army Air Forces when Lackland opened as a basic training base 20 years before.

During 1966, no other single incident had as significant an impact on the Lackland training center as the death of an airman basic on 10 February 1966. The cause of death was spinal meningitis. Before it was over, 10 cases of the dreaded disease had been confirmed. Luckily, there were no other deaths. Training officials took immediate steps to halt the spread of the virus. They increased the distance between tables in the basic trainees' dining halls and canceled all nonessential activities requiring gatherings of basic trainees. Officials also curtailed the use of chapels, theaters, service clubs, and all activities requiring exertion. In addition, they cut the size of flights to 55 and canceled all town passes.

Largely because of the meningitis outbreak, Headquarters USAF diverted incoming recruits to Amarillo AFB, Texas, which was scheduled to close in July 1968. Lackland sent a sizeable cadre of permanent party personnel to Amarillo to assist. Recruits began arriving on 18 February 1966. It was not until the latter part of March that Lackland was back to normal. However, due to the influx of trainees for the Vietnam buildup, Amarillo conducted BMT until November 1968 and did not close until 31 December 1968.

During the late 1960s, Lackland went through a building boom. Five huge dormitories, each capable of housing 1,000 airmen, were constructed. These giant dormitories had living areas, dining halls, classrooms, and training areas for an entire basic training squadron all under one roof. The base also acquired a personnel processing facility, a dispensary, a sentry dog veterinary clinic, two visiting officers' quarters, and several recreational facilities.

1966

The escalation of the war in Vietnam involved ATC in greater recruitment on behalf of the Air Force. The fiscal year 1966 goal for enlisting non-prior service personnel for four years of active duty, first set at 88,535, stood at 139,491 on 18 January. By the end of FY 66, the goal had increased to 162,868. Pilot shortages provided a theme for much Air Force discussion and received much attention in Air Training Command. Official Air Force projections placed the FY 67 deficit in pilots at more than 3,000, although the immediate demand for pilots was being satisfied by the undergraduate pilot training program and by assigning desk-bound rated officers to primary flying positions. In addition, the withdrawal of rated officers from ATC struck hard at the command's instructor pilot force.

ASSIGNED RESOURCES

(as of 31 December 1966)

PRIMARY INSTALLATIONS: 16

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Keesler; Oklahoma--Vance; Texas--Amarillo, Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 79,327 (7,990 officers; 49,417 enlisted; 21,920 civilians)

AIRCRAFT ASSIGNED: 1,833 (C-47, C-54, C-123, C-131, CH-3, CH-21, HH-43, T-28, T-29, T-33, T-37, T-38, T-39, T-41, U-3, UH-19)



President Lyndon B. Johnson talks to crowds of Laughlin AFB personnel who turned out to see the chief executive when he visited the base in 1966. President Johnson was there on an inspection tour of Amistad Dam on the Rio Grande River near Del Rio. The giant dam, a joint project of the United States and the Republic of Mexico was nearing the halfway point in its construction. President Johnson and his party toured the dam site with Mexican President Gustavo Diaz Ordaz.

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

2 flying training wings:

3510th, Randolph AFB TX
3630th, Sheppard AFB TX

1 navigator training wing:

3535th, Mather AFB CA

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX

2 independent group or group equivalent units:

3545th USAF Hospital, Goodfellow AFB TX
3636th Combat Crew Trng (Survival), Fairchild AFB WA

COMMAND LEADERSHIP



Lt Gen
Sam Maddux, Jr.

On 1 July Lt Gen Sam Maddux, Jr., who had served as Vice Commander of Pacific Air Forces since 1965, replaced Lt Gen William W. Momyer as Commander of ATC. General Momyer became the Deputy Commander, Military Assistance Command, Vietnam and the Commander, Seventh Air Force. Continuing as ATC vice commander was Major General Ohman.

ORGANIZATION

INSTALLATIONS

James Connally AFB, Texas, Reassigned

As ordered by the Secretary of the Air Force, on 1 January 1966, ATC transferred James Connally AFB, Texas, and its 3565th Navigator Training Wing, to Tactical Air Command. Only the 3565th Navigator Training Group at James Connally remained in ATC, assigned on 1 January directly to the headquarters for the purpose of closing the undergraduate navigator training program there. When that job was completed, on 1 May ATC inactivated the group and its two training squadrons.

Stead AFB, Nevada

At the direction of the Department of the Air Force, ATC inactivated Stead AFB, Nevada, and its 3635th Flying Training Wing (Advanced) on 15 June 1966. Stead's helicopter pilot training unit, the 3638th Flying Training Squadron (Helicopter) was discontinued on 1 April, and the 3637th Combat Crew Training Squadron (Survival and Special Training) ceased to exist on 1 June. Helicopter training moved to Sheppard AFB in Texas, and survival training transferred to Fairchild AFB in Washington. Activated on 1 March 1966 to assume survival training at Fairchild was the 3636th Combat Crew Training Group (Survival). The group reported directly to HQ ATC.

Flying Activities Ended at Lowry

In 1938 the first Army aircraft landed at Lowry Field. Through the years, many different aircraft operated from the field, but in recent years airspace had become so crowded that in 1966 the Air Force directed Lowry to shift all of its flying activities to nearby Buckley Air National Guard Base.

NAMED ACTIVITIES

Medical Service School, USAF

In the mid-1960s, Gunter began to find it more difficult to support medical training, as training requirements expanded. Air Training Command considered several sights for possible relocation--in particular, the San Antonio area and Keesler. However, it was the cutback in missile training which ultimately led to the ATC decision to put the school at Sheppard. Between March 1966 and March 1967, the Medical Service School at Gunter AFS, Alabama, moved to Sheppard along with 115 of its assigned officers and 261 airmen. Headquarters, Medical Service School, USAF closed at Gunter on 3 June 1966 and opened the following day at Sheppard under control of the technical training center commander. The last class ended at Gunter on 31 March 1967.

Recruiting Service

Since its activation as a wing-level unit in 1954, Recruiting Service had undergone considerable growth. In recognition of its increased size, the Air Force elevated it to numbered air force-level effective 14 June 1966.

Language School

For many years, the USAF Language School at Lackland had taught officer and enlisted personnel under the Military Assistance Program to understand, speak, read, and write enough English to enter technical and flying courses. On 1 July that program ended when ATC discontinued the language school. From that time on, the Army-operated Defense Language Institute provided that training.



Recent graduates of the medical school at Gunter AFS, Alabama (right), receive a briefing from their supervisor at Wilford Hall Medical Center, Lackland AFB, Texas. An instructor (below) shows students the correct way to administer patient care.



SURVIVAL TRAINING



During field training this enlisted survival student tries his luck at using improvised fishing gear to supplement his 2,500-calorie allotment for five and one-half days in the field.

When the United States entered World War II, the thorny problem of recovering downed airmen in the several theaters of war quickly came to the attention of Army Air Forces officials and US intelligence agencies. The success of British evasion and escape organizations did not go unnoticed by US intelligence agencies. The Army Air Forces, in coordination with the Office of Strategic Services, took on the job of developing a capability that paralleled the British effort. As the scope of the war broadened in Europe, so did the business of rescuing downed airmen. With the help of well-organized underground forces, the Army Air Forces extricated 60 percent of the aircrews downed in the Balkans by late 1944. The task of rescuing downed airmen in the Pacific theater was far more complex and far less successful.

After the war, the Strategic Air Command (SAC), under Gen Curtis E. LeMay, set out to develop a more comprehensive aircrew survival capability. The first step down that road was the Arctic Indoctrination School, established in August 1947 at Marks AFB, Alaska. A short while later, SAC established an additional survival training capability at Ladd AFB, Alaska. The school at Marks provided training for aircrews exposed to the arctic environment, while the facility at Ladd was more limited in scope and designed mainly for crews stationed there. Before long the survival training program outgrew the facilities available at Marks, and in November 1948 the Air Force consolidated training at Ladd AFB. Arctic survival training remained there until 1960, when it moved to Eielson AFB, Alaska.

On 16 December 1949, SAC opened another survival school at Camp Carson, Colorado, to teach its aircrews how to survive in mountainous terrain. Soon, Far East Air Forces, Tactical Air Forces, Military Air Transport Service, and the Royal Canadian Air Force were all vying for class slots for their aircrews. By 1952 the school was so popular that it had outgrown the capacity of its Colorado location. Hence, the Air Force sought a larger training area to accommodate the increase in students.

In July 1952 Strategic Air Command selected Stead AFB, Nevada, as the location for its new land survival school and turned over the training area at Camp Carson to the US Army. With the Korean War in mind, officials in SAC believed the surroundings at Stead AFB provided a realistic setting for survival training. Ten miles northwest of Reno, the new center was close to the high Sierra Nevada mountains on one side and a hot, bleak, treeless environment on the other. The survival school remained at Stead for 14 years; however, jurisdiction of the base and school transferred from Strategic Air Command to Air Training Command on 1 September 1954. Then on 30 June 1966, the Secretary of Defense announced the closure of the base and the transfer of all land survival school assets to Fairchild AFB, Washington.



In this simulated prisoner of war compound at Fairchild AFB, Washington, instructors conduct resistance training.

With the transfer of the school to Fairchild, ATC activated the 3636th Combat Crew Training Group (Survival) on 15 March 1966 to carry out that mission. In addition to the training provided at Fairchild, other major commands also operated survival training programs during the Vietnam War. Tactical Air Command, for example, had the Deep Sea Survival School at Tyndall AFB, Florida, and the Tropic Survival School at Albrook AFB, in the Panama Canal Zone, while Pacific Air Forces had the Jungle Survival School at Clark Air Base in the Philippines.

The proliferation of programs (ATC estimated there were over 100 land and water survival and life support continuation training schools) prompted the Air Staff to consolidate all training centers under one command. Air Training Command became the single manager for survival training, and the group was elevated to wing status on 1 April 1971. By mid-1971 the wing had completed the consolidation. It offered basic global survival at Fairchild; jungle survival at Clark; water survival at Homestead AFB, Florida; and arctic survival at Eielson AFB, Alaska. Subsequently, Headquarters USAF authorized the wing to conduct tropical survival at Albrook.

A couple of years after the end of the Vietnam War, the Air Force shut down the Jungle and Tropic Survival Schools. Operations at Clark ceased in April 1975, and the school at Albrook closed in June 1975. The 3636th Combat Crew Training Wing continued to conduct basic survival courses at Fairchild, while one of its squadrons provided water survival training at Homestead and a detachment offered arctic survival training at Eielson. Hurricane Andrew devastated Homestead AFB in 1992, and the subsequent devastation forced the command to relocate water survival training. The 3613th Combat Crew Training Squadron moved from Homestead to Tyndall AFB, Florida.

The command restructured its wings in 1993 and determined that the 3636th Combat Crew Training Wing should be a group. On 24 January 1993, therefore, the command redesignated the 3636th as the 336th Crew Training Group, and the 3612th, 3613th, and 3614th Combat Crew Training Squadrons became the 22d, 17th, and 66th Crew Training Squadrons, respectively. Three years later, the group became simply the 336th Training Group, but continued its mission of providing survival training.



In the 1950s, ATC operated a 15-day survival training course at Stead AFB, Nevada, for aircrew members. Here instructors watch students roast a freshly-caught rabbit over an open fire.



Basic training students at Amarillo AFB, Texas, receive their first pay at the reception center. Following an outbreak of spinal meningitis at the Lackland Military Training Center in February 1966, ATC temporarily diverted incoming recruits to Amarillo AFB. Because of the buildup for the Vietnam War, Amarillo continued conducting basic training until December 1968. Two weeks later, on 1 January 1969, ATC inactivated the base.

Chaplain School

In 1965 Headquarters USAF announced that the USAF Chaplain School at Lackland would move to Maxwell in 1966 and become part of Air University. Air University established a USAF Chaplain School on 20 May 1966; however, ATC did not discontinue its school until 1 July 1966. The first formal chaplain training came into existence in March 1918 at Fort Monroe, Virginia. A month later the program moved to Camp Zachary Taylor near Louisville, Kentucky. Then late in World War II it operated at Fort Oglethorpe, Georgia. Fort Slocum, New York, hosted the program from 1946 to 1 July 1953, when the Air Force began training chaplains. On that date, ATC established a chaplain's course at Lackland. From 1958 to 1965, judge advocates also reported to the chaplain school for training.

SUBORDINATE UNITS

3330th Basic Military School, USAF

Because of the crowded conditions at Lackland and an outbreak of meningitis among the basic trainees, on 17 February ATC organized a second basic military school, the 3330th, at Amarillo and assigned it to that center.

TRAINING

FLYING TRAINING

Changes in Flying Training Operations

At Laughlin, the wing commander introduced a new, more efficient way to conduct daily launch and recovery operations at a flying training base. Previously the wing had divided the day into four flying periods and launched up to 45 aircraft of each type, one after another, into nearby training areas. There were forty-one T-38 training areas and thirty T-37 training areas, but they were small, overcrowded, and difficult for the student pilots to manage. Under the Laughlin plan the wing divided the training day into three-and-one-half-minute segments and that provided 315 takeoff times for each type of aircraft. This program allowed the wing to enlarge the size of the training areas and reduce the number needed. The new training areas were large enough for student pilots to fly any kind of T-38 mission, and the continuous flow relieved the congestion experienced under the old block launch system. After a test of the new concept at other bases, ATC directed all undergraduate pilot training wings to adopt the continuous flow concept.

TECHNICAL TRAINING

Air Base Ground Defense Training

In 1966 Air Training Command revived air base ground defense training after a decade-long gap. The new five-day, 40-hour course operated at Lackland AFB, Texas, training air policemen for duty in Southeast Asia.

MISCELLANEOUS

Project 100,000

In August an ad hoc Air Force group convened to study whether the military services should be required to recruit more "lower mental category," or Category IV, enlistees. Past studies convinced the group that Category IV enlistees encompassed such a wide range of abilities that the use of "Category IV" itself had little meaning. The study group believed that the first consideration in accepting lower ability airmen in the numbers proposed (about 10,200) would be to establish additional screening criteria to determine if the grouping of prospective enlistees into Category IV was due to environmental factors that could be corrected (such as poor education) or if the enlistees were really not very bright. This project continued into 1967. During that time, well over 80,000 enlisted entered in this category, and about 76,000 graduated from technical training.

1967

Reductions in training requirements, recruiting objectives, and the budget for fiscal year 1968 allowed Air Training Command to reprogram closure actions at Amarillo and save an estimated $4.1 million in base operating support. The command decided to move supply, aircraft and engine mechanic, airframe repair, and fuels courses sooner than planned. However, basic military training and administrative courses would remain active at Amarillo until early 1968, as originally scheduled.

ASSIGNED RESOURCES

(as of 31 December 1967)

PRIMARY INSTALLATIONS: 16

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Keesler; Oklahoma-- Vance; Texas--Amarillo, Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 76,629 (8,429 officers; 47,607 enlisted; 20,593 civilians)

AIRCRAFT ASSIGNED: 1,946 (C-47, C-54, C-131 CH-3 HH-43, T-28, T-29, T-37, T-38, T-39, T-41, TH-1, U-3A, UH-19)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Lackland Mil Trng Ctr, Lackland AFB TX
Amarillo Tech Trng Ctr, Amarillo AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 flying training wing:

3510th, Randolph AFB TX

1 navigator training wing:

3535th, Mather AFB CA

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX

2 independent group or equivalent units:

3545th USAF Hospital, Goodfellow AFB TX
3636th Cmbt Crew Trng, Fairchild AFB WA

3 independent squadrons:

3250th Flying Training, Tyndall AFB FL
3251st Flying Training, Perrin AFB TX
3253d Pilot Training, Peterson Field CO

COMMAND LEADERSHIP

General Maddux remained commander and Major General Ohman vice commander.

ORGANIZATION

SUBORDINATE UNITS

Transfer of 3630th Flying Training Wing

Since 1965, the 3630th Flying Training Wing at Sheppard had conducted flying training for the German Air Force. Beginning in early 1967 a limited number of US trainees joined the program. From its activation, the wing had reported directly to HQ ATC. However, concerns about duplication of some

functions and operating costs caused ATC to reassign the 3630th to Sheppard Technical Training Center, effective 1 April 1967.

3320th Retraining Group Relocates

One of the actions ATC took in response to the announced closure of Amarillo AFB was the relocation of the retraining group from Amarillo to Lowry AFB, Colorado. The retraining group, with its mission to rehabilitate and return to duty airmen convicted of criminal offenses, started the move on 1 July and completed it on 1 September 1967.



Students at Chanute Technical Training Center receive hands-on electrical training.

3250th and 3251st Flying Training Sqs

Randolph phased down pilot instructor training during 1967 so it could begin to provide UPT to meet pilot production needs in Vietnam. The T-37 pilot instructor training program at Randolph transferred to Perrin AFB, Texas, in July 1967, where it was operated by the 3251st Flying Training Squadron, which ATC had organized on 1 April 1967. The command activated a second flying training squadron, the 3250th at Tyndall AFB, Florida, on 1 October 1967 to provide T-38 pilot instructor training.

3253d Pilot Training Squadron

After a number of years of study, the Secretary of Defense approved a light plane training program for the Air Force Academy on 8 December 1966. The Air Force designated ATC the training agency, and the command activated the 3253d Pilot Training Squadron at Peterson Field, Colorado, on 1 October 1967. Training began in January 1968.

3389th Pilot Training Squadron

With the shift of Randolph's T-28 program to the Mississippi gulf coast, ATC organized the 3389th Pilot Training Squadron at Keesler on 15 January 1967 and assigned it to the center. The squadron provided flying training for foreign students through the Military Assistance Program (MAP). The majority of students came from South Vietnam. In March the squadron added C-47 training, when Randolph transferred its C-47s to Keesler.

TRAINING

FLYING TRAINING

USAF Students in GAF Course

On 21 April a limited number of USAF students began pilot training with German Air Force students at Sheppard. The program consisted of a single course of 55 weeks, as compared to 53 weeks in the standard UPT course. It provided 132 hours of T-37 and 130 hours of T-38 instruction, but contained no instruction in T-41 aircraft. German students began T-38 training on 30 March.

Wild Weasel Lead-in Training Transferred

Beginning in mid-1967, ATC transferred all Wild Weasel electronic warfare lead-in training for rear-seat F-4C pilots at Mather to a TAC base. Turnover of the training program concluded with the transfer of the simulator on 16 January 1968.

UPT at Randolph

Early in 1967, Randolph transferred its T-28 and C-47 courses to Keesler and its pilot instructor training to Perrin and Tyndall to make room for undergraduate pilot training. It would be the ninth UPT base in Air Training Command. A contractor provided the first phase of training at Stinson Field in San Antonio, and primary training began at Randolph on 16 May.

TECHNICAL TRAINING

Instructor Badge

On 11 December 1967, the Chief of Staff of the Air Force approved a distinctive badge for ATC instructors assigned primary duty in a formal training situation.



An instructor at Lowry AFB, Colorado, explains some of the vital elements in the F-4C offensive fire control system

MILITARY TRAINING

Military Training Instructor Uniforms

Air Training Command authorized and issued distinctive campaign hats, on 1 July 1967, to each military training instructor who had direct contact with basic trainees.

MISCELLANEOUS

Project Mix Fix

Beginning in 1965, the Air Force had implemented a program to identify those positions that had to be filled by military personnel and those that could be converted to civilian slots. By early 1967, ATC had transferred 1,401 military authorizations to civilian. Air Force-wide over 14,000 military slots had been identified for conversion.

Changes in Aircraft Inventory

Sheppard received its first four TH-1F aircraft on 3 May 1967, delivered to the 3637th Flying Training Squadron (Helicopter). Training began in July, and by year's end, the TH-1F had replaced most of Sheppard's UH-19Bs. Also in 1967, ATC released the last of its T-33s. Only two bases--Craig and Randolph--still used the T-33. The last one departed Craig in mid-February, and Randolph said goodbye to its final two at the end of June. Because many of the T-33s at both bases were fairly new, instead of putting them in storage, the Air Force transferred them to Alaskan Air Command. Even with the loss of these aircraft, Air Training Command saw a substantial increase in the number of assigned aircraft--from 1,876 in June to 1,946 as of 31 December. The reason for that expansion was because pilot training goals had grown. Of all ATC bases, only Lackland had no assigned aircraft.



Colonel Ross, Deputy Commander, 3345th Technical School, Chanute AFB, Illinois presents MSgt McCarthy the "Instructor of the Year" award for 1967.



During the 1960s WAFs trained in their own separate flights while going through basic training. At the left, a trainee is fitted for her first uniform.



1968

The tone of the year was set in January, first with the capture of the USS *Pueblo*, then the Tet offensive, and finally President Johnson's announcement that he would not seek reelection. As more and more forces deployed to Southeast Asia, ATC found itself with fewer personnel assigned. While enough instructors were available for pilot training, other areas such as navigator and electronic warfare had less than 80 percent of required instructors. Even basic military training suffered from a loss of instructors. And even when enough instructors were on hand, training was sometimes less than satisfactory because instructors didn't have the experience needed.

ASSIGNED RESOURCES

(as of 31 December 1968)

PRIMARY INSTALLATIONS: 16

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Keesler; Oklahoma--Vance; Texas--Amarillo, Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 73,718 (8,233 officers; 45,593 enlisted; 19,892 civilians)

AIRCRAFT ASSIGNED: 2,113 (including C-47, C-54, C-131 CH-3 HH-43, T-28, T-29, T-37, T-38, T-39, T-41, T-43, TH-1)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Lackland Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 flying training wing:

3510th, Randolph AFB TX

1 navigator training wing:

3535th, Mather AFB CA

8 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX

2 independent group or group equivalent units:

3545th USAF Hospital, Goodfellow AFB TX
3636th Combat Crew Training (Survival), Fairchild AFB WA

3 independent squadrons:

3250th Flying Training, Tyndall AFB FL
3251st Flying Training, Perrin AFB TX
3253d Pilot Training, Peterson Field CO

COMMAND LEADERSHIP

Lieutenant General Maddux remained as the ATC commander. On 15 July 1968, Maj Gen Leo F. Dusard, Jr., replaced Maj Gen Nils O. Ohman as the vice commander. General Dusard had served as Director of Personnel and Education at the Air Staff. Ohman became the Commander, Headquarters Command in Washington, D.C.



Since October 1958, when the Air Force first acquired from the Army the task of meeting the Defense Department's need for dogs, Lackland handled all aspects of the sentry dog program.

ORGANIZATION

INSTALLATIONS

Amarillo AFB Closure

While the closing of Amarillo AFB remained a scheduled action, DOD postponed it from 30 June to 31 December 1968 to allow more time to prepare facilities for the accommodation of relocated courses. Throughout 1968, ATC continued to release property and facilities. For example, the airfield portion of 1,784 acres and seven buildings were released to the city of Amarillo on 1 April. Other property and facilities were released to civilian control on 1 July. Bell Helicopter Company, which repaired helicopters at Amarillo for the Army, established and expanded operations on the base, and Texas A&M University established a technical training institute. School, student, and instructor squadrons were discontinued in August and September, and ATC discontinued the 3220th Technical Training School headquarters on 1 October. Technical training ended on 27 August 1968, when personnel and administration courses moved to Keesler, and basic military training ended at Amarillo on 11 December, leaving only Lackland to provide basic military training for the Air Force. On 31 December 1968, Amarillo Technical Training Center headquarters and supporting units were discontinued, and a day later ATC placed the base on inactive status.

SUBORDINATE UNITS

Reorganization of the Pilot Training Wings

All of ATC's eight UPT wings had two pilot training squadrons, and each conducted training in both T-37 and T-38 aircraft. A staff study prepared at Reese AFB, Texas, and a test conducted there in 1967, indicated that separate T-37 and T-38 squadrons would yield many benefits, such as improved scheduling, uniform grading practices, and more efficient use of resources and instructors. In addition, there would no longer be a need to dual-qualify supervisory personnel. General Maddux agreed with the test results and ordered the reorganization. Beginning in mid-1968, ATC established a single phase-pilot training squadron concept at all UPT bases; all T-37 instruction was provided by one specialized squadron, and all T-38 training was conducted by the other. This reorganization did not affect T-41 training.

TRAINING

FLYING TRAINING

AFA Pilot Indoctrination Program

Air Force Academy cadets began pilot indoctrination training on 5 January 1968. Early in the planning for this program, HQ USAF advised that an FAA private pilot license should not be considered a prerequisite for successful completion of the program, nor should instructors be required to have FAA certification. However, if arrangements could be made at no expense to the Air Force, then FAA licenses could be given. On 5 June 1968, ATC authorized FAA flight examiners to fly with cadet trainees. These flight checks could be given at any point after 30 hours, provided the student received a minimum of 35 hours of flight training before being issued the private pilot license.

Specialized EW Training for ADC

During the latter part of 1967, Air Defense Command asked ATC to provide special training for officers assigned to the EC-121R aircraft. This training supported a Southeast Asia operation originally designated Project Muscle Shoals, but later changed to Igloo White. Between October 1967 and October 1968, when the course ended, ATC trained a total of 47 officers.



Students learn the techniques of removing an H-43 rotor blade in a helicopter maintenance course.

USMC Students in UPT

Because the Air Force had the largest undergraduate pilot training program in the Defense Department, it made sense to use the ATC program as a means to fill unexpected pilot requirements. Such was the case in 1967, when DOD requested Air Force assistance to meet Marine Corps training needs. On 21 June 1968, Class 68-08 graduated at Laredo and Vance--the first group of USAF-trained Marine Corps pilots to receive Air Force wings.

Project FLYTE

During 1967 and 1968, ATC started several independent studies aimed at new approaches to improving undergraduate pilot training. The most important of these was the Project FLYTE [Flying Training Evaluation] study. Project FLYTE sought a total mission analysis from which details of training methods and types of new training aircraft and simulators could be worked out. It included student selection policies, the automated student management system, ATC's standardization and evaluation program, student evaluation, airspace utilization, field evaluation program, and pilot proficiency flying.

UH-19 Training Terminated

On 8 April 1968, ATC ended its UH-19 helicopter pilot training course at Sheppard AFB. The TH-1F replaced the UH-19.

TECHNICAL TRAINING

Revision of Electronics Training Courses

In May 1966 HQ USAF requested a long-term, comprehensive review of all electronics training courses taught within the Department of Defense. The purpose of the study was to save money and authorizations. Air Training Command issued its final semiannual report on 19 January 1968. Out of the original 146 courses studied, ATC left 32 unchanged, reduced the length of 96, and discontinued 18. From these changes, the command was able to reduce its instructor force by 242 authorizations. In all, the review saved ATC nearly $5.25 million.

Amarillo Course Transfers

With the announcement that Amarillo would close, ATC considered putting the center's personnel and administration courses at Lackland. However, Lackland didn't have the dormitory space to support the large student load. Instead, these courses moved to Keesler, increasing that base's student population by 20 percent.



Air Training Command used the Bell TH-1F turbine-engine helicopter in its undergraduate helicopter pilot training program. When the prototype of this helicopter was ordered into production it was designated the HU-1A and named the Iroquois. The HU designation gave rise to the nickname "Huey" which was unofficial but more frequently used than Iroquois.

MILITARY TRAINING

Consolidated OTS Campus

Air Training Command provided precommissioning training for men and women at Lackland Military Training Center's Officer Training School, using facilities both on the main base and at Lackland's training annex (Medina), two miles west of the main installation. In May 1968, Officer Training School consolidated its campuses at Medina. At the same time, Officer Training School became responsible for basic military instruction for judge advocates.

MISCELLANEOUS

Enlistment for OTS Lengthened

On 16 May 1968, when the first FY 69 class entered Officer Training School, the enlistment period for all civilian applicants who specifically enlisted for OTS was increased from two to four years, making the time consistent with that of individuals enlisting in the Regular Air Force.

ASVAB Test

A new pre-enlistment test, the Armed Services Vocational Aptitude Battery (ASVAB), went into effect on 1 September 1968, replacing the Airman Qualifying Examination. The new test measured nine aptitude areas. According to the Defense Department, Recruiting Service would serve as the official ASVAB Armed Forces Centralized Test Scoring Unit for DOD.

Garden Plot

With the war in Vietnam becoming even more unpopular, HQ USAF assigned ATC new responsibilities under the Garden Plot plans--response to civil disturbances. In April 1968 Sheppard personnel supported airlift of Army troops and vehicles to Andrews AFB in response to disorder following the assassination of Dr Martin Luther King. Four months later Sheppard assisted with the airlift of Army personnel and equipment from Fort Sill, Oklahoma, to the Democratic National Convention in Chicago, where they guarded against civil disturbances.

1969

As the Vietnam War raged on, ATC added another pilot training base--Columbus AFB, Mississippi, bringing the total to 10. Meanwhile, beginning in February 1969, the US Air Force began working with the Vietnamese Air Force to help it become a self-sufficient, 40-squadron air arm by the second quarter of fiscal year 1972. Training was the foundation of the program, and all elements of ATC's training establishment would play a vital role if this goal were to be achieved.



The 3630th Flying Training Wing at Sheppard AFB, Texas, provided pilot training for the German Air Force and conducted helicopter pilot training.

ASSIGNED RESOURCES

(as of 31 December 1969)

PRIMARY INSTALLATIONS:	16 Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb
PERSONNEL ASSIGNED:	74,159 (8,412 officers; 46,286 enlisted; 19,461 civilians)
AIRCRAFT ASSIGNED:	2,282 (C-54, C-131, CH-3, HH-43, T-28, T-29, T-37, T-38, T-39, T-41, TH-1)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:
- USAF Recruiting Service, Randolph AFB TX
- Lackland Mil Trng Ctr, Lackland AFB TX
- Chanute Tech Trng Ctr, Chanute AFB IL
- Keesler Tech Trng Ctr, Keesler AFB MS
- Lowry Tech Trng Ctr, Lowry AFB CO
- Sheppard Tech Trng Ctr, Sheppard AFB TX

1 flying training wing:

- 3510th, Randolph AFB TX

1 navigator training wing:

- 3535th, Mather AFB CA

9 pilot training wings:

- 3500th, Reese AFB TX
- 3525th, Williams AFB AZ
- 3550th, Moody AFB GA
- 3560th, Webb AFB TX
- 3575th, Vance AFB OK
- 3615th, Craig AFB AL
- 3640th, Laredo AFB TX
- 3646th, Laughlin AFB TX
- 3650th, Columbus AFB MS

2 independent group or group equivalent units:

- 3545th USAF Hospital, Goodfellow AFB TX
- 3636th Cmbt Crew (Surv), Fairchild AFB WA

3 independent squadrons:

- 3250th Flying Training, Tyndall AFB FL
- 3251st Flying Training, Perrin AFB TX
- 3253d Pilot Training, Peterson Field CO

COMMAND LEADERSHIP

Lieutenant General Maddux remained as the ATC commander, and Major General Dusard continued as the vice commander.

ORGANIZATION

INSTALLATIONS

Stead AFB, Nevada

Training ended at Stead AFB in mid-1966, and it became an inactive base, with caretaker responsibility passed to an ATC detachment at Mather AFB. On 6 November 1969, the base reverted to civilian control, and ATC inactivated its caretaker detachment.

SUBORDINATE UNITS

3650th Pilot Training Wing

On 15 February 1969, ATC activated the 3650th Pilot Training Wing at Columbus AFB, Mississippi. The base transferred from Strategic Air Command to ATC on 1 July 1969 and became ATC's tenth UPT base. The first UPT class--71-01--entered training there on 17 July 1969.



Due to the saturation of Keesler's single runway, Air Force training officials transferred the MAP C-47 transition and instrument courses to Tactical Air Command, as it more closely resembled combat crew training than undergraduate pilot training. The move began on 1 September 1969 and was completed 18 days later.

TRAINING

FLYING TRAINING

EB-66 EWO Training

The electronic warfare officer training for officers assigned to EB-66 aircraft in Southeast Asia started in January 1967 at Mather AFB and was finally terminated in May 1969. In all, a total of 310 officers were trained in this course.

Navigator-Bombardier Course

On 25 March 1969, ATC discontinued teaching the Navigator-Bombardier Course (ASQ-48) as SAC no longer had requirements for these graduates.

Courses Transfer to Tactical Air Command

Air Training Command transferred the F-111D weapon systems training course at Mather to Tactical Air Command on 1 February 1969. Then on 1 July, the RF-4C navigator-reconnaissance upgrade training also at Mather shifted from ATC to TAC.



At Reese AFB, Texas, a student pilot undergoing physiological training is lifted by his parasail.

TECHNICAL TRAINING

Military Working Dog Program

On 18 July 1969, ATC initiated a program to train and test the patrol dog's ability to detect marijuana. A group of patrol dogs and their handlers were trained for 14 weeks and carried out a preliminary field test at Laughlin and Laredo AFBs. A second project developed around the use of working dogs in rivers and bays. Training managers completed basic research on this project in November 1969 at Panama City, Florida, in conjunction with the US Navy's Ship Research and Development Laboratory.

Project Pacer Bravo

As part of the Vietnamese Air Force improvement and modernization program, the Air Force established Project Pacer Bravo to furnish the Vietnamese with trainers and training aids for their 17 maintenance training courses. Air Training Command assigned fabrication of the trainers to its military training center at Lackland and the technical training centers at Chanute, Keesler, Lowry, and Sheppard in June 1969. When the project was finished, Chanute had produced 195 trainers, Keesler 234, Lackland 115, Lowry 173, and Sheppard 155--a total of 872. By the end of the year, ATC had shipped all trainers well ahead of schedule.

MILITARY TRAINING

Closed Circuit Television for OTS

Officials in OTS launched a closed circuit television project in 1968 as a means of putting the school on a three-week entry/graduation schedule. The shortened schedule was established to meet personnel requirements in Southeast Asia. In broad terms, the project consisted of acquisition and installation of equipment, studio construction, and software development. The school accepted the first elements in October 1969, and limited transmission of lessons began in December. Full operation of this project was scheduled to be completed by August 1970.

MISCELLANEOUS

Draft Lottery Implemented

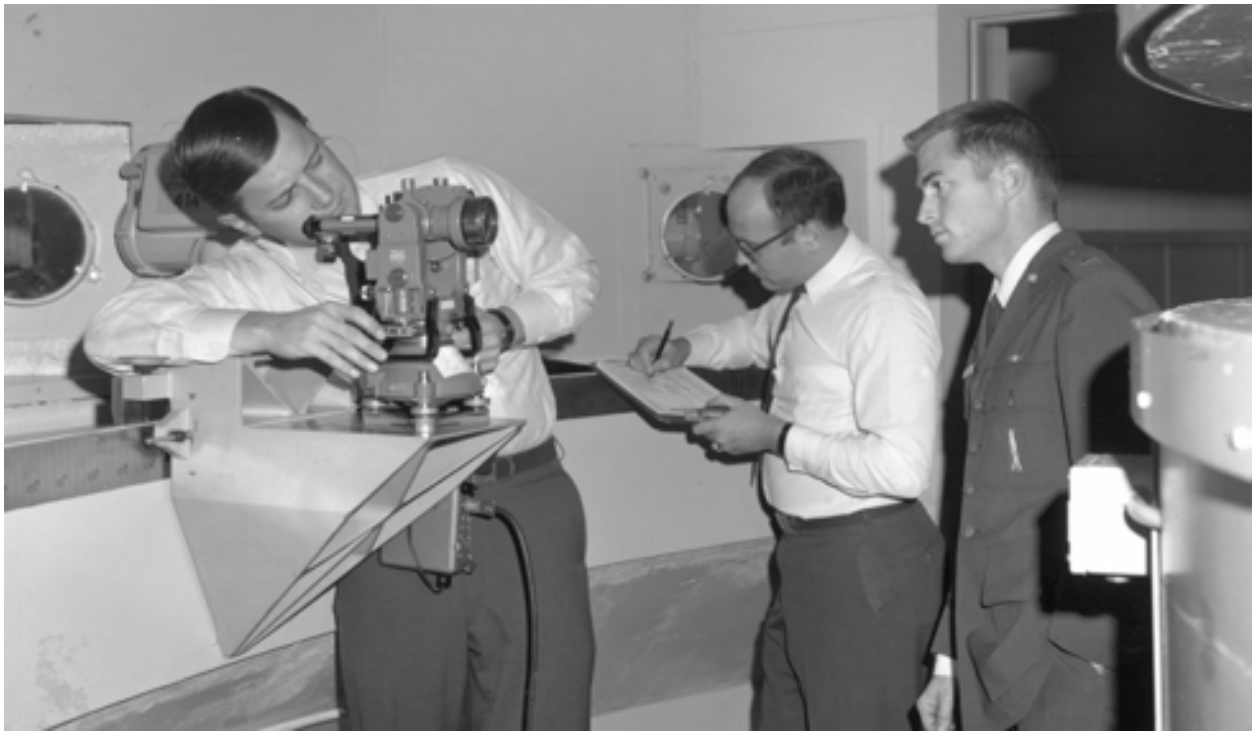
The Selective Service System implemented the draft lottery method of induction on 1 December 1969. This had an immediate effect on the Regular Air Force and the Officer Training School, causing increased volunteers for the Air Force.

Project 703

Announced in August 1969, Project 703 called for an FY 70 DOD budget reduction of a billion dollars. This resulted in the Air Force slashing procurement and training goals, and that, in turn, had widespread influence in almost every facet of the command's activities.

Hurricane Camille

The Mississippi gulf coast bore the brunt of Hurricane Camille when it reached landfall on 17 August. One of the strongest hurricanes ever recorded, Camille left a path of destruction, including 132 deaths, 27 persons missing, 8,931 injured, and 5,662 homes destroyed. Utilities and communications were inoperable. Fortunately, Keesler AFB sustained relatively light damage ($3.5 million) in comparison to the surrounding area, so base personnel were able to provide immediate assistance, distributing food and clothing, providing medical aid, and helping with cleanup efforts. Most technical training courses were put on hold until 2 September.



At Chanute AFB, Illinois, student officers perform an alignment of the missile offset and rotation angle. The student at left uses an odolite to determine position as the student in the center records angle readings.

1970

In its continuing effort to cut costs, the command made some major changes in the undergraduate pilot training program. Air Training Command reduced UPT in July 1970 from 53 to 48 weeks and lowered the number of flying hours each student received from 240 to 208.5. The 240-hour program had consisted of 30 hours in a light plane and 210 hours in jets. In the shorter program student pilots received 16 flying hours in a light plane and only 192.5 hours in jet trainers. At the same time, ATC introduced an experimental UPT curriculum at Moody AFB, Georgia, which provided just 188 hours of flying time and cut more deeply into the T-37 and T-38 phases of instruction. Two years later, ATC would abandon the experimental program at Moody and go back to where it started at the other UPT bases with a syllabus that provided for 210 flying hours in jet trainers--90 in the T-37 and 120 in the T-38.

ASSIGNED RESOURCES

(as of 31 December 1970)

PRIMARY INSTALLATIONS: 16

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 70,530 (8,830 officers; 42,878 enlisted; 18,822 civilians)

AIRCRAFT ASSIGNED: 2,299 (C-54, C-131, CH-3, HH-43, T-28, T-29, T-37, T-38, T-39, T-41, TH-1)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Center, Lackland AFB TX
Chanute Tech Trng Center, Chanute AFB IL
Keesler Tech Trng Center, Keesler AFB MS
Lowry Tech Trng Center, Lowry AFB CO
Sheppard Tech Trng Center, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 flying training wing:

3510th, Randolph AFB TX

1 navigator training wing:

3535th, Mather AFB CA

9 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX



Shown is a view of an Undergraduate Navigator Training student receiving hands-on training.

9 pilot training wings (contd):

3646th, Laughlin AFB TX
3650th, Columbus AFB MS

2 independent group or equivalent units:

3545th USAF Hospital, Goodfellow AFB TX
3636th Cmbt Crew Trng (Survival), Fairchild AFB WA

3 independent squadrons:

3250th Flying Training, Tyndall AFB FL
3251st Flying Training, Perrin AFB TX
3253d Pilot Training, Peterson Field CO

COMMAND LEADERSHIP



Lt Gen
George B. Simler

On 1 September 1970, Lt Gen George B. Simler assumed command from Lt Gen Sam Maddux, Jr., who retired. General Simler previously served as the Vice Commander of United States Air Forces in Europe. On 1 May 1970, Maj Gen Charles W. Carson, Jr. temporarily replaced Maj Gen Leo F. Dusard, Jr. as vice commander. He filled the position until Maj Gen John R. Murphy arrived on 1 July from his position as Director of Legislative Liaison, Office of the Secretary of the Air Force.

ORGANIZATION

Office of Foreign Military Affairs Established

On 15 December 1970, General Simler enlarged his headquarters to seven deputy chiefs of staff, when he added an Office of Foreign Military Affairs. Originally, responsibilities for foreign military training plans and programs had been a function of the Deputy Chief of Staff, Plans. The change took place in response to the increasing importance of the foreign military training program, especially in helping the South Vietnamese Air Force become self-sufficient.



An aircraft hangar at Chanute AFB, Illinois, serves as a classroom for jet engine maintenance training.

TRAINING

FLYING TRAINING

Transfer of Helicopter Training to the Army

In December 1969, Congress directed that the fixed-wing training of helicopter pilots by the Navy and the Air Force be discontinued and that all rotary wing training be given by the Army. By April 1970, the Air Staff had decided that future Air Force helicopter pilots would receive light plane screening by ATC; a two-phase undergraduate helicopter pilot training program by the Army at Fort Wolters (formerly Wolters AFB), Texas, and the US Army Aviation School at Fort Rucker, Alabama; and combat crew training by Military Airlift Command. The first Air Force students entered the Army portion of this training on 11 October 1970.

Last T-37 Received

For 14 years, the T-37 played a major role in ATC's flying training program. The first of these aircraft had arrived at James Connally AFB in 1956. The last of 1,137 arrived in ATC in January 1970.

Project Fast Track

Continued budget reductions caused ATC to test a multi-track system of graduating navigator students on a proficiency basis to cut down on instructor workload, reduce pipeline time, and cut training costs. In early briefings this project was called "Fast Burner," but the command later changed it to "Fast Track." The first class (72-02) entered this test project on 26 October 1970. The fast track section of the class, selected after about 10 weeks of training, was accelerated to the point where it graduated with Class 72-01. Continuing shortage of navigators, coupled with budgetary constraints, made it necessary to increase production at the least possible cost. Therefore, ATC developed a 30-week (previously 38-week) training course for implementation in 1971, which accelerated all students.

TECHNICAL TRAINING



Shown is a view of a computer operators console used for both the computer operators and maintenance courses.

Computer Systems Training for Officers

In January 1968, the Air Force established a new officer career area, Computer Systems, with two specialties--Computer Systems Analyst and Computer Systems Programming Officer. Training production in these specialties had just begun when the Air Force revised the career field on 31 August 1970, calling it the Officer Computer Technology career area. The new career field included computer systems staff officers, design engineers, system analysts, programming officers, and operations officers.

Project Heavy Bare

The Air Force demonstrated the bare base concept under the nickname Coronet Bare in October 1969. Training in the operation and maintenance of unique bare base equipment in preparation for Coronet Bare was conducted informally at contractor facilities. Following this demonstration, the Air Force established Project Heavy Bare, a program designed to qualify a fighter squadron to operate from airfields devoid of the structures and services normally found on USAF bases. The many services, shops, and buildings normally provided by base support units were planned to become portable and organic elements of the squadron. Air Training Command accepted responsibility for training individuals in AFSC-oriented courses; preparing course outlines, materials, and training aids; and conducting most initial classes.



A Security Police trainee (above) prepares to throw a hand grenade during a field exercise at Camp Bullis, near Lackland AFB, Texas. Below, Security Police trainees learn how to handle a vehicle-mounted M-60 machine gun.



MILITARY TRAINING

USAF Marksmanship School Inactivated

On 1 August 1970, ATC inactivated the USAF Marksmanship School at Lackland, a victim of the budgetary belt-tightening and organizational contractions implemented throughout the Air Force. Air Training Command transferred the school's training and gunsmith capabilities to other units at Lackland.

Distinguished Graduate Criteria Changed

The Air Force phased out the award of Regular Air Force commissions for distinguished graduates in Officer Training School beginning on 23 January 1970. This occurred because the Air Force did not feel the criteria used for distinguished graduate was necessarily a valid predictor of subsequent performance as an officer. The distinguished graduate program was retained, made a matter of record, and continued to be an element of consideration by regular-status appointment boards. The phaseout began with Class 70-08, where no more than 15 percent of the distinguished graduates were selected for regular appointment. This ratio was reduced by three percent in each succeeding class until Class 70-13, whose one percent constituted the final awards. None were tendered the appointment in subsequent classes.



Officer trainees run as part of the physical fitness training at Officer Training School, Lackland AFB, Texas.



A class at the Officer Training School, Lackland AFB, Texas, conducts a discussion on the military code of conduct.

1971

Change seemed to be the byword throughout the command in 1971. At the beginning of the year, ATC reorganized all the technical training centers to align such functions as civil engineering, personnel, administration, comptroller, and band under the air base group commander, who also became the base commander. In March Air Training Command reassigned the 3630th Flying Training Wing at Sheppard, which conducted a UPT program for the German Air Force, from the technical training center to HQ ATC. The command then went on to consolidate pilot instructor training (PIT) at a single location, when it moved the PIT squadrons at Perrin and Tyndall to Randolph.

ASSIGNED RESOURCES

(as of 31 December 1971)

PRIMARY INSTALLATIONS: 16

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 75,442 (9,669 officers; 46,285 enlisted; 19,488 civilians)

AIRCRAFT ASSIGNED: 2,210 (C-54, C-131, T-28, T-29, T-37, T-38, T-39, T-41, TH-1)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Lackland Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

2 flying training wings:

3510th, Randolph AFB TX
3630th, Sheppard AFB TX

1 navigator training wing:

3535th, Mather AFB CA

9 pilot training wings:

3500th, Reese AFB TX
3525th, Williams AFB AZ
3550th, Moody AFB GA
3560th, Webb AFB TX
3575th, Vance AFB OK
3615th, Craig AFB AL
3640th, Laredo AFB TX
3646th, Laughlin AFB TX
3650th, Columbus AFB MS

1 group equivalent unit:

3545th USAF Hospital, Goodfellow AFB TX

2 independent squadrons:

3253d Pilot Training, Peterson Field CO
3301st School (USAF Skill Ctr), Forbes AFB KS

COMMAND LEADERSHIP

Lieutenant General Simler continued as commander, and Major General Murphy remained the vice commander.



A student navigator at Mather AFB, California, plots his course while seated at the T45 simulator.

ORGANIZATION

3301st School Squadron Established

In connection with the Vietnam drawdown and to fulfill one of ATC's special obligations--administering the vocational training program designed to prepare selected enlisted members for jobs in the civilian sector--ATC activated the 3301st School Squadron (USAF Skill Center), at Forbes AFB, Kansas, a TAC installation, on 1 December 1971. The 3301st reported directly to the Deputy Chief of Staff, Personnel at HQ ATC.

3630th Flying Training Wing

Effective 15 March 1971, ATC reassigned the 3630th Flying Training Wing from the Sheppard Technical Training Center to HQ ATC. In the 1960s, the wing had reported directly to HQ ATC, but concerns about duplication of effort between the wing and its host caused ATC to reassign the 3630th to Sheppard. However, because of the importance of the wing's foreign training mission--it conducted a special UPT program for the German Air Force--ATC realigned the 3630th directly under the command headquarters.

Technical Training Center Reorganization

In an effort to standardize organization and save manpower, Air Training Command implemented a reorganization of all technical training centers on 4 January 1971. The command aligned comptroller, civil engineering, personnel, administrative, and band functions under the air base group and designated the air base group commander as base commander. Additionally, the command did away with the commandant of troops position at each of the technical training wings. In place of the wing staff position, on 1 March 1971, Air Training Command activated numbered student groups at each of the centers to manage the troops.

Survival Group Becomes Wing

On 1 April 1971, ATC restructured the 3636th Combat Crew Training Group (Survival) as a wing for operational and administrative control of all survival training.

DCS/Materiel Renamed

In line with a change made earlier by HQ USAF, Air Training Command redesignated its DCS/Materiel as DCS/Logistics on 1 December 1971 and made compatible changes of other titles in the field units.

INSTALLATIONS

Amarillo AFB Turned Over

Six years after the Air Force first announced its closure, Amarillo AFB finally reverted to civilian control on 16 February 1971.



Air Training Command assigned the first T-37 to be painted with white corrosion control paint to the 3640th Pilot Training Wing at Laredo AFB, Texas.

TRAINING

FLYING TRAINING

Consolidation of PIT

As a part of its plan to consolidate pilot instructor training, on 15 May ATC reassigned its 3251st Flying Training Squadron at Perrin AFB, Texas, to the 3510th Flying Training Wing at Randolph. Shortly thereafter, the squadron moved to Randolph. On 15 August ATC reassigned its 3250th Flying Training Squadron at Tyndall to the 3510th Flying Training Wing and moved the squadron to Randolph. Then on 6 October, ATC inactivated the 3250th. Both of these squadrons had provided pilot instructor training.

Helicopter Training

Since the Army now provided all undergraduate helicopter pilot training, the Air Force chose to consolidate all helicopter combat crew training at Hill AFB, Utah, under the control of the Military Airlift Command (MAC), the primary end-user of all USAF helicopter pilots. The transfer from ATC to MAC was completed on 30 June 1971.

T-43 Contract Award

In May 1971, the Air Force awarded the Boeing Aircraft Company a contract for nineteen T-43 aircraft--a military version of the 737--to replace the T-29 for navigator training at Mather. At the same time, Honeywell, Incorporated, received the contract to produce a 52-station navigator simulator system. The Air Force expected delivery of the first production aircraft and simulator at Mather in September 1973.

TECHNICAL TRAINING

Project Peace Echo Concluded

Beginning in 1968, ATC furnished training for the Israeli Air Force. A cadre of men were trained to fly and maintain F-4E aircraft sold to Israel under a military assistance program known as Peace Echo. By August 1971 when Peace Echo concluded, ATC had trained 1,297 Israeli personnel.

Drug Abuse Education

Beginning in December 1970, ATC developed an Air Force-wide drug abuse education program. Training officials believed two resident courses should be offered. Base level personnel designated to conduct local programs would attend one course. The other

would be for commanders, staff officers, and supervisors. The Air Force approved this concept, and Lackland's 3275th Technical School began training on 4 October 1971.

Joint Service Nuclear Training

On 28 December 1971, ATC became the Air Force's executive agent responsible for providing all the nuclear familiarization training required within the Department of Defense. This training consisted of six courses conducted at Kirtland AFB, New Mexico, by the Field Command Defense Nuclear Agency.

MILITARY TRAINING

Project Hasty Piper

Recruiting officials implemented Project Hasty Piper in July 1971, as a unique program to assist the recruiter in meeting enlistment goals. Personnel assigned hand-picked volunteers, newly-graduated from basic military training or technical training schools, to their hometown recruiting offices for a 14-day stint enroute to their first base of assignment. While there, they were given maximum exposure to the news media and, in company with a recruiter, contacted former schoolmates and friends and visited schools, churches, and social and fraternal organizations where their presence might have influence. Although ATC considered this program highly successful, it was unfunded, so ATC had to suspend it in February 1972.



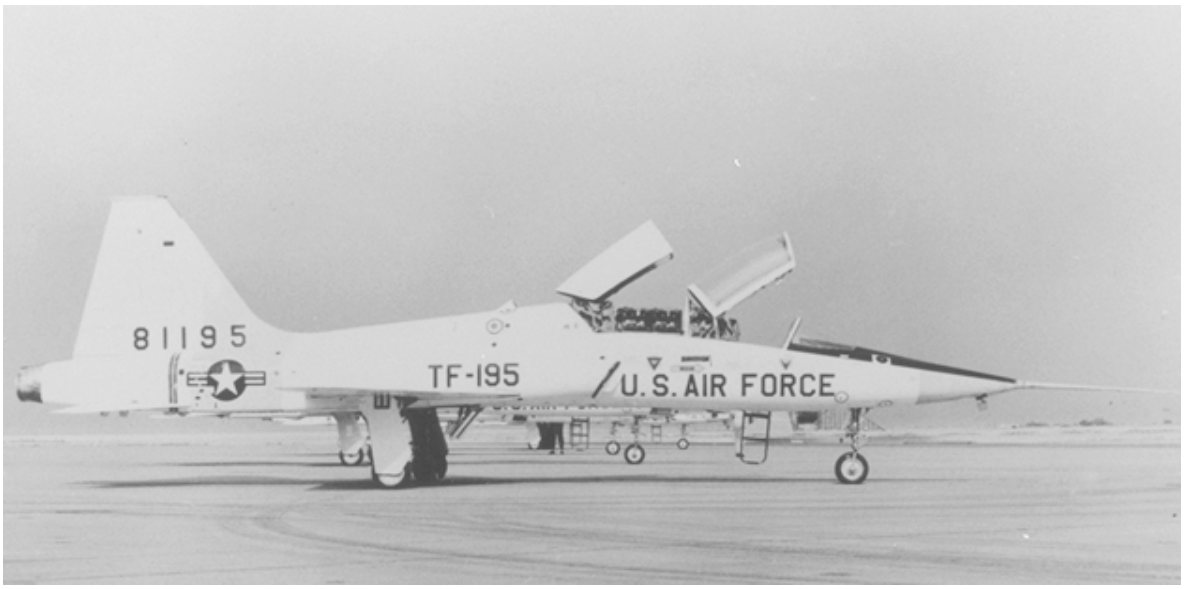
Newly-enlisted Air Force recruits receive the traditional military haircut at Lackland AFB, Texas.



Students attending the Air Force Survival School, Fairchild AFB, Washington, practice the parachute landing fall.

1972

The establishment of the Community College of the Air Force (CCAF) in the spring of 1972 was an innovative move by the Air Force to cope with the advent of the all-volunteer force. Various studies had confirmed what many intuitively knew--the opportunity for education and training was the most powerful inducement that attracted young men and women to military service. One of the goals of the CCAF was to permit airmen to receive academic credit for both military and civilian education and training and apply the courses they took toward an associate's degree. To get to that point, ATC first had to get the technical schools accredited and establish a centralized transcript service. Toward that end, the command renamed the technical school at each training center the School of Applied Aerospace Sciences. Through the CCAF program, an airman could earn a certificate which recognized the completion of 64 semester hours of college-level courses--the equivalent of an associate's degree.



The Northrop T-38 "Talon" was the Air Force's first supersonic trainer. With its two high thrust-to-weight ratio GE J85-5 turbojet engines, the "Talon" was a high performance aircraft with speed, endurance, and capabilities similar to supersonic combat aircraft. Air Training Command received its first T-38 on 17 March 1961.

ASSIGNED RESOURCES

(as of 31 December 1972)

PRIMARY INSTALLATIONS:	16
	Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laredo, Laughlin, Randolph, Reese, Sheppard, and Webb
PERSONNEL ASSIGNED:	72,895 (9,833 officers; 44,599 enlisted; 18,463 civilians)
AIRCRAFT ASSIGNED:	2,129 (C-54, C-131, T-28, T-29, T-37, T-38, T-39, T-41, TH-1)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Lackland Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 wing equivalent unit:

School of Military Sciences, Officer, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

9 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
29th, Craig AFB AL
38th, Laredo AFB TX
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
78th, Webb AFB TX
3630th, Sheppard AFB TX

1 navigator training wing:

3535th, Mather AFB CA

2 pilot training wings:

3525th, Williams AFB AZ
3550th, Moody AFB GA

1 group equivalent unit:

Community College of the Air Force, Randolph AFB TX

4 independent squadrons:

3253d Pilot Training, Peterson Field CO
3301st School (USAF Skill Center), Forbes AFB KS
3302d Computer Services, Randolph AFB TX
3303d Procurement, Randolph AFB TX

COMMAND LEADERSHIP



Lt Gen
William V. McBride

Lieutenant General William V. McBride, former USAFE vice commander, succeeded Lt Gen George B. Simler on 9 September 1972 as ATC commander. On the same day, General Simler and his aide, Maj Gil L. Gillespie, died when their T-38 crashed on takeoff from Randolph AFB. General Simler was on his way to Scott AFB, Illinois, where he was to become Commander, Military Airlift Command. He received his fourth star posthumously. On 4 November Maj Gen Felix M. Rogers, DCS/Technical Training, replaced Maj Gen John R. Murphy as the vice commander. General Murphy went on to an assignment in Japan.

ORGANIZATION

Wing Activations

To preserve the illustrious lineage and histories of combat units, the Air Force directed ATC to replace its four-digit flying and pilot training wings with two-digit designations. The command inactivated the four-digit units and activated two-digit wings. Eight wings changed numerical designation during the year.

Old No./Station	New No.	Effective
3510 FTW (Randolph)	12 FTW	1 May
3650 PTW (Columbus)	14 FTW	1 Jun
3615 PTW (Craig)	29 FTW	1 Jul
3640 PTW (Laredo)	38 FTW	1 Aug
3646 PTW (Laughlin)	47 FTW	1 Sep
3500 PTW (Reese)	64 FTW	1 Oct
3575 PTW (Vance)	71 FTW	1 Nov
3560 PTW (Webb)	78 FTW	1 Dec

OTS Reassigned to HQ ATC

In July 1971, OTS had been elevated from group-level to wing-level. To emphasize that this source of new officers was important and vital to the Air Force, ATC reassigned the Officer Training School, on 1 June 1972, from the jurisdiction of Lackland Military Training Center to the command

COMMUNITY COLLEGE OF THE AIR FORCE

Because of the controversy surrounding American involvement in Vietnam, the Defense Department examined the possibility of establishing an all-volunteer force. The 1970 Gates Commission noted that while the offer of sufficient money would induce people to join the services, the quality of personnel drawn to the military life remained problematic. Air Force planners, especially, recognized that education related-incentives might attract better quality recruits. From this realization, the Air Force established the Community College of the Air Force (CCAF) in 1972 as part of ATC.

The idea behind the community college was to provide the means to blend on-duty technical training and education experiences with courses from civilian colleges and universities into coherent, job-related education programs. Under the CCAF program, an airmen could earn a Career Education Certificate, which recognized the completion of a minimum of 64 semester hours of college-level work. The Air Force considered the certificate equivalent to an associate's degree offered by a college or university.

The Community College of the Air Force was first accredited by the Southern Association of Colleges and Schools in December 1973. This was the highest accreditation available and gave CCAF academic credibility. In a further step, Public Law 94-361, signed in July 1976, authorized the Commander, Air Training Command to award the Associate in Applied Science degree to those who had completed a CCAF study program. On 25 April 1977, CCAF awarded its first college degrees to 275 airmen stationed around the world. This marked the first time enlisted personnel had received college degrees from a military organization.

Air Training Command originally established the community college at Randolph AFB. In 1975 Lt Gen John W. Roberts, ATC commander, expressed concern about the growing number of missions being located at Randolph and Lackland AFBs, while the Lackland Training Annex at nearby Medina had facilities to absorb additional activities. Therefore, the USAF Occupational Measurement Center moved to Medina in 1976 and, the following year, CCAF relocated to the training annex. Only two years later, as part of the realignment brought about by the consolidation of Air University and Air Training Command, ATC moved the community college to Maxwell AFB at Montgomery, Alabama. Organizationally, the Community College of the Air Force remained part of ATC.

The Community College of the Air Force graduated its 100,000th student in the spring of 1992, when it offered approximately 70 academic degree programs through more than 80 affiliated schools. When Air Education and Training Command stood up on 1 July 1993, the command realigned CCAF under Air University.

headquarters. On 1 August 1972, ATC redesignated OTS as the School of Military Sciences, Officer.

Computer Services Squadron Activated

Air Training Command activated the 3302d Computer Services Squadron at Randolph on 1 January 1972 to provide data automation services to the headquarters and base functional managers. The Deputy Chief of Staff, Comptroller exercised operational control over the 3302d.

USAF Recruiting Service

On 1 March 1972, the USAF Recruiting Service commander gained a second title, that of ATC Deputy Chief of Staff, Recruiting Service. As a deputy chief of staff, Recruiting Service no longer needed separate comptroller, materiel, or personnel functions. This resulted in a savings of several personnel authorizations.

Community College of the Air Force

At the direction of Headquarters USAF, Air Training Command activated the Community College of the Air Force (CCAF) at Randolph AFB, Texas, on 1 April 1972 and assigned the group-level unit to command headquarters.

Additional Student Squadrons

Following racial incidents at Sheppard, ATC decided its student squadrons were too large to manage effectively. Therefore, on 1 January 1972, the command activated 24 additional student squadrons: five each at Chanute and Sheppard, eight at Keesler, and three each at Lackland and Lowry.

3303d Procurement Sq Activated

Air Training Command activated the 3303d Procurement Squadron at Randolph AFB, Texas, on 1 November. The squadron was under the operational control of DCS/Logistics.

TRAINING

FLYING TRAINING

VNAF T-37 PIT

Flying training officials conducted a pilot instructor training (PIT) course for Vietnamese Air Force (VNAF) instructors at Webb AFB, Texas. The course began in August 1972 and used the same syllabus as the regular ATC T-37 PIT course.

Flight Screening Program Revised

During the latter part of 1972, Air Training Command revised the flight screening portion of its undergraduate pilot training program. Graduates of the Air Force Academy pilot indoctrination program and Air Force Reserve Officer Training Corps flight instruction program were no longer required to go through flight screening. Instead they entered directly into undergraduate pilot training.

TECHNICAL TRAINING

ITRO Launched

In September 1972 the Interservice Training Review Organization (ITRO) launched a continuing all-services evaluation of technical training courses aimed at eliminating duplicate training by combining courses or designing new ones. Resulting courses would be conducted by the service with the major interest.

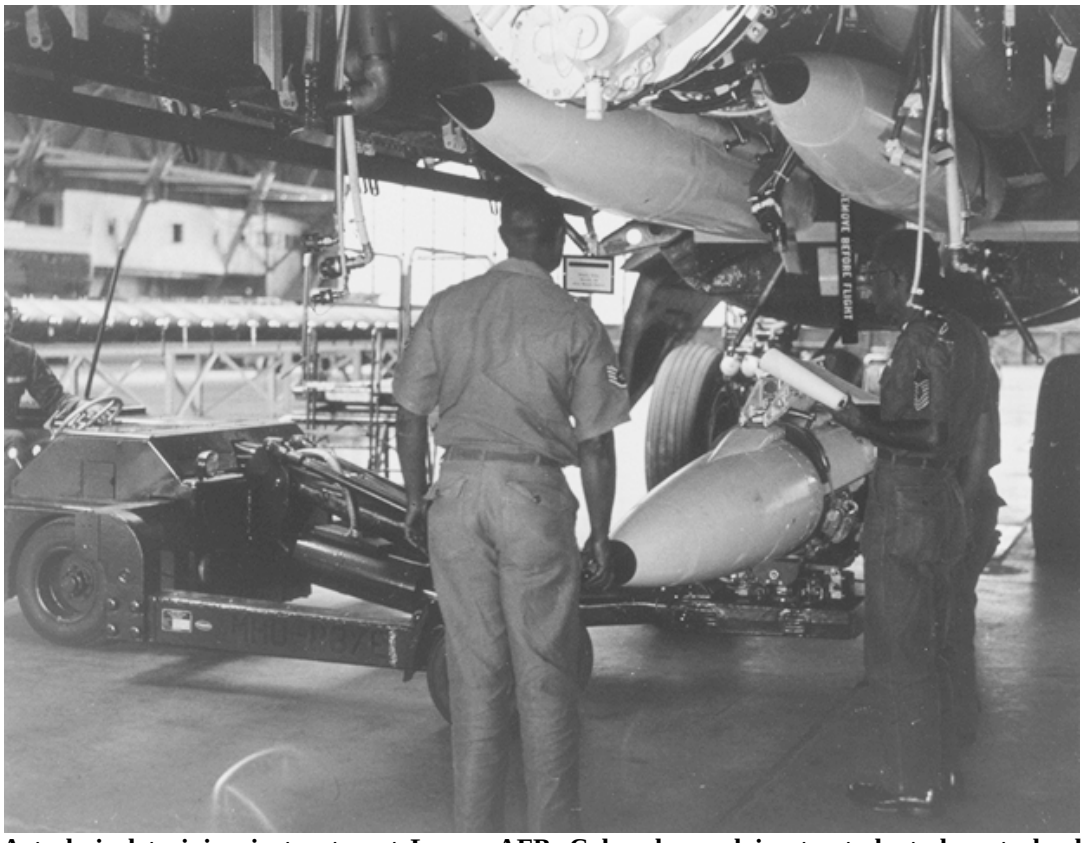
MISCELLANEOUS

Last T-38 Received

Air Training Command accepted its last T-38 (tail number 70-1956) at Palmdale, California, on 31 January 1972. The aircraft was assigned to the 3510th Flying Training Wing at Randolph. Eleven years earlier, on 17 March 1961, the command had received its first T-38 (tail number 195). During that 11-year period, ATC took delivery of 1,114 T-38s.

Air Installation Compatible Use Zone

Starting in May 1972, the Air Force implemented a DOD program aimed at solving the long-standing and ever-increasing problems of encroachment of civilian communities around flying bases. Officials were to look at each base, considering such factors as accident potential, noise hazard, and danger to aircraft operation. Using this information, flying bases could then work with their civilian counterparts to improve land development management.



A technical training instructor at Lowry AFB, Colorado, explains to students how to load AGM-69A short range attack missiles on a B-52 aircraft.

1973

After months of negotiation, on 27 January 1973, the Vietnam peace agreement was finally signed in Paris. At the same time, President Richard M.Nixon announced to the nation that the draft was at an end; the military would become an all volunteer force. To ATC and its USAF Recruiting Service, the peace agreement meant lower recruiting goals and greater emphasis on acquiring and maintaining a quality force. Also in 1973 there was considerable activity in the world of flying training. The command centralized its flight screening program at Hondo, Texas; consolidated helicopter UPT at Fort Rucker, Alabama; acquired its first T-43, the new navigator training aircraft, and as part of the post-Vietnam draw-down, closed Laredo AFB.

ASSIGNED RESOURCES

(as of 31 December 1973)

PRIMARY INSTALLATIONS: 15

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 68,308 (9,168 officers; 41,167 enlisted; 17,973 civilians)

AIRCRAFT ASSIGNED: 1,965 (C-118A, C-131D/E, T-29, T-37B, T-38A, T-41A/C, T-43A, TH-1F)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 wing equivalent unit:

School of Military Sciences, Officer, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

11 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
29th, Craig AFB AL
38th, Moody AFB GA
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
78th, Webb AFB TX
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 group equivalent unit:

Community College of the Air Force, Randolph AFB TX

6 independent squadrons:

3253d Pilot Training, Peterson Field CO
3300th Support, Randolph AFB TX
3301st School (USAF Skill Center), Kirtland AFB NM
3302d Computer Services, Randolph AFB TX
3303d Procurement, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3314th Management Engineering, Randolph AFB TX

COMMAND LEADERSHIP

Lieutenant General McBride continued as commander. However, Maj Gen Frank M. Madsen, Jr., replaced Maj Gen Felix M. Rogers as Air



Three North American T-28 "Trojan" trainers fly over Keesler AFB, Mississippi. Under the Military Assistance Program (MAP) at Keesler, the propeller-driven T-28 was used to train pilots from countries without jet aircraft. The program began during the winter of 1966-1967 and continued until 8 May 1973.

Training Command's vice commander on 23 October 1973. Rogers received his third star and became Commander, Air University. Madsen had been Deputy Chief of Staff, Technical Training, and he continued serving in that position and as vice commander until his retirement in 1974.

ORGANIZATION

Military Training Center Redesignated

Since training officials felt the former designation of Lackland Military Training Center gave an impression that there might be other Air Force centers providing basic training, Headquarters USAF directed Air Training Command to redesignate the unit as the Air Force Military Training Center, effective 1 January 1973.

Management Engineering Squadron

On 1 October 1973, ATC activated the 3314th Management Engineering Squadron at Randolph AFB, Texas. The 14 management engineering detachments belonging to the 3300th Support Squadron transferred to the new squadron.

New Flying Training Wings Established

In 1973 ATC inactivated the remainder of its four digit flying wings and replaced them with two-digit wings. All of the newly-activated units then had combat lineage. (The command had activated the 38th Flying Training Wing at Laredo on 1 August 1972 and then inactivated the unit on 30 September 1973 in preparation for the closure of Laredo. Two months later, on 1 December, ATC activated the 38th at Moody.)

Old No./Station	New No.	Effective
3525 PTW (Williams)	82 FTW	1 Feb
3535 NTW (Mather)	323 FTW	1 Apr
3550 PTW (Moody)	38 FTW	1 Dec
3630 FTW (Sheppard)	80 FTW	1 Jan

ATC NCO Academy Activated

Air Training Command activated the 3304th School Squadron (ATC NCO Academy) at Lackland on 5 January 1973. With the establishment of the academy, more ATC personnel had the opportunity to receive professional military education training. The ATC Deputy Chief of Staff, Personnel maintained operational control of the unit.

New DCS Created

On 1 May 1973, ATC created a new headquarters position, Deputy Chief of Staff, Community College Affairs. The CCAF commander filled the post.



The T-43A, a military version of the Boeing 737, replaced the T-29 as a navigator trainer. The T-43 had 19 navigator stations in the fuselage--12 for students, 4 for advanced students, and 3 for instructors.

INSTALLATIONS

Laredo AFB Closed

In conjunction with the cutback in pilot production, the Secretary of Defense announced in early 1973 that ATC no longer needed Laredo. Air Training Command inactivated the base on 30 September and placed it in caretaker status.

TRAINING

FLYING TRAINING

Centralized Flight Screening Program

Air Training Command centralized light plane screening at Hondo Municipal Airport, Hondo, Texas, on 17 May 1973. Training officials contracted with the Del Rio Flying Service to provide this training using ATC T-41A aircraft. The centralized flight screening program fell under the jurisdiction of ATC's School of Military Sciences, Officer.

Proficiency Advancement Testing

On 23 November 1973, ATC began testing the feasibility of individual proficiency advancement in undergraduate pilot training at Columbus. In the test, students advanced through the syllabus based on their performance. Fewer missions would be flown provided the student demonstrated the required skills. Conversely, more time per phase of training could be provided those students who needed it. Overall, the concept still retained the average class flying time of 210 hours per student.

POW Requalification Training

In April 1973 ATC published a Pilot Requalification Training Guide for use in training prisoners of war who returned during Project Homecoming. Training began in May. At Randolph ATC conducted pilot requalification training in the T-37, T-38, and T-39. Mather provided navigator requalification training in the T-29. The program concluded in late 1976.

New Navigator Training Aircraft

The rollout of the first T-43 test aircraft occurred on 2 March 1973 at Boeing's Renton, Washington, plant. A Boeing test crew made the first flight on 10 April. On 28 July Boeing delivered the test aircraft to Mather. The first production model arrived at Mather on 28 October.

Helicopter UPT

The closing of Fort Wolters, Texas, by the Army resulted in a consolidation of all Air Force undergraduate pilot training-helicopter at Fort Rucker, Alabama. Fort Wolters graduated its last class on 1 November 1973.

TECHNICAL TRAINING

First Sergeant Course

On 1 May ATC assumed responsibility for creating a first sergeant course. Directed by the Air Force, ATC established a four-week course at Keesler comprised of three separate blocks of instruction: administration, human relations, and management. The first class began on 17 October 1973.

Missile Training

In September 1970, ATC transferred Chanute's Minuteman missile launch officer course to Vandenberg AFB, California. Since that time, SAC and ATC instructors had jointly conducted this training; ATC had responsibility for teaching the basic Minuteman course, while SAC taught operational procedures. On 1 July 1974, SAC assumed responsibility for the entire course.

MILITARY TRAINING

All-Volunteer Force

With the signing of the peace agreement in Paris, President Nixon called for the end of the draft, indicating that the United States would depend exclusively on a volunteer military establishment. No conscription took place after 27 January 1973; although, the draft didn't officially end until congressional authorization expired on 30 June 1973.



Well wishers crowd Keesler's Base Operations awaiting arrival of military personnel recently released from prison camps in North and South Vietnam

MISCELLANEOUS

Project Homecoming

The Air Force implemented Project Homecoming--the repatriation of Americans freed from the prison camps of North and South Vietnam--on 12 February 1973. Air Force officials designated 10 bases in the continental United States as welcoming points. Of these ATC owned three: Lackland, Sheppard, and Keesler.

Energy Crisis

On 20 October the Arab-Israeli conflict erupted, and the Arab nations declared an oil embargo. The embargo had a severe impact on flying training, causing the cancellation of one UPT class (75-05) and shifts and slips in other classes.



Project Homecoming returnee, Col George R. Hall, waves to well wishers at Keesler.

1974

Perhaps the most dominant feature on the ATC landscape in 1974 was the serious fuel shortage the command had to contend with for much of the year. The shortage arose when the Organization of Petroleum Exporting Countries sent oil prices skyrocketing by cutting back on production. Almost overnight, the price of aviation fuel tripled. To conserve fuel, ATC made numerous adjustments to the UPT syllabus, including a reduction in the number of sorties and flying hours and an increased reliance on the use of synthetic trainers. In other efforts to cope with the crisis, OTS did not accept any pilot applicants for FY 75, and the Air Force cut overall pilot production goals by 18 percent. By the end of the year, the situation had improved sufficiently that ATC rescinded many of the temporary measures and returned to the use of the regular syllabus.

ASSIGNED RESOURCES

(as of 31 December 1974)

PRIMARY INSTALLATIONS: 15

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Georgia--Moody; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 52,319 (8,255 officers; 26,135 enlisted; 17,929 civilians)

AIRCRAFT ASSIGNED: 1,725 (C-118A, C-131D/E, T-37B, T-38A, T-39A, T-41A/C, T-43A, TH-1F)

MAJOR SUBORDINATE UNITS:

6 numbered air force-equivalent units:

USAF Recruiting Service, Randolph AFB TX
Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

11 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
29th, Craig AFB AL
38th, Moody AFB GA
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
78th, Webb AFB,TX
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 group equivalent unit:

Community College of the Air Force, Randolph AFB TX

6 independent squadrons:

557th Flying Training, USAF Academy, Colorado Springs CO
3300th Support, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Procurement, Randolph AFB TX
3304th School (NCO Academy), Lackland AFB TX
3314th Mgmt Engrg, Randolph AFB TX

COMMAND LEADERSHIP



Lt Gen
George H. McKee

Lieutenant General George H. McKee assumed command of ATC on 1 September. He replaced Lt Gen William V. McBride who received his fourth star and became the Commander, Air Force Logistics Command. Major General Alton D. Slay succeeded Maj Gen Frank M. Madsen, Jr., as vice commander on 1 February. Subsequently, General Slay transferred to HQ USAF; he was replaced by Maj Gen Robert W. Maloy on 16 August.

ORGANIZATION

Academy Pilot Indoctrination

The ATC unit that conducted the pilot indoctrination program for Air Force Academy cadets underwent several changes in 1974. Effective 1 January, ATC redesignated the 3253d Pilot Training Squadron as the 3253d Flying Training Squadron. Two months later, on 21 March, the 3253d shifted its operations from Peterson Field in Colorado Springs to the US Air Force Academy. Then on 31 July ATC inactivated the 3253d Flying Training Squadron and activated the 557th Flying Training Squadron at the USAF Academy and assigned it to HQ ATC.

Special Treatment Center

After only three years, ATC inactivated the Special Treatment Center at Lackland AFB on 15 May. The Air Force had originally established the center in 1971 to provide psychiatric evaluation and behavioral reorientation for airmen with drug problems. However, as the war in Southeast Asia wound down and individual bases became more proficient in their rehabilitation efforts, the center's workload declined. Therefore, ATC suggested and the Air Staff approved the transfer of those services to the 3415th Special Training Group at Lowry AFB.

USAF Skill Center

The command inactivated another unique organization, the 3301st School Squadron (USAF Skill Center) on 31 May 1974. The skill center had been at Forbes AFB, Kansas, since 1971 as part of a nationwide effort to help service members, especially veterans of the war in Southeast Asia, make the transition back to civilian life. The transition program was targeted at enlisted ranks up to technical sergeant and consisted of job counseling and vocational training. No sooner had the skill center relocated to Kirtland AFB, New Mexico, in 1973, when Congress decided the transition program had outlived its usefulness and cut off its funding as of May 1974.

NCO Leadership Schools

To provide better professional military education opportunities for its noncommissioned officers, ATC developed a two-phased plan to establish NCO leadership schools at most of the command's bases. Under Phase I, the command set up schools at eight bases in 1974: Keesler, Williams, and Chanute on 15 July; Sheppard on 4 September; Laughlin on 30 September; and Craig, Lowry, and Mather on 25 November. Schools opened at Lackland, Moody, Columbus, Randolph, and Reese in 1975. Only Vance, where mission support services were provided by contractors, did not have its own leadership school; instead, NCOs at Vance attended the school at Sheppard.

USAF Occupational Measurement Center

Headquarters ATC inactivated the 3700th Occupational Measurement Squadron at Lackland AFB on 1 July and, in its place, activated the USAF Occupational Measurement Center. The new designation acknowledged the Air Force-wide application of the unit's work--preparing job-skills testing materials.

ATC Schools Redesignated

From its founding in 1959 until 1972, the Air Force commissioning program at Lackland Training Annex (Medina) was known as the Officer Training School (OTS). On 1 August 1972, ATC changed the name to the School of Military Sciences, Officer. This coincided with a similar name change for the Basic Military Training School at Lackland to the School of Military Sciences, Airman and the renaming of the schools at the technical training centers to School of Applied Aerospace Sciences. The idea behind these changes was to raise the prestige of the schools in the eyes of the civilian academic community. At that time, the Community College of the Air Force was seeking accreditation for a wide variety of courses. However, the name changes proved more confusing than helpful, and ATC reverted to the original designations on 8 April 1974.



A technical training student at Chanute AFB, Illinois, learns the hydraulic system of a T-38.

TRAINING

FLYING TRAINING

Assignments for UPT Graduates

The methodology for determining which UPT graduates received which aircraft assignments changed dramatically in 1974. Prior to 1974, ATC had the responsibility for matching pilots and aircraft. The command met that responsibility through a merit assignment system that allowed the students to select their assignments based on their performance in UPT, i.e., their rank order in their class. Responding to SAC complaints that it was receiving the less capable graduates, ATC had modified the assignment system slightly in 1972, but the results were still not satisfactory. So, on 14 January 1974, the Air Force Military Personnel Center (AFMPC) took over the assignment process and modified it further. The new system allowed only the top 10 percent of each class to choose their assignments. After that, AFMPC filled ATC instructor pilot openings and then made assignments based on student preferences and the needs of the Air Force (matching demonstrated talent with Air Force requirements).

T-37s Approved for UNT

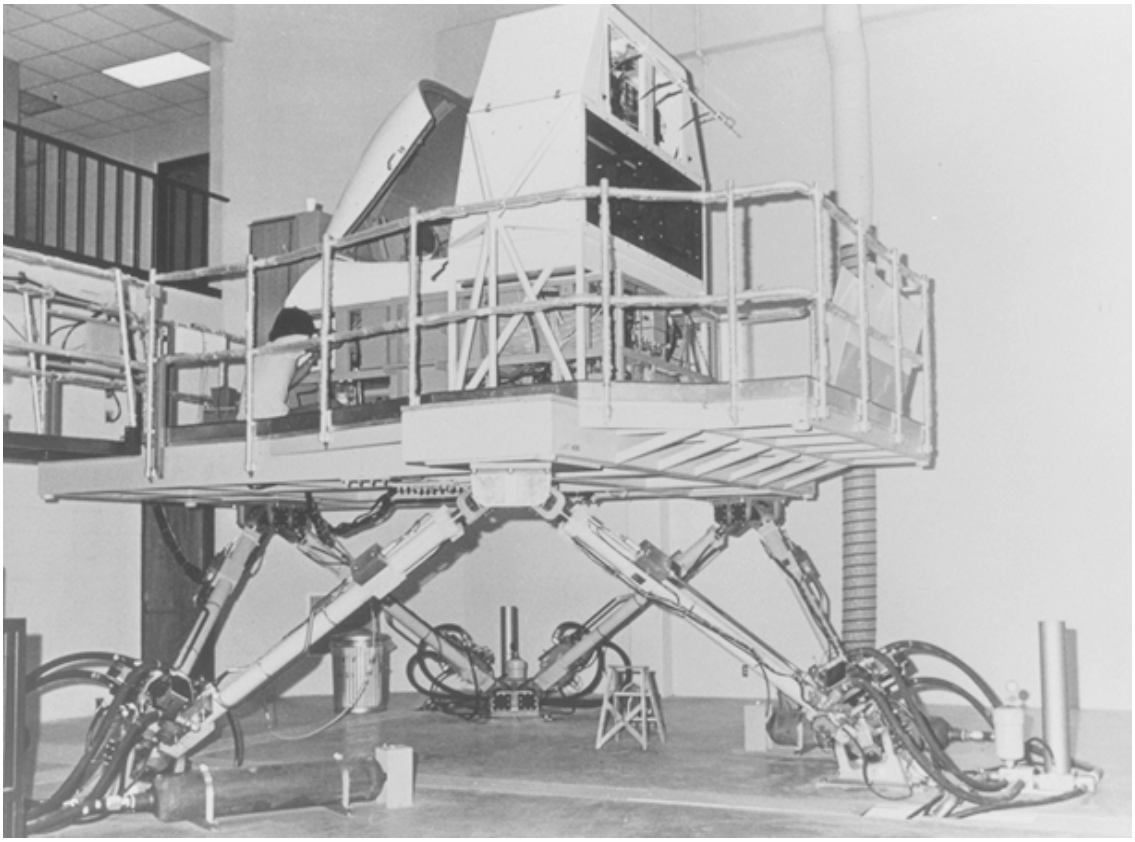
In March 1974 General McBride approved a proposal to include a limited number of T-37 flights in the undergraduate navigator training (UNT) curriculum. The idea sprang from a visit that ATC's DCS/Operations, Maj Gen James M. Breedlove, made to the Royal Air Force's (RAF) navigator training facilities in the United Kingdom in 1973. There General Breedlove was impressed with an RAF program that used small jet aircraft to introduce navigator students to the environment of fighter-type aircraft. Upon his return he directed his staff to investigate the possibility of incorporating similar training in UNT. With an increasing number of navigators assigned as weapon system officers in aircraft such as the F-4 and F-111, the idea had considerable appeal. A brief test of the concept at Williams in the summer and fall of 1973 indicated that such training would be worthwhile. Air Training Command, therefore, made plans to introduce five T-37 tactical orientation sorties in UNT to provide instruction in such areas as map reading; communications and inflight procedures; dead reckoning; and departures, approaches, and instrument flying procedures. Included in the proposed package were six hours of instruction in the T40 instrument flight simulator. Headquarters USAF approved ATC's proposal, and the command began T-37 training on 2 January 1975.

T-43 Aircraft Acquired for UNT

In 1973 ATC began replacing its aging T-29s, for years the backbone of UNT, with T-43As. The T-43s were Boeing 737s that had been specially modified for the navigator training mission. By July 1974 the command had on hand its full complement of nineteen T-43s and had phased out most of the T-29 fleet. The last T-29 UNT class graduated in March 1975.

Contract Awarded for Simulators

As early as 1964, the Air Force had begun examining its undergraduate pilot training to determine what changes would be needed to take the program through the next two decades. Over the next several years, both USAF organizations and contractors conducted a series of studies concerning the future of UPT. From those reviews came the recommendation to control pilot training costs by using simulators. The Air Force awarded contracts on 5 September 1974 for the construction of four instrument flight simulator (IFS) complexes at Reese AFB. Two complexes, each housing four cockpits, were for the T-37 IFS and the other two, also housing four cockpits each, were for the T-38 IFS. All told, Air Training Command intended to construct similar complexes at each of its other six UPT bases and two complexes at Randolph AFB for pilot instructor training. Eventually, the command planned to substitute simulator time for all instrument flying time except instrument validation flights at an anticipated annual savings of $23 million.



In an effort to improve undergraduate pilot training and reduce costs, ATC began using instrument flight simulators in 1977 to train pilots in instrument flying. Shown here is a simulator equipped with a T-37 cockpit at rest on its six-degree-of-freedom motion system.

1975

Two changes in widely disparate fields marked the end of the old way of doing things and ushered in the new. In the first instance, ATC eliminated all WAF squadron sections within the command on 31 December, when it inactivated the WAF squadron section at Mather, the last one. This action assigned enlisted women to their duty organization and created a single management structure for both men and women, a milestone. In the second case, the command retired the last of its T-29s, an aircraft it had used for 25 years in undergraduate navigator training; ATC replaced the T-29 with a new twin-engine jet trainer, the Boeing T-43. Meanwhile, the command continued its post-Vietnam draw-down when it transferred Moody AFB to TAC.

ASSIGNED RESOURCES

(as of 31 December 1975)

PRIMARY INSTALLATIONS: 14

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 57,986 (7,508 officers; 33,562 enlisted; 16,916 civilians)

AIRCRAFT ASSIGNED: 1,694 (T-37B, T-38A, T-39A, T-41A/C, T-43A, TH-1F)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

10 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
29th, Craig AFB AL
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
78th, Webb AFB TX
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 independent group equivalent unit:

Community College of the Air Force, Randolph AFB TX

7 independent squadrons:

557th Flying Training, USAF Academy, Colorado Springs CO



A T-41 of the 557th Flying Training Squadron.

3300th Support, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Procurement, Randolph AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3314th Management Engineering, Randolph AFB TX

COMMAND LEADERSHIP



Gen
John W. Roberts

Lieutenant General (later Gen) John W. Roberts, HQ USAF DCS/Personnel, replaced Lt Gen William V. McBride as ATC commander on 29 August 1975. Then on 1 September, Maj Gen Larry M. Killpack, the Twelfth Air Force vice commander, succeeded the retiring Maj Gen Robert W. Maloy as vice commander.

ORGANIZATION

Tri-Deputy Wing Organization Implemented

To increase emphasis on weapons systems maintenance, to place tighter control over management resources, and to increase emphasis on people programs, the Air Force directed service-wide implementation of a tri-deputy organization at operational wings on 1 July 1975, including Air Training Command's flying training wings. The new organization called for deputy commanders for operations, maintenance, and resource management. However, this organizational structure did not apply to the technical training wings or the 71st and 80th Flying Training Wings at Vance and Sheppard. Contractors provided all support functions for the 71st, while the 80th and each of the technical training wings received support from the technical training centers assigned to those installations.

Realignment and Activation of Squadrons

Air Training Command relocated the 3304th School Squadron (NCO Academy) from Lackland AFB to the Lackland Training Annex and reassigned it from Headquarters ATC to the Officer Training School effective 28 September 1975. On 1 July 1975, Air Training Command realigned the 3305th School Squadron (ISD) from the 12th Flying Training Wing, Randolph AFB, Texas, to Headquarters ATC, with DCS/Operations designated as the office of primary responsibility. This action relieved the 12th Flying Training Wing commander of a unit which received direction and guidance from a headquarters staff function. Additionally, on 15 May 1975, ATC established the 3306th Test and Evaluation Squadron at Edwards AFB, California.

ATC Staff Organization Changes

On 1 March 1975, the Deputy Chief of Staff, Civil Engineering became the DCS/Engineering and Services, reflecting the designation for the engineering function on the Air Staff. Additionally, Air Training Command moved the Security Police directorate from the office of the Inspector General to a separate special staff activity on 15 March 1975.

Air Force Consolidates Airlift Support

Two major developments in 1975 affected the command's aircraft fleet--the Air Force phased out all reciprocating engine administrative support aircraft and consolidated all T-39 jet aircraft based in the United States under one command, Military Airlift Command. On 10 June 1975, Air Training Command transferred its T-39 administrative support aircraft to Military Airlift Command. Air Training Command had two additional T-39A aircraft that were not involved in this action, since they were carried as research and development aircraft. The Directorate of Transportation in DCS/Logistics assumed responsibility for HQ ATC staff travel and for processing airlift requests from subordinate units, previously satisfied by possessed mission support aircraft.

INSTALLATIONS

Transfer of Moody AFB to TAC

On 30 June 1975, the Secretary of the Air Force announced that Moody AFB, Georgia, would transfer from ATC to Tactical Air Command on 1 December 1975. The announcement indicated that ATC would inactivate its 38th Flying Training Wing, which conducted undergraduate pilot training at Moody, and the base would become host to a wing of F-4E tactical fighter aircraft. This change in Moody's mission would mark the first time in almost 25 years that this Georgia base was not engaged in pilot or aircrew training. Training officials conducted the last UPT student flight at Moody on 4 November 1975, and the last undergraduate pilot training class (76-04) graduated on 21 November 1975. The transfer was completed as scheduled on 1 December, and at the



An undergraduate navigator student at Mather AFB, California, sits in front of a position board in the T-43 flying training classroom.

same time, Air Training Command inactivated the 38th Flying Training Wing.

TRAINING

FLYING TRAINING

T-29 Training Ends at Mather

Students flew the last T-29 navigator training sortie at Mather AFB on 5 March 1975, ending 25 years service as a trainer aircraft. Just over a week later, ATC sent the last T-29 at Mather to the Military Aircraft Storage and Disposal Center at Davis-Monthan AFB, Arizona. Navigator training at Mather received its last of nineteen T-43 trainers on 24 July, these to replace the T-29s. Additionally, on 2 January 1975, a T-37 navigator training program began with Class 76-03.

Consolidated Navigator Training

On 23 May 1975, the Air Force Chief of Staff and the Chief of Naval Operations jointly approved consolidated navigator training following an interservice training review of undergraduate flight training. The Air Force formally approved the program at Mather on 28 November 1975, which included the four navigation training programs then conducted by the Navy--Naval Flight Officers, Navy Pilots, Coast Guard Pilots, and Marine Corps Enlisted Navigators. The first Navy graduates completed this training on 16 December 1976.



Control Operator TSgt Ernest Bergmann and Instructor Navigator Maj Robert Woodrow, left to right, operate the controls of T-45 navigator simulators during training.

Project Constant Growth

Because of recent budget and fuel considerations, the Air Force reduced its flying hour program which, in turn, brought about a significant lowering of the average level of pilot flight experience. To offset this trend, the Air Force began a test program on 1 October 1975 to use ATC T-37 and T-38 aircraft, instructor pilots, and maintenance support to augment the flying time of pilots in certain units equipped with aircraft having high operating and support costs. Called Constant Growth, 192 pilots from MAC, SAC, and TAC participated in the test. On 1 July 1976, HQ USAF replaced the Constant Growth title with a new term--Accelerated Copilot Enrichment (ACE) Program. Under ACE, ATC established detachments at 16 SAC units to provide T-37 and T-38 flying time to copilots.

Project Peace Hawk

On 2 October 1975, 100 Royal Saudi Air Force enlisted men, possessing no more than a ninth grade education and no formal English language instruction, arrived at Lackland to begin basic military training. This marked the first time that ATC had provided basic military training for other than USAF personnel and began one of the more unique foreign military training programs undertaken in the command. Known as the Royal Saudi Air Force maintenance training assistance program, or Project Peace Hawk (later Peace Start), it provided English language, basic mathematics and science, basic military training, and technical training to 1,200 enlisted students in support of the Saudi purchase of F-5 aircraft. The duration of the planned training at Lackland was 116 weeks, since the first three phases of the training--basic--English language, and mathematics and science would be conducted there. The first 100 students entered training in October 1975. By the time the Saudis ended the program in 1978, a total of 1,063 students had entered training. The last ones graduated in 1980. In the mid-1970s, the Royal Saudi Air Force bought sixty F-5 aircraft and requested training for 120 pilots and 1,200 technical students. Air Training Command provided flying and technical training, and also agreed to provide basic military training.

Red Flag Exercises

In mid-1975 Tactical Air Command developed a concept for simulated combat exercises nicknamed Red Flag that provided realistic combat training for its tactical forces. Scenarios for the exercises included the full spectrum of tactical air warfare, using strike force, air escort, wild weasel, and



In the mid-1970s, the Royal Saudi Air Force bought sixty F-5 aircraft and requested training for 120 pilots and 1,200 technical students. Air Training Command provided flying and technical training, and for the first time, the command also agreed to provide basic military training to foreign personnel.

reconnaissance elements; also TAC proposed having helicopter support for search and rescue of "downed" crewmen with realistic escape and evasion situations. Tactical Air Command asked ATC for assistance in preparing search and rescue and escape and evasion exercises. Survival training officials developed six such scenarios, and from 29 November to 20 December 1975, survival instructors from the 3636th Combat Crew Training Wing participated in Exercise Red Flag I.

TRAINING THE VIETNAMESE

For many years foreign students sent to the United States for pilot training went through the standard Air Force undergraduate pilot training course. When the Air Force introduced the T-33 jet as its basic single-engine trainer, it created a curious anomaly--jet-qualified pilots from countries that had no jet aircraft. To rectify that situation, ATC developed a course that centered around the propeller-driven T-28 aircraft and offered it to other countries under the military assistance program (MAP). Vietnam was one country that opted for the new MAP program.

In 1959, the first year in which new MAP T-28 graduates were produced, only 7 of 49 pilots were Vietnamese. The proportion of Vietnamese Air Force (VNAF) students soon increased dramatically, however, and from 1962 to 1964, some of the MAP T-28 classes consisted solely of Vietnamese students. From 1958 to 1973, VNAF students made up a majority of the graduates--approximately 900 out of 1,450. The remaining graduates came from 22 other countries. One measure of the predominant position of the Vietnamese in the program was the fact that all the other countries, together, averaged less than two graduates annually, while VNAF graduates occasionally amounted to more than a hundred in a single year.

Before US involvement in Vietnam officially ended in 1973, training the Vietnamese had been one of ATC's top priorities, and, in fact, continued until April 1975, when South Vietnam surrendered to the communists. By that time, however, ATC had shut off the Vietnamese training pipeline. After Congress severely cut funding for Vietnam, HQ USAF directed ATC on 30 August 1974 to send Vietnamese students home as they finished a phase of training.

In addition to instructing VNAF students in the conventional T-28 program, Keesler also provided T-28 transition, T-28 pilot instructor training, C-47 transition, and C-47 instrument courses. Furthermore, in July 1971, ATC established a special T-37 UPT course at Sheppard for foreign students. Instead of the normal 90 hours in the T-37 followed by 120 hours in the T-38, as laid out in the standard UPT course, Sheppard students received 170 hours in the T-37. The special T-37 course was especially useful for pilots who were preparing to fly the A-37, an attack version of the T-37, developed in response to counter-insurgency requirements in Vietnam.

The T-37 course became so popular that ATC had to find another base to relieve overcrowding at Sheppard. The command chose Webb AFB, Texas, and began the T-37 course there in August 1973. The last Vietnamese students graduated from this course in April 1975. Other Vietnamese students attended a special graduate pilot T-38 course that ATC offered at Webb and Laughlin. Identical to the T-38 phase of UPT, this course was particularly appropriate for countries that had the F-5, a single-seat combat version of the T-38. The last six Vietnamese students graduated from this course at Webb in March 1975.

Besides the training it conducted in the United States, ATC also deployed several field training detachments (FTD) to Vietnam. One of these, FTD 917H, trained helicopter pilots and mechanics at Tan Son Nhut Air Base in Saigon during 1963 and 1964. Another, FTD 921R, trained Cessna U-17A pilots and maintenance personnel at Nha Trang Air Base from September 1963 until August 1964, when it turned over its mission and equipment to the Vietnamese, who had become self-sufficient in the U-17A. Early in 1968, FTD 615S deployed to Tan Son Nhut for 6 months of temporary duty to assist the maintenance personnel of the VNAF 33d Wing make the transition from the C-47 to the C-119.

In addition to such "in-country" training programs, ATC also provided flying and technical training to Vietnam under the VNAF improvement and modernization program. The goal of the program, popularly known as "Vietnamization," was to make the VNAF self-sufficient. In a sense, this was the ultimate goal of all Air Force foreign training programs, but in the case of South Vietnam, the need for self-sufficiency was made more evident by its absence, particularly in the face of the hostile forces that eventually overran the entire country.



Red Flag expanded from its beginning in 1975 to become the most realistic simulated air-warfare training exercise held anywhere in the world. Shown is an F-16 from the 414th Red Flag Training Squadron in 1996, above the ranges north of Nellis after flying in a training mission with other U.S. and foreign forces.

TECHNICAL TRAINING

Closure of Survival Schools

The reduction in required production from both the Jungle Survival School at Clark Air Base in the Philippines, and the Tropical Survival School at Albrook Air Force Base, Canal Zone, combined with the fact that portions of that training were included in other survival courses, led ATC to recommend closing both schools. On 7 February 1975, HQ USAF approved this request. Jungle survival training ended at Clark on 27 March 1975, and Air training Command inactivated the 3614th Combat Crew Training Squadron on 14 April. Tropic survival training ended on 25 April, and ATC closed Detachment 2, 3636th Combat Crew Training Wing on 9 May.



Students at the Air Force Survival School at Fairchild AFB, Washington, complete two desert shelters.

1976

One of the major issues facing the ATC commander and his staff during 1976 was the prospect of closing two UPT bases. Pilot production had been on a steady decline since FY 72, and during that time, the command had ended undergraduate pilot training at three bases--Randolph, Laredo, and Moody. Only seven UPT bases remained--Columbus, Craig, Vance, Williams, Laughlin, Reese, and Webb. Rather than reduce training production at all seven locations, ATC officials believed it to be more economical to close two bases. So it was on 11 March 1976 that the Secretary of the Air Force proposed closing several military installations, including Craig and Webb. However, Congress had made no firm decision on the proposed closures by the end of the year.

ASSIGNED RESOURCES

(as of 31 December 1976)

PRIMARY INSTALLATIONS: 14

Alabama--Craig; Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laughlin, Randolph, Reese, Sheppard, and Webb

PERSONNEL ASSIGNED: 53,800 (6,975 officers; 31,698 enlisted; 15,127 civilians)

AIRCRAFT ASSIGNED: 1,638 (T-37B, T-38A, T-39A, T-41A/C, T-43A, TH-1F)

MAJOR SUBORDINATE UNITS:

6 numbered air force and equivalent units

USAF Recruiting Service, Randolph AFB TX
Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

10 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
29th, Craig AFB AL
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
78th, Webb AFB TX
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

2 independent group and equivalent units:

Community College of the Air Force, Randolph AFB TX
Foreign Military Training Affairs Group, Randolph AFB TX

9 independent squadrons:

557th Flying Training, USAF Academy, Colorado Springs CO
3300th Support, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Procurement, Randolph AFB TX
3304th School (NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th School (ATC Technology Applications Center), Lackland AFB TX
3314th Management Engineering, Randolph AFB TX

COMMAND LEADERSHIP

General Roberts continued as the ATC commander, with Major General Killpack as vice commander.

ORGANIZATION

DCS/Technical Training Reorganized

Air Training Command reorganized DCS/Technical Training on 1 February 1976, dividing the function into two new positions: Assistant Chief of Staff for Technical Training Operations and Assistant Chief of Staff for Technical Training Support. Shortly after this realignment, the focal point for the Interservice Training Review Organization (ITRO) moved from the command section to technical training support.

Foreign Military Affairs Training Group

On 1 June ATC activated the Foreign Military Training Affairs Group and assigned it to the headquarters. This new group was to manage all foreign training affairs.

3304th School Squadron

On 15 March 1976, ATC reassigned the 3304th School Squadron (ATC NCO Academy) from OTS to HQ ATC control.

3307th School Squadron

At Lackland, ATC activated the 3307th School Squadron (ATC Technology Applications Center) on 15 August 1976.

TRAINING

Language Training

In 1976, executive control of the Defense Language Institute, English Language Center (DLIELC) at Lackland passed from the Army to the Air Force. On 1 October ATC assumed responsibility for DLIELC and further delegated that duty to the Air Force Military Training Center at Lackland.

FLYING TRAINING

T45 Simulator

On 16 March ATC acquired the T45 navigation training simulator at Mather. This simulator was used in conjunction with T-43 training. It replaced the T-29 simulator. The first UNT class to receive improved training using the T45 simulator was 76-15, which graduated on 1 July 1976.



In November 1975 the Air Force chief of staff announced that the service would begin a test program for training female pilots. The first of two groups of 10 women pilot candidates began flight screening at Hondo Municipal Airport on 26 August, prior to entering UPT at Williams on 29 September. The first class, shown here, received its wings on 2 September 1977.

TECHNICAL TRAINING

Hasty Chief and Hasty Spark

The first class of Hasty Chief (later called Able Chief) aircraft maintenance specialists began training at Sheppard on 3 May. The idea was to reduce the amount of time students spent in resident training and provide the remaining training at the gaining site through the use of field training detachments. The command implemented a similar program in communications and electronics courses during September at Keesler. It was called Hasty Spark (later renamed Bright Spark).

MISCELLANEOUS

Community College of the Air Force

President Gerald R. Ford approved legislation on 14 July authorizing the Community College of the Air Force to grant associate degrees for college-level academic study. Effective 12 January 1977, the US Commissioner of Education authorized the ATC commander to grant the Associate of Applied Science Degree to graduates of the Community College of the Air Force. This was the first time that a military agency had been given the authority to grant degrees to members of the enlisted force.

THE WOMEN AIRFORCE SERVICE PILOTS (WASP)

The Women Airforce Service Pilots of World War II were pioneers, the first licensed women pilots in the United States to fly military aircraft for a military service. The WASP was formed in August 1943 from two earlier, relatively independent programs for women pilots: Women's Auxiliary Ferrying Squadron (WAFS) and Women's Flying Training Detachment (WFTD).



These WASPs ferried planes and flew navigation training missions from Ellington Field, Texas.

Before the United States entered World War II, two women had championed the use of women pilots by the military. Nancy Harkness Love, a well-known aviator of the 1930s, advocated a policy of using exceptionally well-qualified professional female pilots for ferrying aircraft, while Jackie Cochran, a world-renowned aviator, had a more ambitious project in mind--procuring and training a relatively large corps of women pilots for a variety of jobs besides ferrying.

Love proposed that 21- to 35-year-old women possessing a high school diploma, US citizenship, a commercial pilot's license, 500 hours of flying time, and a 200-horsepower rating be hired as military ferry pilots. They would ferry primary trainers and liaison aircraft for a $250 monthly salary plus a $6 per diem for any time spent away from their assigned base.

Major General Henry H. "Hap" Arnold, Chief of the Air Corps, initially rejected Love's proposal but, in September 1942, facing a growing need for male combat pilots, approved formation of the WAFS. The squadron was organized at New Castle Army Air Base, Wilmington, Delaware, as a separate organization under Love. It consisted of 25 pilots, known as the "Originals," who averaged 1,100 hours and were among the most experienced young pilots, male or female, in the country.

Meanwhile, as early as 1939, Jackie Cochran had suggested recruiting and training women to fly military aircraft. On 7 October 1942, shortly after the WAFS was formed, General Arnold inaugurated a flight training program to produce 500 women ferry pilots. He appointed Cochran as the director of flying training, and by October 1942, 40 women had been accepted and sent for training at Howard Hughes Airport in Houston, Texas. The unit was called the WFTD, or among the women it was known as the "Woofteddies."

When facilities at Houston proved too limited, a new school was opened in February 1943 at Avenger Field, Sweetwater, Texas, and training at Houston soon phased out. On 5 August 1943, the WAFS and the women of Cochran's WFTD school were united as the WASP. Cochran was named Director of Women Pilots, and Love continued in the WASP as executive of the Ferrying Division of the Air Transport Command.

Classes entered the WASP program at monthly intervals. A total of 18 classes completed training: 8 in 1943 and 10 in 1944. Of the 25,000 women who applied for flight training, 1,830 were accepted, and of those, 1,074 received their wings. Entrance requirements remained essentially the same as those for the WAFS, except the age requirement was dropped from 21 to 18, and the flight experience was set at only 200 hours. That requirement was later dropped to 35 hours, and the 200-horsepower rating requirement was eventually eliminated.

Training for women pilots paralleled but did not duplicate that given the men. Because the women were expected to go into ferrying, emphasis was placed on cross-country flying. Gunnery and formation flight training were omitted. The first course was four-months long. Although the hours were flexible and varied according to previous training, 115 flying hours were generally called for in addition to 180 hours of ground instruction. As the experience level of the trainees declined, the course was expanded and revised. By the close of 1943, the length had been extended to 27 weeks and the flying hours to 210. Few curricular changes were made in 1944; the main one increased training from 27 to 30 weeks.

During the early stages of the program, an 80 percent graduation rate had been anticipated for the women trainees. The actual rate averaged out at 74 percent for the 1943 graduates and 53 percent for the 1944 classes, the latter considerably better than the attrition rate for male trainees in the Central Flying Training Command in 1944. The increase in washout rates probably reflected the lower flight experience among the later classes.

The WASPs flew all types of military aircraft, including AT-6, AT-10, AT-11, and BT-13 trainers; C-47, C-54, and C-60 transports; A-25 and A-26 attack aircraft; B-24, B-25, TB-26, and B-29 bombers; P-38, P-40, P-47, and P-51 fighters. In addition to ferrying, the WASPs performed many other tasks such as glider and target towing, radar calibration flights, aircraft testing, and other noncombat duties to release male pilots for overseas action. The WASPs flew approximately 60 million miles and suffered 38 fatalities, or 1 to about 16,000 hours of flying.

The WASPs were employed under the Civil Service program. It was always assumed they would become part of the Army when a proper place within the military organization could be found for them. In fact, bills were introduced in Congress to give them military rank, but even with General Arnold's support, all efforts failed to absorb the WASPs into the military. On 20 December 1944, the Army Air Forces, citing the changing combat situation, disbanded the WASP program. The WASPs returned to civilian life with no veterans' benefits. In 1977 Congress finally granted benefits to the 850 remaining WASPs.



Eight WASPs gather on the ramp at Waco Field, Texas, for a final group picture before the WASP was disbanded on 20 December 1944.

1977

In February 1976 Gen David C. Jones, the Air Force Chief of Staff, insisted on reducing training costs, stating, "We need to establish a goal on reduction of people tied up in training-- instructors, students, and support." Since more than half the visible costs of technical training was generated by basic resident training courses, General Jones' directive encouraged ATC to examine the training philosophy behind these courses. In the search for new, innovative, less costly approaches to training, ATC, along with the Air Staff, explored ways to reduce the training investment in first termers. The command made major cutbacks in crew chief and electronic principles training and reviewed all courses looking for more effective ways to align training more closely with specific requirements of using commands. In a further effort to reduce training costs, the command placed increased reliance on its newly acquired instrument flight simulators and dropped UPT flying hours from 210 to 170 and ATC closed two more of its UPT bases--Craig and Webb.

ASSIGNED RESOURCES

(as of 31 December 1977)

PRIMARY INSTALLATIONS: 12

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 50,757 (6,500 officers; 30,457 enlisted; 13,800 civilians)

AIRCRAFT ASSIGNED: 1,553 (T-37B, T-38A, T-39A, T-41A/C, T-43A, TH-1F)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

4 independent group and equivalent units:

Community College of the Air Force, Lackland AFB TX
Foreign Military Training Affairs Group, Randolph AFB TX
San Antonio Procurement Center, Kelly AFB TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

9 independent squadron and equivalent units:

557th Flying Training, USAF Academy, Colorado Springs CO
3300th Support, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Procurement, Randolph AFB TX
3304th School (NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th School (ATC Technology Application Center), Lackland AFB TX
3314th Management Engineering, Randolph AFB TX



In 1972 all of the technical training schools became Schools of Applied Aerospace Science. Five years later ATC replaced the schools with numerically-designated wings.

COMMAND LEADERSHIP

On 30 March President Jimmy Carter elevated the position of Commander, ATC to the grade of general. Lieutenant General John W. Roberts received his fourth star and became Air Training Command's first four-star commander. The reason for this change stemmed from the ever-increasing importance of the command's multiple mission responsibilities. In mid-August Major General Killpack was reassigned to Headquarters USAF as Assistant DCS/Personnel, and on 15 August Maj Gen Evan W. Rosencrans assumed the duties of ATC vice commander.

ORGANIZATION

Technical Training Wings Activated

Air Training Command inactivated the USAF School of Applied Aerospace Sciences at each of its technical training centers and activated numbered technical training wings in their place on 1 April 1977. These included the 3250th Technical Training Wing at Lackland, the 3300th at Keesler, the 3330th at Chanute, the 3400th at Lowry, and the 3700th at Sheppard. Several months later Air Training Command published a second order that inactivated the wings effective 1 January 1978, based on realignment actions proposed by the Cadou study. (These wings were again activated in November 1979.)

Cadou Study

In June 1976 General Roberts directed the formation of a study group to review the entire technical training system. The group found considerable organizational variance between centers. The one constant was that support functions were broken up among several staff agencies at both group and wing level. The study was completed in July 1977, and from those results, General Roberts announced that all the centers would adopt the same standard organization. However, the new realignment did not become effective until 1 January 1978. Under the new organization, Air Training Command reduced overhead at the technical training centers by 375 authorizations. Also, as a result of the Cadou study, ATC combined its two technical training assistant chief positions into a single Deputy Chief of Staff, Technical Training.

San Antonio Procurement Center

Effective 1 January, ATC activated the San Antonio Procurement Center at Kelly AFB. The center was responsible for all base procurement functions at Kelly, Brooks, Lackland, and Randolph. It was to be a group-level organization under the operational control of the ATC Deputy Chief of Staff, Logistics.

Real Property Maintenance Agency Formed

On 15 February, at the direction of HQ USAF, the San Antonio Real Property Maintenance Agency (SARPMA) was activated as a group-level named unit and assigned to Air Training Command. It was a consolidation of real property maintenance activities at Randolph, Lackland, Brooks, and Kelly AFBs and the Army's Fort Sam Houston. The new agency was located at San Antonio Air Force Station, adjacent to Fort Sam Houston. However, it did not become operational until 1 October 1978.

Assistant for Readiness

As another sign of the increased emphasis given to readiness throughout the Air Force, the ATC commander announced, on 31 May, establishment of an assistant for readiness as a special office reporting directly to him.

INSTALLATIONS

Craig and Webb Closed

Craig AFB, Alabama, graduated its final undergraduate pilot training class (77-08) on

12 August. At Webb AFB in Texas, the last two pilot training classes completed course work on 30 August, and fixed wing qualification training ended on 1 September. Air Training Command inactivated both the 29th Flying Training Wing at Craig and the 78th Flying Training Wing at Webb on 30 September, and the two installations were placed in caretaker status the following day.

TRAINING

FLYING TRAINING

First Female Navigator Candidates

The navigator school at Mather AFB in California, began receiving its first female navigator candidates on 10 March. These women trained as a part of UNT Class 78-01. The five female students received their wings on 12 October.

Fixed-Wing Qualification Training

With the announcement by the Department of Defense that Webb AFB would close in September, Air Training Command moved its fixed-wing qualification training program to Sheppard, where the first class began on 30 June.

MILITARY TRAINING

Recruiter Assistance Program

In 1977 the time-honored methods of canvassing high schools, advertising for recruits, and talking to groups of young people were insufficient to meet production needs of the Air Force. One answer to the problem was a program initiated by General Roberts in late 1976--the Air Force Recruiter Assistance Program. It encouraged active duty Air Force personnel to refer sharp prospects to recruiters. The program proved to be highly successful in fiscal year 1977, providing recruiters with approximately 34,000 leads.



The first female graduates from undergraduate navigator training stand beside a T-43 navigator trainer at Mather AFB, California. The women received their wings on 12 October 1977.

MISCELLANEOUS

Conversion to Contract

As another means of reducing costs in the late 1970s, ATC looked at contracting various support functions. By July 1977, nine ATC bases had implemented contracts for audiovisual services, and five others converted vehicle operations, vehicle maintenance, and transportation reports and analysis to contract operations.



Over the years, flights in flying training units have developed their own distinctive patches. Pictured above are some of the patches worn by T-33 and T-38 flights at Williams AFB, Arizona, between 1961 and 1993.

1978

In May ATC assumed responsibility for the Air University (AU), headquartered at Maxwell AFB, Alabama. Not only did this put continuing and advanced education under ATC control, but it also consolidated responsibility for most Air Force recruiting, education, and training programs under a single major command. As a part of this reorganization, ATC gained two installations: Gunter Air Force Station and Maxwell AFB. Less than two months later, ATC acquired another base when the USAF Security Service released Goodfellow AFB. At the same time, the command assumed responsibility for all of the Air Force's cryptologic training. Late in the year, ATC tailored navigator training to meet operating command needs by providing additional instruction in advanced and tactical navigation.

ASSIGNED RESOURCES

(as of 31 December 1978)

PRIMARY INSTALLATIONS: 15

Alabama--Gunter and Maxwell; Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 55,624 (8,107 officers; 32,060 enlisted; 15,457 civilians)

AIRCRAFT ASSIGNED: 1,521 (T-37B, T-38A, T-41A/C, T-43A, TH-1F)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Air University, Maxwell AFB AL
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th Wing (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 technical training wing:

3480th (USAF Cryptological Training Center), Goodfellow AFB TX

4 independent group and equivalent units:

Community College of the Air Force, Lackland AFB TX
Foreign Military Training Affairs Group, Randolph AFB TX
San Antonio Contracting Center, Kelly AFB TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

10 independent squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
557th Flying Training, USAF Academy, Colorado Springs CO
3300th Support, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX

3304th School (ATC NCO Academy), Lackland AFB TX

3305th School (ISD), Randolph AFB TX

3306th Test and Evaluation, Edwards AFB CA

3307th Test and Evaluation (ATC Technology Applications Center), Lackland AFB TX

3314th Management Engineering, Randolph AFB TX

COMMAND LEADERSHIP

General Roberts remained the ATC commander, and Major General Rosencrans continued to serve as the vice commander.

Air University Assigned to ATC

By the mid-1970s, more than 20 studies had looked at various realignments of education, training, and personnel management functions. Though virtually all the studies concluded that some type of merger or consolidation was feasible, the Air Force took no action along these lines until 1978. On 20 March 1978, the Secretary of the Air Force announced that Air University would transfer to ATC on 11 April; however, because of "political sensitivities" the transfer did not take place until 15 May. Organizationally, Air University became another ATC center, but one with a decidedly different mission, given its singular professional military education orientation and its close relationship with the civilian academic community.

ORGANIZATION

Relocation of Instructor Training School

Air Training Command transferred its Instructor Training School from Randolph to Maxwell on 1 October 1978, merging it with Air University's Academic Instructor School.

DCS/Education Created

As part of the Air University transfer, General Roberts established a DCS/Education as part of his staff.



Students in the weapons mechanic course at Lowry AFB, Colorado, load a 750-pound bomb on an F-111A simulator.

COMPUTERS AND TRAINING

In the 1950s and early 1960s, as computer technology rapidly advanced, the Air Force began to look at ways to use this state-of-the-art equipment to enhance its training programs. Air Training Command started using computer-driven simulators to provide realistic practice for technical training students in air traffic control and some other operations specialties. By the late 1970s, Air Training Command had acquired computer-driven maintenance training simulators for electronic systems on new aircraft. However, a lot of skepticism still existed concerning the effectiveness of using computer-driven simulators instead of actual equipment.

Even more controversial was the idea of using computer-assisted instruction. Through out its history, Air Training Command had problems acquiring and retaining skilled instructors. By implementing computer-assisted instruction, the command believed it could reduce the number of instructors needed, as well as allow for self paced instruction, meaning resident training time could be reduced for some students. That, in turn, would mean a cost-savings for the Air Force as well as the command.

During the 1970s, Air Training Command experimented with three major computer-based instructional systems: the Computer Directed Training System, which taught personnel how to use and program computers; the Programmed Logic for Automated Teaching Operations (PLATO) system at Chanute and Sheppard Technical Training Centers; and the Advanced Instructional System (AIS) at Lowry Technical Training Center. However, because of a lack of computer terminals and because of internal limitations of the programs, neither instructors, students, nor gaining commands were satisfied with training provided through these systems, particularly AIS. According to one study, "Instructors are not properly prepared, either from a training or psychological standpoint, to teach the computer managed, self paced method. They consider themselves 'babysitters' and the computer the 'enemy'."

Up to this point, only about one percent of ATC's technical training involved computer-based instruction. One reason Air Training Command had failed to make greater use of computers to facilitate technical training was the absence of any unified position on how to take advantage of such technology. However, in the 1980s, as the command faced increased student loads, shortages of instructors, a longer training day, and increasing training requirements to support new weapon systems, it looked to computerized training as a means of balancing the workload, while at the same time responding to greater student instructional needs.

Two new systems under development included the Branch Level Training Management System (BLTMS) and Advanced Instructional Delivery and Evaluation System (AIDES), which later became known as the Advanced Training System (ATS). The command planned to use BLTMS to manage training at the centers and later to expand it to include student instruction, while AIDES was more a training delivery system. Even in the development stage, these two systems caused controversy. Planners felt that a single system could include both training delivery and training management, while the technical training side of the house leaned more toward a training delivery system only. The command settled on two programs: the BLTMS would administer the training management system, while the Advanced Training System would standardize all computer-assisted training offered in the command.

Instrument Flight Center Closed

Because the Air Force no longer had a requirement for a dedicated instrument school, the Instrument Flight Center (IFC) began phasing down operations at Randolph in 1977, and ATC inactivated the unit on 30 June 1978. Thus, the IFC concluded over 30 years of instrument flying-related activities, including the Instrument Pilot Instructor School.

Occupational Measurement Center Moved

The USAF Occupational Measurement Center (OMC) developed the Air Force's promotion tests and validated that the tests remained job-related through periodic occupational surveys of all specialties. The OMC had moved to the Medina Annex from Lackland's main base in 1976, but during late 1977, General Roberts decided to move it again, this time to Randolph AFB. This move freed 354 billeting spaces at Lackland to accommodate programmed increases in Officer Training School production. On 1 May 1978, ATC reassigned OMC from the Air Force Military Training Center to HQ ATC. The center's new home was the former location of the USAF Instrument Flight Center. This move placed the OMC in close proximity to DCS/Technical Training, the staff agency to which it reported.

Relocation of Procurement Center

In January 1978, ATC noted that the San Antonio Procurement Center had encountered major problems due to its location at Kelly AFB, an Air Force Logistics Command installation. Since the San Antonio Real Property Maintenance Agency was its major customer, ATC decided to collocate both organizations at the San Antonio Air Force Station. The move began at the end of 1978 and ended in May 1979. Also on 1 October 1978, Air Training Command redesignated the procurement center as the San Antonio Contracting Center, and at the same time, the command redesignated its 3303d Procurement Squadron as the 3303d Contracting Squadron.

INSTALLATIONS

Goodfellow AFB, Texas, Reassigned to ATC

Goodfellow had served as an ATC pilot training base during World War II and in the post-war era before it was turned over to USAF Security Service in 1958 for cryptologic training. In April 1978 the Secretary of the Air Force directed that responsibility for all cryptologic training, along with the base, be transferred to Air Training Command. The transfer agreement was negotiated between the two commands in May, and ATC gained jurisdiction of the base on 1 July. In conjunction with the transfer, ATC activated the 3480th Technical Training Wing (USAF Cryptological Training Center) at Goodfellow.

TRAINING

FLYING TRAINING

IFS Operational

On 17 February 1978, the 64th Flying Training Wing, Reese AFB, Texas, became the first ATC pilot training base with a fully operational instrument flight simulator (IFS) program, which allowed training in both the T-37 and T-38 simulator complexes.

USAF to Host ENJJPT

On 17 May 1978, ministers from the North Atlantic Treaty Organization (NATO) accepted an offer by the United States to host the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program for a 10-year period beginning in 1981. Ultimately, the Air Force selected ATC's Sheppard AFB for the location of this training.

Tailored Navigator Training

For all navigator training classes beginning after 2 October 1978, ATC provided specialized rather than generalized training. The new program taught basic navigator skills to all graduates. Two new courses--advanced navigation (AN) and tactical navigation (TN)--provided specialized training tailored to the needs of the major commands. Upon graduation from UNT, navigators with assignments to tankers, transports, and bombers, took the AN course and those going to Tactical Air Command, mainly as weapon systems officers, took the TN course. Others entered electronic warfare officer training at Mather.

TECHNICAL TRAINING

Eight-Hour Training Day

Triggered by a congressional inquiry, the General Accounting Office (GAO) investigated all DOD technical training programs. It found that each of the services had different length training days. In its report the GAO proposed that all technical training students should spend eight hours a day in class, five days a week. According to the GAO estimate, ATC could save $70 million by converting from its 6-hour to an 8-hour day. By the end of the year, ATC had converted most of its courses but found that its savings were actually only $17 million.

EDUCATION

CCAF Accreditation

To ensure acceptance of its credits and degrees by civilian educational institutions, the Community College of the Air Force (CCAF) applied for accreditation with the Southern Association of Colleges and Schools' Commission on Colleges. The association accepted the CCAF as a candidate for accreditation in June 1978.

MISCELLANEOUS

Overseas Exercise Support

For the first time in the history of the command, ATC tested its wartime/contingency mission readiness by deploying 250 of its personnel into the Pacific Air Forces (PACAF) region. This 8-22 February 1978 deployment was in support of Exercise Commando Rock. Again in April, Air Training Command deployed 291 personnel to Hahn Air Base, Germany, to support USAFE's Exercise Salty Rooster.

1979

For the second time in two years, Air Training Command reorganized its technical training establishment in the field. On 1 November 1979, ATC activated numbered technical training wings at each of the command's five training centers--the 3250th at Lackland, 3300th at Keesler, 3330th at Chanute, 3400th at Lowry, and the 3700th at Sheppard. These were the same numerical designations the training schools had had prior to 1 January 1978, when ATC replaced them with Deputy Commanders for Training. That reorganization resulted in significant manpower savings, but it had its drawbacks. The appellation Deputy Commander for Training was peculiar to ATC, not well known throughout the Air Force, and the source of some confusion. General Davis, the ATC commander, therefore, opted to return to the numbered wings. Meanwhile Recruiting Service for the first time in its history failed to meet its nonprior service enlistment goals.



Cryptologic voice-processing students practice their skill during a laboratory session at Goodfellow AFB, Texas.

ASSIGNED RESOURCES

(as of 31 December 1979)

PRIMARY INSTALLATIONS:	15
	Alabama--Gunter and Maxwell; Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard
PERSONNEL ASSIGNED:	55,512 (8,259 officers; 32,155 enlisted; 15,098 civilians)
AIRCRAFT ASSIGNED:	1,516 (T-37, T-38, T-41, T-43, TH-1, UV-18)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air University, Maxwell AFB AL
Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 technical training wing:

3480th (USAF Cryptological Training Center), Goodfellow AFB TX

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Mil Trng Affairs Gp, Randolph AFB TX
San Antonio Contracting Center, San Antonio AFS TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

9 squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
557th Flying Training, USAF Academy, Colorado Springs CO
3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3314th Management Engineering, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX

COMMAND LEADERSHIP

General
Bennie L. Davis



General Bennie L. Davis, the Headquarters USAF DCS/Personnel, replaced Gen John W. Roberts on 1 April 1979 as Commander, Air Training Command. Roberts retired. On 12 March Maj Gen Charles G. Cleveland became vice commander, replacing Maj Gen Evan W. Rosencrans. Cleveland came from HQ USAF where he had served as Director of Personnel Programs. Rosencrans went to Korea.

ORGANIZATION

Relocation of CCAF

When first activated in 1972, ATC located the Community College of the Air Force at Randolph. Then in 1977, due to crowding on Randolph, the college moved to the Lackland Training Annex. That was a short tenancy, because as a part of the 1978 assignment of Air University to ATC, the command decided to move the Community College of the Air Force to Maxwell AFB, Alabama. That transfer took place on 1 June 1979.

3300th Support Squadron

Headquarters ATC inactivated the 3300th Support Squadron at Randolph AFB on 1 January 1979, and its functions transferred to the Headquarters Squadron Section.

RECRUITING ISSUES

For much of its history, Air Training Command's ability to identify promising talent for Air Force positions of all types had not been seriously challenged. Recruiting efforts nearly always met projected needs. In the mid-1970s, however, continuing this level of achievement became more challenging. A reorganization of the USAF Recruiting Service, mandated reductions in recruiting resources, and an improving job market for 17- to 21-year-olds combined with more stringent enlistment criteria and screening procedures to cause concern. Quotas for new personnel were becoming increasingly more difficult to fill. A nearly 50 percent reduction in the recruiting budget in fiscal years 1974 through 1977 exacerbated the problem.

By late 1977, the time-honored methods of canvassing high schools, advertising, and talking to interested groups in public forums were not filling the need for new airmen. The first response to this more difficult recruiting environment, the Air Force Recruiter Assistance Program, offered active personnel, beginning in the fall of 1976, the chance to help recruiters identify potential airmen in their home towns. Although the program produced many leads, meeting recruitment quotas in the long term still seemed problematical. In addition, a low nonprior service enlistment rate in December 1978 suggested a rough road ahead.

Accordingly, the Recruiting Service established several initiatives. The guaranteed training enlistment program, operational in 1977, allowed applicants to select specific jobs at the outset of their careers from 140 Air Force specialties.

Other initiatives in 1978 and in 1979 allowed new airmen to select their preferred base of assignment and to be promoted to airman second class upon completing basic training. Those signing up for a six-year tour could benefit from an accelerated promotion schedule to senior airman. A delayed enlistment program permitted potential recruits to enlist early for jobs that would be held for them up to one year. Even with these incentive programs, for the first time in its history, Recruiting Service failed to meet its recruiting goal for fiscal year 1979.

In 1980 USAF Recruiting Service increased the use of incentives and added two more programs--Stripes for Education, which offered the rank of airman second class to those who had completed at least two semesters of college, and a cash bonus for enlisting in select career fields. By 1981 these incentives combined with two significant military pay raises to produce some notable recruiting successes. However, the problems of attracting new people into certain Air Force technical careers persisted.

The acquisition of officers into some career fields, such as engineering and the health professions, had represented a particularly difficult hurdle to cross. Here again, the use of specialized incentive programs brought results. The College Senior Engineer Program and the Undergraduate Engineer Conversion Program were the most successful. The former allowed senior engineering students to enlist with full pay and allowances, while the latter paid engineering graduates to return to school for a second engineering degree. In approximately four years, from 1979 through the end of 1983, Recruiting Service had turned a shortage of 1,200 engineers into a surplus. An all-out effort to induce physicians, dentists and nurses to join the Air Force had also paid dividends. The use of enlistment bonuses to attract those wishing to enter certain technical fields also achieved success.

Beginning in the mid-1970s the Air Force had faced a series of threats to its acquisition of quality personnel. The presence of a much more competitive marketplace for young people had prompted Air Training Command to adopt new initiatives and programs to attract new personnel. Many of these novel programs and initiatives became an integral part of the approach taken by recruiters to fill future Air Force needs for promising and talented airmen.



Young people joined the Air Force for many reasons. Traditionally the chances to travel and to continue their education were at the top of the list.

3307th School Squadron

Effective 2 January 1979, ATC inactivated its 3307th School Squadron (also known as the ATC Technology Applications Center) at Lackland AFB, Texas. Some squadron personnel transferred to HQ ATC DCS/Plans and Programs to form an Applications Division under the Training Systems Development Directorate.

3507th Airman Classification Squadron

Effective 1 March 1979, ATC reassigned the 3507th Airman Classification Squadron from Recruiting Service to HQ ATC.

TRAINING

FLYING TRAINING

Iranian Revolution

Because of a revolution and subsequent change of national policy, Iran canceled all future entries into flying and technical training courses. Students already in training were to complete school. (While the new government did not intend it, this included the Crown Prince of Iran, who finished undergraduate pilot training at Reese AFB on 9 March 1979.) As a result of the Iranian seizure of the US Embassy in Teheran and the holding of American hostages, ATC grounded all Iranian flying training students.



Female recruits from the 3709th Basic Military Training Squadron climb up a tower during obstacle training at Lackland AFB, Texas.

Coast Guard Navigator Training Ended

Giving no reason, the US Coast Guard notified ATC on 26 July that it would stop sending students to Mather AFB's Interservice Undergraduate Navigator Training and instead train its own navigators.

Rotary Wing Qualification Course

On 31 January 1979, ATC assumed responsibility for the Rotary Wing Qualification Course at Fort Rucker, Alabama. The course, formerly under MAC, trained fixed-wing pilots to fly helicopters.

Security Assistance Program Training

Since the early 1940s, ATC had provided special pilot training courses for foreign students under a variety of program titles, such as the Mutual Defense Assistance Program, the Military Assistance Program, and the Security Assistance Program. On 11 September, ATC ended the special courses. Students already in training were allowed to complete their courses, but all future pilot trainees would take the standard USAF undergraduate pilot training course.

TECHNICAL TRAINING

Computer Training Consolidated

Since Keesler Technical Training Center already performed most Air Force computer maintenance training, General Davis directed the consolidation of computer programmer and operator training there also. He made this decision on 5 June 1979, and actual consolidation occurred between the fall of 1979 and fall of 1980.



The CCAF relocated to this building at Lackland in 1977, where it remained for two years before moving to Maxwell.

1980

Air Training Command continued its efforts to institute specialized undergraduate pilot training and acquire a next generation trainer. Defense ministers of the NATO alliance agreed to begin Euro-NATO Joint Jet Pilot Training at Sheppard. For the first time since FY 71, pilot production showed an increase over the previous year's production. Air Training Command elevated the helicopter training detachment at Fort Rucker to squadron status, a reflection of expanded Air Force requirements. In technical training, ATC saw a substantial expansion in its student load.



ATC used the UV-18 aircraft for administrative airlift.

ASSIGNED RESOURCES

(as of 31 December 1980)

PRIMARY INSTALLATIONS: 15

Alabama--Gunter and Maxwell; Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED:

55,488 (8,396 officers; 32,336 enlisted; 14,716 civilians)

AIRCRAFT ASSIGNED: 1,482 (T-37, T-38, T-41, T-43, UV-18)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

USAF Recruiting Service, Randolph AFB TX
Air University, Maxwell AFB AL
Lackland Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 technical training wing:

3480th (USAF Cryptological Training Center), Goodfellow AFB TX

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Mil Trng Affairs Gp, Randolph AFB TX
San Antonio Contracting Center, San Antonio AFS TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

10 independent squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
557th Flying Training, USAF Academy, Colorado Springs CO



Recruits are fitted for initial clothing issue at Lackland AFB, Texas.

3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3314th Mgmt Engrg, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Trng (Heli), Fort Rucker AL

COMMAND LEADERSHIP

General Bennie L. Davis continued to serve as the ATC commander, and Maj Gen Charles G. Cleveland remained the vice commander.

ORGANIZATION

3588th Flying Training Squadron

In 1971, when the Army began training Air Force undergraduate helicopter pilots, Air Training Command established small detachments of Air Force personnel at Army training sites to monitor training, provide interservice liaison, and give administrative support to Air Force students. When this training went to a single location--Fort Rucker, Alabama--ATC transferred student accountability and processing from Randolph to Craig AFB in Alabama. Craig closed in 1977, and the responsibility went to a detachment of the 14th Flying Training Wing at Columbus. Since that time, the detachment's mission had expanded to include more than 350 hours per month for flying and academic training with 17 permanent party personnel assigned. Then on 31 January 1980, Air Training Command replaced the detachment with the activation of the 3588th Flying Training Squadron (Helicopter). The squadron reported directly to the HQ ATC Deputy Chief of Staff, Operations.

TRAINING

FLYING TRAINING

First Female Enters UPT-H

Although the Army had been training female helicopter pilots for some time, the Air Force had not, that was until 2d Lt Mary L. Wittick entered undergraduate pilot training helicopter (Class 81-05) in May 1980.

Euro-NATO Joint Jet Pilot Training

For some years, member nations of the NATO alliance had attempted to develop a common pilot training program. By combining pilot training programs, the allies could reduce costs and increase NATO operational standardization. In 1978 NATO officials accepted a US offer to host ENJJPT at an American base. On 11 June 1980, the Secretary of Defense announced that ATC would conduct the ENJJPT course at Sheppard AFB, Texas. Participating nations were to contribute to the ENJJPT program proportionately to their use of it.

Contributions of capital assets such as aircraft and of personnel primarily instructor pilots (IP) would count as credits. Student training costs, and flying hour costs for IP training and continuation flying would count as debits. Nations with an overall debit balance would be required to pay increased financial charges to the program, while nations with a credit balance would be compensated by cash, credit to the country's foreign military sales account with the United States, or by credit to the ENJJPT program trust fund. The first class of ENJJPT students entered training on 1 October 1981.



The first Euro-NATO Joint Jet Pilot Training pilot to solo was 2d Lt Larry Weisenberg, whose classmates performed the traditional dunking on 20 November 1981.

TECHNICAL TRAINING

Interservice Training Review Organization

To ATC the most significant problems of peacetime training were a shortage of resources of all types and a constant struggle to produce cost effective training. In 1972 the General Accounting Office had issued a report criticizing the services for maintaining duplicate training courses and encouraging wholesale consolidation of these courses. Acting on this criticism, the Defense Department established the Interservice Training Review Organization (ITRO) in August 1972 as a cooperative effort among the services to review all training and education with a goal of eliminating duplication. From the beginning, ITRO was a voluntary organization, and the services were not bound to follow its recommendations. In the first few years, ITRO was successful mainly in promoting small, noncontroversial training consolidations. Between 1976-1978, in fact, no technical training consolidations took place, although the Air Force and Navy began interservice navigator training at Mather AFB in July 1976. Following an eight-month study in 1979, the ITRO Review Board approved the reorganization on 1 January 1980. Designed to make ITRO more responsive, it eliminated the excessive organizational layering and numerous committees.



At Chanute AFB, Illinois, a fuels training instructor shows a student how to perform a refueling operation.

MILITARY TRAINING

Test of BMTS Surge Capabilities

In times of war, Air Force manpower requirements would drastically increase, with a corresponding increase in the number of those entering basic training. A key factor in determining ATC's capability to meet the manpower increases rested on knowing the maximum training capability of the basic military training school. On 5 May 1980, training officials doubled the load for two flights--Flights 410 and 411--which entered training with 100 members each rather than the normal load of 50. Graduating on 18 June 1980, the two flights lost only four members due to training setbacks, and none were eliminated. While training was not canceled or degraded, officials believed that a sustained surge could impact the quality of training. Thus, Air Training Command modified its surge training plans to include the use of two or more installations for basic training.



A technician repaints a T-38 wing at Williams AFB, Arizona.

EDUCATION

Community College Receives Accreditation

On 12 December 1980, the Southern Association of Colleges and Schools voted unanimously to accredit the Community College of the Air Force as a degree granting institution, ending two and one half years of evaluation and consideration.

MISCELLANEOUS

US Government Expels Iranian Students

Although the Iranian government had stopped sending students into USAF training programs in January 1979, numerous Iranians were still in training at the beginning of 1980. Following the Iranian seizure of the American Embassy in Teheran in November 1979, all Iranians in flying training had been grounded, though they continued to receive academic instruction. On 7 April 1980, the Department of Defense directed that all Iranian military trainees were to leave the country by 11 April 1980. All Iranian students and their families under the jurisdiction of Air Training Command, except two students and their wives who were in advanced stages of pregnancy, left on schedule. After the births, these students and their dependents left for Iran on 24 April 1980.



A fireman inspects the nose wheel of a T-38 after a student pilot reported "hot brakes."

1981

The command had long tried to accommodate other nations with a variety of flying training programs. At no time was that more evident than in 1981. Since 1966 ATC had conducted a special undergraduate pilot training program geared mainly for the German Air Force but also open to students from the German Navy and the Royal Netherlands Air Force. That program, whose last class began in the summer of 1981, was succeeded by the Euro-NATO Joint Jet Pilot Training program, whose first class entered in the fall. As the name suggested, the new program was designed for a wider audience--the nations of the Atlantic Alliance. Also in the fall, Air Training Command began a new program for German navigator students.

ASSIGNED RESOURCES

(as of 31 December 1981)

PRIMARY INSTALLATIONS: 15

Alabama--Gunter and Maxwell; Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 57,712 (8,191 officers; 33,420 enlisted; 16,101 civilians)

AIRCRAFT ASSIGNED: 1,462 (T-37B, T-38A, T-41A/C, T-43A, UV-18)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB, TX
Air University, Maxwell AFB AL
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB TX
323d, Mather AFB CA

1 independent technical training wing:

3480th (USAF Cryptological Training Center), Goodfellow AFB TX

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Mil Trng Affairs Gp, Randolph AFB TX
San Antonio Contracting Center, San Antonio AFS TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

10 independent squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
557th Flying Training, USAF Academy, Colorado Springs CO
3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3314th Management Engineering, Randolph AFB TX

3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP



Gen Thomas M. Ryan, Jr.

Gen Thomas M. Ryan, Jr., assumed command of Air Training Command on 29 July 1981, replacing Gen Bennie L. Davis, who became Commander in Chief, Strategic Air Command. Air Training Command also gained a new vice commander when Maj Gen William P. Acker took over from Maj Gen Charles G. Cleveland on 24 July 1981. General Cleveland was promoted to lieutenant general and became the Commander of Air University.



An instructor navigator shows a student how to use the radar in the T45 simulator at Mather AFB, California.

TRAINING

Euro-NATO Joint Jet Pilot Training Program

On 1 October 1981, the Euro-NATO Joint Jet Pilot Training (ENJJPT) program began when Class 83-01 entered training at Sheppard AFB, Texas, graduating a year later. The 12 participating nations--Belgium, Canada, Denmark, Germany, Greece, Italy, the Netherlands, Norway, Portugal, Turkey, the United Kingdom, and the United States--saw ENJJPT as a way to increase standardization and cut costs by reducing duplicate training. The establishment of ENJJPT was several years in the making and was modeled after the undergraduate pilot training program that the command had conducted for the German Air Force since 1966.

German Navigator Training

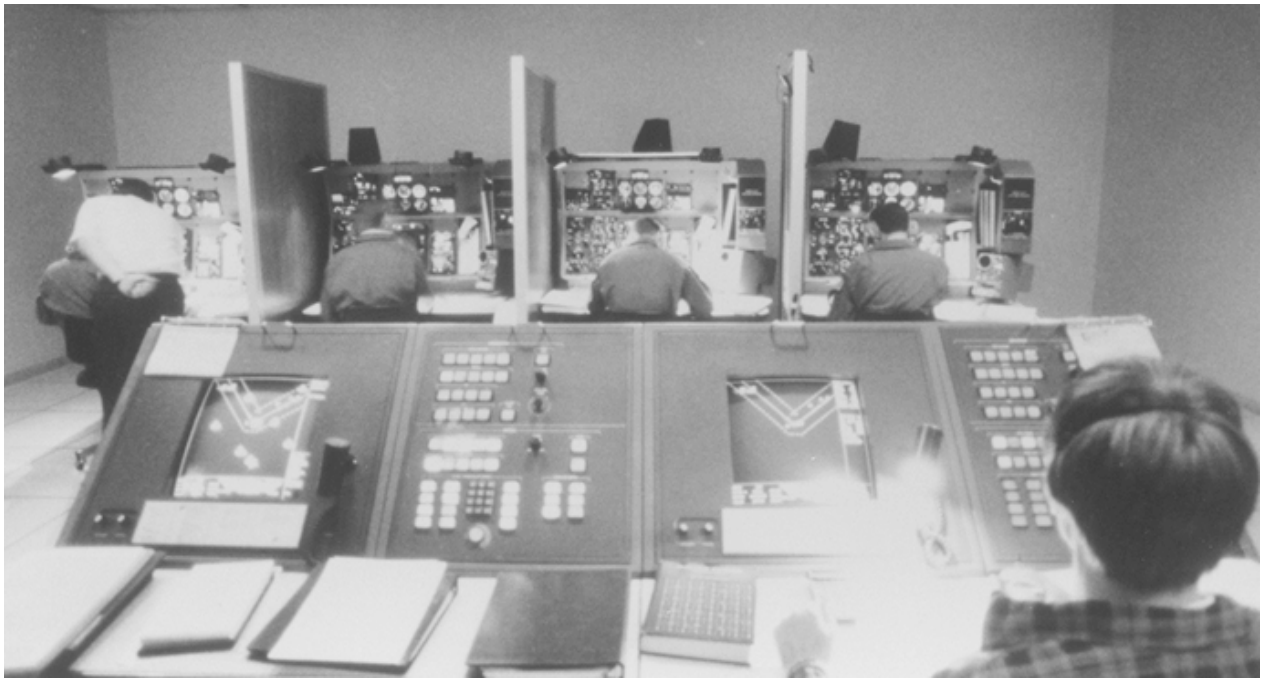
At the same time it was making plans to phase out the UPT program for German pilot candidates, ATC was also planning to introduce a special navigator training program for the German Air Force and Navy. Both those services were about to reequip many of their squadrons with the Tornado fighter-bomber, a two-seat, swing-wing aircraft similar to the F-111. The Germans wanted to put a weapon systems officer (WSO) in the second seat and asked the Air Force to set up a program to help them do that. On 28 August 1981, HQ USAF formalized an agreement with the German Air Force that established a German squadron at Mather to train up to 80 WSOs a year. The new program began on 1 October 1981, and at year's end there were 20 students in training.

Time-Related Instruction Management

For several years Air Training Command had sought a way to capitalize on computer technology and use it to improve the administrative and student management side of UPT. The base management system provided what computer support there was, and it processed information in overnight batches. Consequently, the information was not always timely. An ATC initiative, the time-related instruction management (TRIM) system, would put computer terminals in the squadrons and operations areas to replace the printouts and provide more current information; TRIM also had a computer-assisted instruction (CAI) feature that allowed student pilots to work on their own. On 16 September 1981, the Air Force issued a contract to Hazeltine Corporation to develop the system. Each UPT base and Randolph would receive the TRIM system, which included four computers: one to handle scheduling and administration, two to provide CAI for the students, and one to link the system together. Terminals in flight rooms, squadron and wing operations areas, and classrooms would provide access to the system. Initial training was underway at year's end.

Next Generation Trainer

Air Training Command moved a step closer to obtaining a successor to the aging T-37 primary trainer in 1981. In October the Aeronautical Systems Division at Wright-Patterson AFB, Ohio, the agency responsible for such matters, issued a request for



Undergraduate navigators at Mather AFB, California, make extensive use of simulators to chart their missions.

proposal to aircraft companies interested in manufacturing the next generation trainer for the Air Force. On 7 December, five companies responded to the solicitation with their proposals. Shortly thereafter, the source selection process began.

Busy Plotter

In 1979 Air Training Command established a program called Busy Plotter that provided proficiency flying for navigators in Strategic Air Command. With the scarcity of flying hours brought on by the high cost of fuel, ATC's T-43 navigator training aircraft were much less expensive to fly than SAC's large, heavy B-52s. Busy Plotter, therefore, served essentially the same purpose for SAC navigators as the Accelerated Copilot Enrichment program did for SAC copilots. By September 1981, CINCSAC, Gen Bennie L. Davis, decided that the program had served its purpose, and ATC discontinued Busy Plotter on 1 October 1981.



Airmen run the confidence course at Lackland AFB, Texas, which was Air Training Command's only basic military training school during the 1980s.

MISCELLANEOUS

Air Traffic Controller Strike

A strike on 3 August 1981 by unionized air traffic controllers employed by the Federal Aviation Administration (FAA) disrupted training activities within the command. First of all, even though FAA supervisory personnel and those controllers who did not go out on strike tried to handle the workload, it was too much for them. From ATC's perspective that translated into reduced flying training activities in conditions that necessitated instrument flight rules (IFR). Williams AFB was hit the worst. It lost all FAA support for IFR flights, until the installation of a military radar approach control, which helped some. Elsewhere within the command, the problem was not quite so serious. To make up for the shortage of qualified air traffic controllers, the Department of Defense made 1,000 military controllers available to the FAA, 64 of them from Air Training Command. Any further deployment of controllers, the flying training wings contended, would greatly reduce their capabilities--causing delays in graduations, loss of production capacity, and a reduction in the quality of instruction. However, no other deployments occurred, and the disruptions in training proved minor at most ATC bases.



During the nationwide strike by civilian air traffic controllers, the Keesler AFB, Mississippi, controller course saw only a minor increase in its student load.



A student with simulated injuries is hauled into a 20-man life raft during the final exercise of the water survival (non-parachuting) course at Fairchild AFB, Washington.

1982

The second of July 1982 was a red letter day for Air Training Command. On that date, Secretary of the Air Force Verne Orr announced that Fairchild Republic and the Garret Turbine Engine Company had been awarded the contract for the production of the T-46A. The T-46, also referred to as the Next Generation Trainer, was going to replace the T-37 in the primary phase of undergraduate pilot training. Air Force contract options provided for a fleet of 650 T-46As. Air Training Command anticipated it would receive the first aircraft in April 1986.

ASSIGNED RESOURCES

(as of 31 December 1982)

PRIMARY INSTALLATIONS: 15

Alabama--Gunter and Maxwell; Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 57,065 (8,324 officers; 33,005 enlisted; 15,736 civilians)

AIRCRAFT ASSIGNED: 1,406 (T-37B, T-38A, T-41A, T-43A)





"Aim High" became the Air Force slogan in October 1982, replacing the earlier catch phrase, "Air Force--A Great Way of Life." In tests, the Air Force had found that young people associated the phrase, "Aim High," with the Air Force--its quality of life, people, and high-tech equipment. One phrase that kept being repeated was "Aim High--Air Force." Young men and women, ages 17 and 18, said it told them that they could achieve their fullest potential in the Air Force.

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Air University, Maxwell AFB AL
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 wing equivalent unit:

Officer Training School, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 independent technical training wing:

3480th (USAF Cryptological Training Center), Goodfellow AFB TX

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Mil Trng Affairs Gp, Randolph AFB TX
San Antonio Contracting Center, San Antonio AFS TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

10 independent squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX
3314th Mgmt Engrg, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Trng (Heli), Fort Rucker AL

COMMAND LEADERSHIP

General Thomas M. Ryan, Jr., continued to serve as the ATC commander, while Maj Gen William P. Acker remained vice commander.

ORGANIZATION

Technical Training Centers Reorganized

The command reorganized its technical training centers to reduce the administrative burden borne by the technical training group commanders, provide additional assistance for the wing commanders, and streamline the technical training process. On 1 April ATC implemented a number of measures that included changing the name of the Plans and Requirements Division to the Operations Division and making its chief a colonel who would also serve as the deputy wing commander. Other changes worth noting were the placement of the Registrar Branch under the Operations Division and the transfer of the measurement function from Faculty Development to the Training Evaluation Division. However, the centerpiece of the reorganization was the establishment of a student group at each center on 1 October 1982.

557th Flying Training Squadron Transferred

Since 1968, ATC's 557th Flying Training Squadron had run the Air Force Academy's pilot indoctrination program designed for those cadets slated to attend undergraduate pilot training after graduation. Following a 1981 study of the program, the Air Force Academy indicated its interest in taking over the pilot indoctrination program in order to centralize command and control, consolidate airfield management, and emphasize the motivational aspects of the program. Finally, both ATC and HQ USAF agreed to transfer the unit to the Air Force Academy, and the academy assumed control of the 557th on 1 October 1982. The squadron had a fleet of fifty T-41Cs for flight screening, plus two UV-18Bs to support the Air Force Academy's parachute training program. In addition ATC also transferred the squadron's manpower authorizations: 54 officer, 7 enlisted, and 4 civilian spaces.

3307th Test and Evaluation Squadron

Air Training Command activated the 3307th Training and Evaluation Squadron (Acquisition Management) on 15 November 1982. The command established the squadron to look after ATC's interest in the

acquisition of the T-46A. The squadron fell under the administrative and operational control of the Acquisition Directorate in DCS/Plans, with the director dual-hatted as the squadron commander. To carry out its unique mission, the 3307th had a detachment at Wright-Patterson AFB, Ohio, to interface with the Air Force Systems Command T-46 Systems Program Office and an operating location at the prime contractor's (Fairchild Republic) facility in Farmingdale, New York.

TRAINING

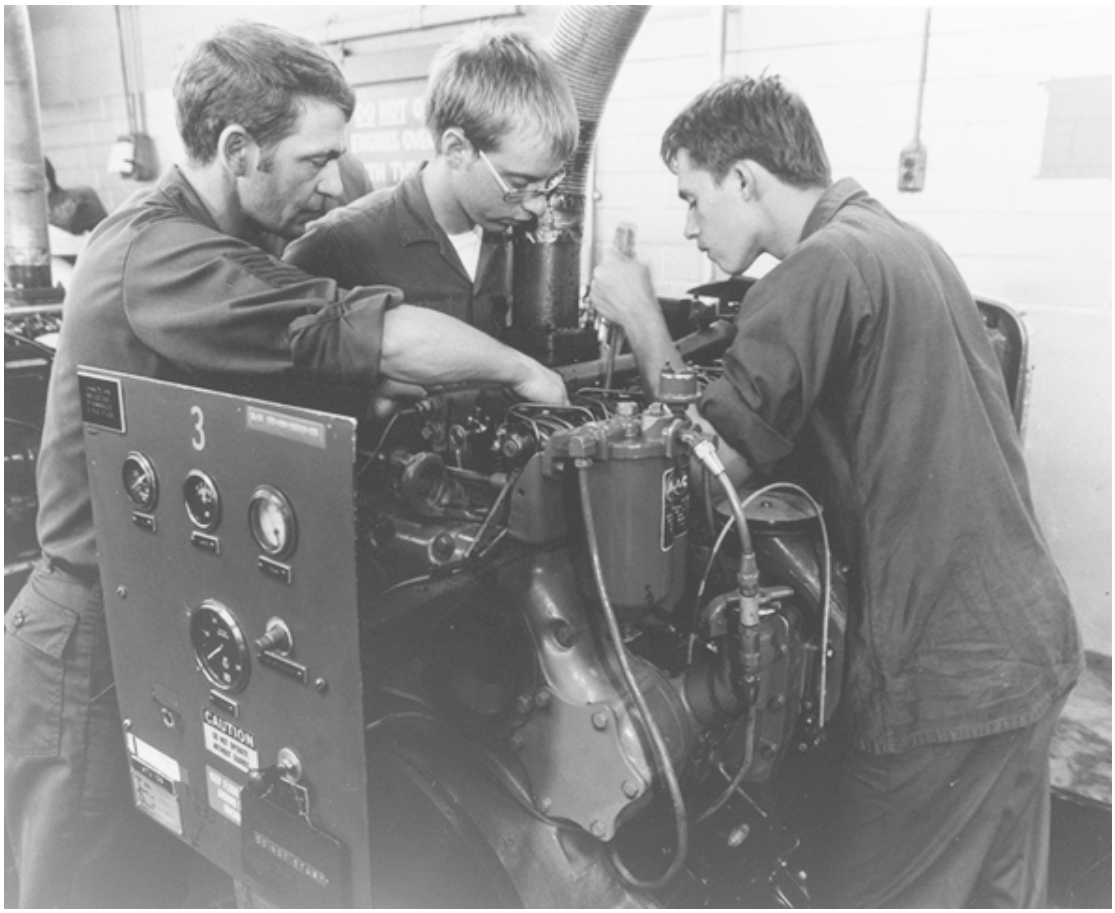
FLYING TRAINING

Contract Award for Next Generation Trainer

On 2 July 1982, Secretary of the Air Force Verne Orr announced that Fairchild Republic and the Garrett Turbine Engine Company had been awarded the contract for the production of an aircraft known as the Next Generation Trainer. This aircraft, formally designated the T-46A, was going to be the replacement for the T-37 and, as such, was destined for use in the primary phase of undergraduate pilot training. The new trainer had two jet engines and side-by-side seating. Air Force contract options provided for a fleet of 650 T-46As. Air Training Command anticipated it would receive the first aircraft in April 1986.

German Air Force Training Ends

After 16 years at Sheppard, the German Air Force undergraduate pilot training program came to an end on 7 August 1982, when the last class graduated. Although designed primarily for German Air Force students, the course had also been available to pilot candidates from the German Navy and the Royal Netherlands Air Force. In all, the course produced 1,252 German and 49 Dutch pilots. Additionally, from 1968 to 1975, 544 USAF pilots graduated from the course.



An instructor monitors student progress in automotive training at Chanute AFB, Illinois.

EDUCATION

Enlisted Commandant for SNCOA

General Ryan converted the commandant's position at the Senior Noncommissioned Officer Academy (SNCOA), Gunter AFS, Alabama, from colonel to chief master sergeant. In December 1982 he selected CMSgt Bobby G. Renfroe to serve as the academy's first enlisted commandant.

Establishment of CADRE

On 10 December 1982, HQ USAF constituted the Air University Center for Aerospace Doctrine, Research, and Education (CADRE) and tasked the new organization to research, formulate, analyze, test, and publish doctrinal and concept studies. The new organization would also embrace the Aerospace Studies Institute, the Air University Press, and the projected Command Readiness Exercise System. Air University provided 70 manpower authorizations from its existing resources to get CADRE off the ground and anticipated adding 24 more slots in FY 85 with the establishment of the Command Readiness Exercise System.



Students get hands-on training in the short-range attack missile lab at Chanute AFB, Illinois.



Recruits assigned to the 3743d Basic Military Training Squadron at Lackland AFB, Texas, practice marksmanship with M-16 rifles.

1983

On 1 July 1983, scarcely five years after HQ USAF had aligned Air University under ATC, it reversed the process and conferred major air command status on Air University once more. With the realignment, Air Training Command lost two installations--Maxwell Air Force Base and Gunter Air Force Station. The command also did away with the Deputy Chief of Staff, Education post on the headquarters staff and, in its place, established a new position--the Assistant Chief of Staff, Commissioning Programs.

ASSIGNED RESOURCES

(as of 31 December 1983)

PRIMARY INSTALLATIONS: 13

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard



Basic trainees make their way across a water hazard on the confidence course at Lackland AFB, Texas.

PERSONNEL ASSIGNED: 53,772 (7,916 officers; 31,645 enlisted; 14,211 civilians)

AIRCRAFT ASSIGNED: 1,401 (T-37B, T-38A, T-39A, T-41A, T-43A)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 air division equivalent unit:

Air Force Reserve Officers' Trng Corps, Maxwell AFB AL

2 wing equivalent units:

Officer Training School, Lackland AFB TX
USAF Instrument Flight Ctr, Randolph AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 technical training wing:

3480th (USAF Cryptological Training Center), Goodfellow AFB TX

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Mil Trng Affairs Gp, Randolph AFB TX
San Antonio Contracting Center, San Antonio AFS TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

10 independent squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX
3314th Management Engineering, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP



Gen
Andrew P. Iosue

Gen Andrew P. Iosue assumed command of ATC on 23 June. He replaced Gen Thomas M. Ryan, Jr., who went on to become Commander, Military Airlift Command. Air Training Command also gained a new vice commander in Maj Gen James P. Smothermon, who replaced Maj Gen William P. Acker on 14 June. Maj Gen Smothermon previously commanded the United States Logistics Group in Turkey.

ORGANIZATION

Air University Regains MAJCOM Status

On 1 July 1983, scarcely five years after HQ USAF had aligned Air University under Air Training Command, it reversed the process and conferred major air command status on Air University once more. At the time of the merger on 15 May 1978 the Air Force sought to consolidate most of its education and training programs and provide a focal point for personnel procurement programs. The move brought professional military education (PME) under the same roof as flying, technical, and basic military training. Moreover, it provided common direction for two of the Air Force's major commissioning programs ROTC and OTS. Over time, HQ USAF had become concerned that this arrangement lowered the visibility and diminished the importance of the Air War College, the Air Command and Staff College, and other PME schools. In elevating Air University



Instructors closely monitor students installing an electronics pod on an F-4D aircraft during classes at Sheppard AFB, Texas.

to MAJCOM status once again, HQ USAF hoped to erase that perception. However, the Air Force continued to believe there was merit in having a single MAJCOM administer the two commissioning programs and decided to keep ROTC under ATC control. Effective 30 June 1983, ATC reassigned the Air Force Reserve Officers' Training Corps at Maxwell from Air University to HQ ATC.

Instrument Flight Center Reestablished

Reversing another step it had taken five years earlier, HQ USAF, on 1 October 1983, reestablished the Instrument Flight Center (IFC) at Randolph AFB. This confirmed the Air Force's need for a central facility to determine and validate new flight concepts and instrument flight systems. When it was initially established in 1972, the IFC standardized the use of instrument procedures and training methods for pilots, participated with other government and civilian organizations in developing instrument systems, and trained pilots to become instrument pilot instructors through the Instrument Pilot Instructor School (IPIS). Colonel E.J. Baker assumed command of the revitalized IFC on 1 October. The organization was assigned to Air Training Command as a wing-level direct reporting unit under the operational control of the ATC vice commander, with the Director of Operations at HQ USAF providing policy and functional guidance. At first the Instrument Flight Center had 24 manpower slots and was tasked only with developing instrument flight standards, but planning had already begun to reestablish IPIS as part of the command's Instrument Flight Center.

TRAINING

FLYING TRAINING

UPT-Helicopter

ATC conducted undergraduate helicopter training at the U.S. Army Aviation Center, Fort Rucker, Alabama. The 3588th Flying Training Squadron provided administrative support for the Air Force students in the program (82 Air Force students completed the course in 1983) and carried out specialized instruction applicable to Air Force students. In 1983, the Army added two weeks to their

AIR UNIVERSITY

When Air Education and Training Command (AETC) stood up on 1 July 1993, Air University (AU) became part of the new command. This was not the first time the Air Force's education and training missions had been linked so closely. After countless studies that recommended the consolidation of the two missions, Gen David C. Jones, Air Force Chief of Staff, had directed the merger of Air University and Air Training Command on 15 May 1978. At that time, AU lost its status as a major command and became, in effect, another ATC center. To formulate policy and provide guidance for Air University, ATC established a new staff agency, the Deputy Chief of Staff, Education. This organizational relationship remained in effect until July 1983.

Air University traced its roots back to the Air Corps Tactical School, established at Langley Field, Virginia, in the 1920s. In 1931 the Air Corps Tactical School moved to Maxwell, and it was there that many of the ideas, tactics, and doctrine that the Army Air Forces adopted in World War II were first hammered out. After a brief stay in Orlando, Florida, during the war, the school moved back to Maxwell in late 1945 and was redesignated as Air University on 12 March 1946.

From its inception, Air University's mission was to provide advanced military education for senior officers at the Air War College and for mid-level officers at the Air Command and Staff School. Junior officers began their professional military education (PME) at Tyndall Field, Florida, at the Air Tactical School. In 1950, when the tactics school closed, Air University opened the Squadron Officer Course at Maxwell as an arm of the Air Command and Staff School. Though some name changes occurred over time, these three schools formed the core of Air Force PME until 1972, when the Air Force established the USAF Senior NCO Academy across town from Maxwell at Gunter Air Force Station.

With professional military education as the centerpiece, Air University broadened its base considerably over the years. As its mission expanded, Air University became the home for such organizations as the Air Force Institute of Technology; the Extension Course Institute; the Ira C. Eaker Center for Professional Development; and the Air University Center for Aerospace Doctrine, Research, and Education.

On 1 July 1983, almost as suddenly as the merger of Air Training Command and Air University had been carried out five years earlier, it was dissolved, and Air University regained its status as a major command. Although the Air Force did not consider the merger a failure, it was concerned that the visibility of PME had been reduced and felt that reestablishing Air University as a MAJCOM would serve to elevate professional military education to its appropriate level. Headquarters USAF also indicated to Lt Gen Charles G. Cleveland, the AU commander at the time, that Air University's capability and involvement in the doctrinal development process (the AU Center for Aerospace Doctrine, Research, and Education was established in 1982) was a primary reason for the reestablishment of Air University as a major command.

syllabus to prepare their students to manage Aviation Branch activities. The commander of the 3588th proposed adding two weeks to the Air Force portion of the course, to provide additional instruction and to keep its students on the same schedule as their Army partners. ATC and the Air Force approved the request in November.

TECHNICAL TRAINING

Project Smooth Flow

Over the years, technical training managers frequently faced sizeable fluctuations in trained personnel requirements (TPR) in numerous Air Force specialties or AFSCs. At the root of the problem was Air Force insistence on bringing each AFSC up to 100 percent manning by the end of the next fiscal year. The net result of this approach was a series of peaks and valleys, e.g., when large numbers of airmen entered a particular specialty in a given year and left the Air Force coping with large numbers four years later. This single year orientation impacted student flow and disrupted faculty stability. It dramatically affected the number of 3-level airmen fed into certain career fields from year to year and, since instructor authorizations were tied directly to production levels, the average instructor experience level varied considerably over time. To avoid this unwelcome set of circumstances, ATC initiated Project Smooth Flow early in 1983. Smooth Flow was designed to stabilize entries into a specialty by incorporating long-range planning into the TPR



An aerial view of the academic circle at Maxwell AFB, Alabama, the home of Air University.

Following the collapse of communism and the end of the Cold War, the US Air Force, under the leadership of General Merrill A. McPeak, Chief of Staff, prepared itself to face a new world order. In line with several other initiatives to streamline the Air Force, General McPeak proclaimed 1992 as the "Year of Training." To examine how the Air Force could better train its people, General McPeak established three task groups, one to look at the process, one to look at the structure, and one to focus exclusively on flying training. Among other things, the Training Structure Task Group, chaired by Lt Gen Joseph W. Ashy, ATC commander, looked once more at the option of consolidating the education and training missions under a single command and concluded it was desirable.

In redesignating ATC as the Air Education and Training Command and realigning Air University under the new command, Headquarters USAF also approved several other actions. This time around, the Air University commander retained policy development responsibilities as the Director of Education on the AETC staff--a move that addressed a sore point that festered throughout the earlier consolidation of education and training missions. For the most part, Air University retained its unique identity; it was not considered as just another training center (which became training wings under AETC), nor was it on a par with the two numbered air forces activated as part of AETC. It stood by itself, an organization unlike any other in the Air Force with its singularly important educational mission. Finally, Air University also assumed management responsibility for the Community College of the Air Force and the Air Force ROTC program, and it prepared to assume control of the Officer Training School, which was slated to complete its move from Lackland to Maxwell by 1 October 1993.

development process. Instead of trying to achieve 100 percent manning each year, ATC intended to attain that level over a period of two to four years. Basically, Smooth Flow allowed ATC to negotiate the TPR with other commands at training management conferences. Based on an analysis of eight years of TPR data for a specialty, ATC could recommend an adjusted TPR that was two percent higher or lower than the number required to man the career field at 100 percent. Air Training Command used the Smooth Flow approach for the first time at the training flow management committee meeting held from 7-11 March 1983.

Training Technology Applications Program

The Training Technology Applications Program (TTAP) was established on 23 December 1982, but it did not get on its feet until 1983. Air Training Command created TTAP to coordinate programs to transfer research and technology into training and to field test training innovations in an operational setting. The objectives of the program were to identify new training technology, develop priorities for applying the technology, purchase test equipment, evaluate the tests, and upgrade the successful technology to operational status. In the course of the year, TTAP made some real progress, approving and funding 16 projects originated by HQ ATC and the technical training wings. Among them was a project involving a programmable arc welding trainer for



In a laboratory setting at Goodfellow AFB, Texas, a student examines photo imagery.

Sheppard that would provide low cost initial instruction in a hazard free environment and a test at Lackland designed to identify reading problems of recruits in basic military training. While TTAP was not a panacea for technical training problems, it did offer a means of identifying, testing, and funding training innovations in a controlled setting.

Sentinel Aspen

As part of a major effort to upgrade intelligence training, ATC issued a statement of need for Sentinel Aspen in January 1983. Under the Sentinel Aspen umbrella, the command intended to address four areas of general intelligence training that required modernization: target selection and weaponeering calculations; the collection, processing, exploitation, and dissemination of information obtained through imagery; interface with operational indications and warning systems; and fusion or interface concepts in use in the intelligence community. Planners expected the modernization program to cost on the order of $56 million. To carry out the upgrade, ATC concentrated on the development of five things: a General Imagery Intelligence Training System (GIITS), Intelligence Data Handling Systems, an Intelligence Applications Training Module, an Indications and Warning Training Module, and an Intelligence Fusion Training Module. In 1983 the command decided to focus mainly on the development of GIITS, and the Air Force awarded contracts to Ford Aerospace Corporation and Goodyear Aerospace Corporation to come up with a system that incorporated the traditional photo analyst's light table and optics with a computerized analysis system that featured imagery displayed in digital form and manipulated on video terminals.

MILITARY TRAINING

Engineer Recruitment

Procurement efforts to alleviate a critical shortage of military engineers that existed since the 1970s finally began paying off for the Air Force in 1983. From a shortfall of approximately 1,200 engineers in 1979, the projected overall engineer strength for FY84 was more than 100 percent. This turnaround was a significant achievement for Recruiting Service. New incentive programs allowed the Air Force to compete with the higher salaries civilian employers offered. The most successful programs were the College Senior Engineer Program, which allowed engineering students to enlist and receive pay and benefits as E-3s during their senior year; they attended OTS after graduation. The Undergraduate Engineer Conversion Program sent college graduates back to school to earn a second degree (in engineering) after attending OTS.

1984

Training philosophy was about to change. The ATC commander announced that Air Training Command was moving away from its existing policy of training to minimum skill levels and, instead, moving toward a program of training airmen to the fullest extent that resources allowed. The command's goal was to provide using agencies with individuals immediately able to perform all assigned tasks. While it was more expensive to extend training, such a program did lessen the heavy on-the-job training load carried by the operational commands. Also by 1984, ATC was spending over $1 million on the Installation Restoration Program--a DOD effort to clean up toxic and hazardous waste sites.

ASSIGNED RESOURCES

(as of 31 December 1984)

PRIMARY INSTALLATIONS: 13

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 53,966 (7,568 officers; 32,153 enlisted; 14,245 civilians)

AIRCRAFT ASSIGNED: 1,393 (T-37B, T-38A, T-39, T-41A, T-43A)

MAJOR SUBORDINATE UNITS:

6 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 air division equivalent unit:

Air Force Reserve Officers' Trng Corps, Maxwell AFB AL

2 wing equivalent units:

Officer Training School, Lackland AFB, TX
USAF Instrument Flight Ctr, Randolph AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX



Airman Basic Virginia Queen, above, was the first female to go through the security specialist course at Lackland AFB, Texas.

71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 technical training wing:

3480th (USAF Cryptological Training Center), Goodfellow AFB TX

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Military Training Affairs Group, Randolph AFB TX
San Antonio Contracting Center, San Antonio AFS TX
San Antonio Real Property Maintenance Agency, San Antonio AFS TX

12 independent squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX
3308th Technical Training (Advisory), Randolph AFB TX
3309th Training Readiness, Randolph AFB TX
3314th Mgmt Engrg, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP

General Iosue remained commander and Maj Gen Smothermon, vice commander.

ORGANIZATION

Headquarters Reduction

In the DOD Authorization Act of 1984, Congress directed the Secretary of Defense to reduce by 5 percent (later 7.45 percent) the number of military and civilian authorizations in management headquarters in the Office of the Secretary of Defense, DOD agencies, and military departments. To ATC that meant its ceiling dropped from 1,301 to 1,204 positions. Air Training Command managed the reduction by realignment. Later in the year authorizations were transferred from the headquarters to two newly activated units: the 3308th Technical Training Squadron (Advisory) and the 3309th Training Readiness Squadron.

DCS/Information Systems

A new Deputy Chief of Staff, Information Systems formed at HQ ATC on 1 October. It was a combination of the Office of Computer Resources and the Directorate of Communications-Electronics.

3308th Technical Training Squadron

On 1 April ATC activated the 3308th Technical Training Squadron (Advisory) at Randolph and assigned it to the headquarters. With the organization of this unit, ATC combined all of its training technology and technical training advisory services under a single organization.

3309th Training Readiness Squadron

Air Training Command activated the 3309th Training Readiness Squadron at Randolph and assigned it to the headquarters on 1 July. The 3309th managed the command's readiness program and served as ATC's intelligence function. The last time HQ ATC had an office dedicated to intelligence functions was in 1975, but a headquarters reduction had caused its loss.

3785th Field Training Wing

Beginning in late 1983, HQ ATC conducted a study of the field training program, looking at organization and mission performance. The study group found that the training detachments did an excellent job in the field. It was organization that caused problems. From its establishment on 1 April 1976, the 3785th Field Training Group had operated a worldwide teaching program with the aid of a single squadron--the 3751st. Through the years, the lines of authority and responsibility had become indistinct. To define these elements more clearly, the study group recommended elevating the 3785th to wing level and assigning four squadrons to the wing. With Air Staff approval, on 1 July 1984, ATC redesignated the 3785th Field Training Group as the 3785th Field Training Wing, assigned the 3751st Field Training Squadron to the wing, and activated three additional field training squadrons: the 3752d, 3753d, and 3754th. Like the group, the 3785th Field Training Wing, remained assigned to the Sheppard Technical Training Center.



An instructor from ATC's survival school at Fairchild AFB, Washington, demonstrates animal skinning techniques during survival, evasion, resistance, and escape training for cadets at the Air Force Academy, Colorado Springs, Colorado.

First Sergeant Academy

Air Training Command established a First Sergeant Academy at Keesler on 24 January and assigned it to the 3300th Technical Training Wing.

Support Squadron

In an effort to attract more qualified officers to fill support roles, ATC reorganized some of its services, transportation, supply, and security police divisions as squadrons. On 1 April the command activated services squadrons at Chanute, Keesler, Lowry, and Sheppard. Randolph, Mather, Keesler, Lackland, and Lowry gained transportation squadrons on 1 July, and Goodfellow added a supply squadron. On the same day, ATC activated security police squadrons at Columbus, Laughlin, Reese, Vance, and Williams.

TRAINING

FLYING TRAINING

TRIM Implemented

On 16 January 1984, ATC began using the Time-Related Instruction Management (TRIM) system, a computer system to support flying training activities. The first unit to use the system was the 47th Flying Training Wing at Laughlin AFB, Texas.

Navigator-Bombardier Training Ends

On 6 November 1984, ATC ended navigator-bombardier training at Mather AFB in California. For 37 years, Mather had provided this instruction. However, when SAC decided to phase in a new avionics system in the early 1980s, either ATC had to upgrade its training equipment at considerable expense or transfer training responsibility to SAC. Both commands agreed that the best solution was to transfer the training to SAC's combat crew training school at Castle AFB in California.

TECHNICAL TRAINING

Information Systems

In 1984 the Air Force combined communications and data automation to form a new information systems career field. Both the officer training (49XX) and the enlisted program (491XX) were to begin in 1985. Keesler had conducted most of the old communications-electronics and data automation training and would continue with the new courses. However, a small part of the enlisted training program would operate at Sheppard.

Intelligence Training

On 1 February the Air Force announced that ATC would consolidate all intelligence training at Goodfellow AFB in northwestern Texas. That meant that the cryptologic and intelligence courses at the Keesler and Lowry Technical Training Centers, as well as those at Offutt AFB in Nebraska, would all transfer to Goodfellow, where the 3480th Technical Training Wing (USAF Cryptological Training Center) operated. The consolidation was expected to be complete by 1988.

Air Base Ground Defense Training

In May 1984 the Army and Air Force signed a memorandum of agreement governing joint force development. The agreement included 31 initiatives, two of which covered air base ground defense. The first made the Army responsible for defense of all Air Force installations outside the immediate perimeter of the base, while the second directed the Army to conduct air base ground defense training for Air Force personnel. Air Training Command had provided that training at Camp Bullis in Texas. However, beginning in October 1985, the Army would offer this instruction at Fort Dix, New Jersey.

MISCELLANEOUS

Push-Pull Mobilization

Air Training Command gained a new responsibility in December 1984--management of Push-Pull Mobilization. Headquarters USAF had developed the concept in October 1983 in an effort to improve response time in a contingency scenario. Basically, the Air Staff would identify skills needed and pre-trained individual manpower (PIM) to be recalled. These personnel would be "pushed" to in-processing sites at one of the technical training centers, based on career specialty. Then, based on requirements, the PIM would be "pulled" from the centers and assigned to using organizations.

"Show the Way" Logo Developed

In 1984 Recruiting Service developed a logo for Air Training Command. Included in the logo were the torch of knowledge, taken from the official ATC emblem, and the words, "Show the Way."



An aggressor force makes plans during an air base ground defense training exercise at Camp Bullis, near San Antonio, Texas.

1985

Budget reduction was a major concern of the ATC leadership. Confronted by the Balanced Budget Act, better known as Gramm-Rudman-Hollings, ATC suffered nearly $600 million in cuts in the FY 87 budget. With the passage of Gramm-Rudman, the steady growth of defense budgets under the Reagan administration came to an end. Although the reductions came from across the training spectrum, the deepest cuts were in flying training. These included reductions in undergraduate pilot training for the Air Reserve Forces, a cut in flying training hours, and a two-year delay in the tanker-transport-bomber training system. The most wrenching cut, however, was the Air Force's decision to cancel the T-46A, the replacement aircraft for the T-37.

ASSIGNED RESOURCES

(as of 31 December 1985)

PRIMARY INSTALLATIONS: 13

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 53,254 (7,708 officers; 31,984 enlisted; 13,562 civilians)

AIRCRAFT ASSIGNED: 1,389 (T-37B, T-38A, T-39A, T-41A, and T-43A)



The Fairchild T-46 was the next generation trainer the Air Force had proposed to replace the T-37. However, a dwindling defense budget caused HQ USAF to cancel acquisition of the new system.

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Goodfellow Tech Trng Ctr, Goodfellow AFB TX
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 air division equivalent unit:

Air Force Reserve Officer Trng Corps, Maxwell AFB AL

2 wing equivalent units:

Officer Training School, Lackland AFB TX
USAF Instrument Flight Ctr, Randolph AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Mil Trng Affairs Gp, Randolph AFB TX
San Antonio Contracting Center, Fort Sam Houston TX
San Antonio Real Property Maintenance Agency, Fort Sam Houston TX

12 independent squadron and equivalent units:

USAF Occupational Measurement Center, Randolph AFB TX
3302d Computer Services, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX
3308th Technical Training (Advisory), Randolph AFB TX
3309th Training Readiness, Randolph AFB TX
3314th Management Engineering, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP

Gen Andrew P. Iosue remained the ATC commander. On 17 July Maj Gen Charles R. Hamm replaced Maj Gen James P. Smothermon as the ATC vice commander. General Smothermon became commander of the 314th Air Division and Korean Air Defense Sector, Osan Air Base, Korea.

ORGANIZATION

Organizational Changes

Among the significant organizational changes taking place during 1985 were the reorganization of base supply at ATC bases; the transfer of base contracting functions for Kelly AFB from San Antonio Contracting Center to the San Antonio Air Logistics Center; the reorganization of the consolidated maintenance squadrons at Chanute, Lowry, and Sheppard Technical Training Centers; and the realignment of the Air Force Officer Orientation School from Air University to Air Training Command and its concomitant relocation from Maxwell AFB, Alabama, to Lackland's Medina Annex. Also, as a part of a HQ USAF test, Keesler and Reese had established mission support squadrons, which combined such functions as personnel, administration, professional military education, and social actions. If the test proved successful, the Air Force's standard wing organization would then include a mission support squadron.

AFROTC Name Change

Effective 1 August 1985, the Air Force Reserve Officers' Training Corps became the Air Force Reserve Officer Training Corps.



AFROTC cadets practice marksmanship with the M-9 pistol during field training.

Goodfellow Technical Training Center

As part of the plan to consolidate all Air Force intelligence training at Goodfellow AFB in Texas, ATC activated the Goodfellow Technical Training Center on 1 March, the sixth such training center in the command. At the same time, ATC removed the parenthetical notation (USAF Cryptological Training Center) from the 3480th Technical Training Wing at

Goodfellow and assigned the wing to the technical training center.

TRAINING

FLYING TRAINING

T-46 Cancellation

After a number of modification and production delays, the first flight of the T-46, the replacement for the T-37, occurred on 15 October at Edwards AFB, California. However, with the Air Force searching for ways to meet tighter congressional funding limitations, HQ USAF decided to delete funding for the continued production of the T-46 from the FY 87 budget, thereby effectively killing the acquisition program.

Pacer Classic

Begun in October 1985, Pacer Classic was a maintenance program to rebuild and modernize the T-38. The venerable T-38, used in flying training for nearly a quarter of a century, had begun to show signs of wear. Following two wing failures in 1978, ATC had initiated a program to replace the T-38's wings. Then in 1982 several initiatives were undertaken to improve the T-38's J85 engine. These efforts eventually developed into Pacer Classic, an umbrella program under which the T-38 fleet would receive various airframe modifications and engine enhancements to prolong its service life and keep it flying into the twenty-first century.

First Woman Enters ENJJPT

The Euro-NATO Joint Jet Pilot Training program at Sheppard entered its first female student, Ensign Petronella Speerstra from the Netherlands, in November 1985. This was a significant development, because the NATO course was designed to produce fighter pilots, and women had previously been barred from serving in that capacity.

Fixed-Wing Qualification

Air Training Command began a new fixed-wing qualification program on 1 October that provided for proficiency advancement and qualified helicopter pilots to fly fixed-wing aircraft. Training was removed from UPT, and flying was conducted in the upgrade sections of the T-37 and T-38 squadrons at the UPT bases. Randolph would gain all new fixed-wing qualification entries in January 1986.

TECHNICAL TRAINING

Computer Technology

The command's technical training philosophy continued to be that training should be provided to the fullest extent that resources allowed rather than just to the minimum skill levels required. However, ATC's resources had limits, and training in support of this philosophy was expensive. So, ATC had to look for innovative ways of supplying the degree of training the major commands wanted. One of those ways was a heavy reliance on computer technology



An armament student uses a laser gun to align the AGM-86B air-launched cruise missile to its mount.



Student analysts at the cryptology school at Goodfellow AFB, Texas, practice surveillance and warning techniques during an exercise.

for such uses as developing exportable courseware. To provide support for building exportable training, HQ USAF approved the establishment of a systems support activity at Keesler. By the end of the year, Keesler's systems support activity was at work on its first task developing exportable courseware for two specialties, administration and personnel.

B-1B and Peacekeeper Training

During the year, ATC continued to develop training programs for two new weapon systems--the B-1B and the Peacekeeper missile. Field training began at the first B-1B base--Dyess, Texas, in January 1985, several months before the first new bomber was delivered. The technical training wings at Chanute and Lowry would provide portions of the Peacekeeper missile training.



ATC provided field training at Dyess AFB for personnel working on the new B-1B bomber (above) and offered portions of the MX Peacekeeper training at its technical training centers.

MISCELLANEOUS

AIDS Screening Becomes Mandatory

During 1985 in the Department of Defense, there was growing concern over the spread of acquired immune deficiency syndrome or AIDS. On 1 October the Department of Defense directed that all recruits and officer candidates would be tested for the disease. If two tests were positive, the individual would be given a more sophisticated and expensive test. If this were positive, the entrant would be medically disqualified from the service.

Hurricane Elena

On 2 September Hurricane Elena struck the Mississippi gulf coast, near Keesler AFB, causing extensive damage. While most of Keesler's technical training facilities escaped damage, officials halted training so that all personnel were available to assist with recovery efforts along the gulf coast. Command headquarters directed Lackland to stop sending basic military training graduates to the school for several days. Training resumed at Keesler less than a week later.



The MX Peacekeeper was the newest intercontinental ballistic missile in the Air Force inventory.

1986

When ATC changed commanders on 28 August, it was more than a ceremony. It marked the reversion of the ATC commander position from a four-star to a three-star position. However, the change had little, if any, effect on the operation of the command. During the year, ATC added a new training mission, that of providing undergraduate space training. The command leadership spent much of their time working around budgetary restrictions caused by the Gramm-Rudman-Hollings legislation. Problems directly affecting personnel management included restrictions on permanent change of station moves, a congressionally mandated reduction in officer end strength, and a statutory requirement to cut the size of the command headquarters by 10 percent. One troubling personnel problem was pilot retention. In FY 86 the Air Force noted pilot retention dropped to its lowest level since 1981.

ASSIGNED RESOURCES

(as of 31 December 1986)

PRIMARY INSTALLATIONS: 13

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 54,053 (8,138 officers; 31,868 enlisted; 14,047 civilians)

AIRCRAFT ASSIGNED: 1,359 (T-37B, T-38A, T-39A, T-41A, T-43A)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Goodfellow Tech Trng Ctr, Goodfellow AFB TX
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 air division equivalent unit:

Air Force Reserve Officer Trng Corps, Maxwell AFB AL

1 wing equivalent units:

USAF Instrument Flight Center, Randolph AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Military Training Affairs Group, Randolph AFB TX
San Antonio Contracting Center, Fort Sam Houston TX
San Antonio Real Property Maintenance Agency, Fort Sam Houston TX

11 independent squadron and equivalent units:

ATC Operations Center, Randolph AFB TX
USAF Occupational Measurement Center, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX

3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX
3308th Technical Training (Advisory), Randolph AFB TX
3314th Management Engineering, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP



Lt Gen John A. Shaud

Lieutenant General John A. Shaud assumed command of ATC on 28 August 1986 from Gen Andrew P. Iosue, who retired. This marked the reversion of the ATC commander position from four to three stars. General Shaud came to Randolph from the Pentagon where he served as Air Force Deputy Chief of Staff for Personnel. Major General Charles R. Hamm continued as vice commander.



An instructor provides "hands-on" training to an electronic warfare officer trainee in Mather's AN/ALQ-T4 simulator.

ORGANIZATION

Air Training Information Systems Division

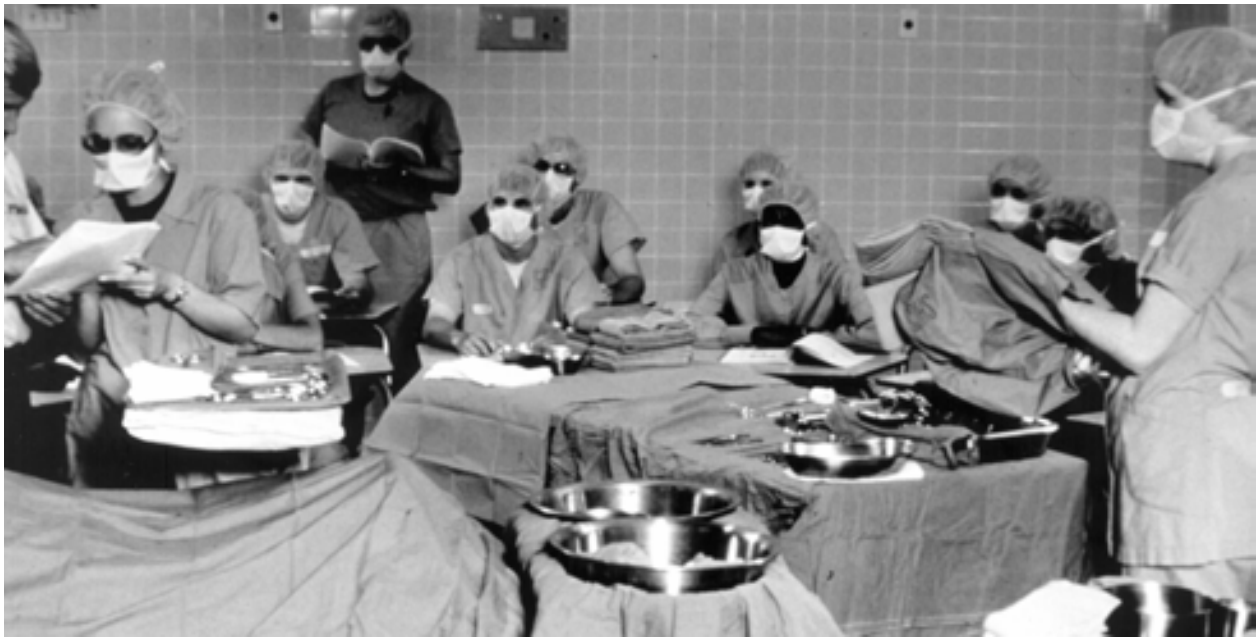
In 1984 HQ USAF published a plan to integrate management of information throughout the Air Force. According to the plan, management of information systems would be a "dual hat" arrangement in which host major commands would retain operational control, and Air Force Communications Command (AFCC) would exercise administrative management of personnel assigned to the information systems function. To accommodate the integration of communications and data automation functions in ATC, the Air Training Information Systems Division (ATISD) was activated on 1 January 1986 as a numbered air force-equivalent unit. It was formed through the consolidation of ATC's DCS/Information Systems, the 3302d Computer Services Squadron, Detachment 7 of HQ AFCC, and other AFCC resources. The ATISD designation was short lived, however, because AFCC redesignated it as the Air Training Communications Division on 1 November 1986.

Officer Training School Realigned

When ATC established OTS in 1959, it also assigned the school to the Lackland Military Training Center. On 1 June 1972, OTS was realigned under HQ ATC to put it more on a par with the Air Force Reserve Officer Training Corps (AFROTC), which was a numbered air force equivalent unit reporting to Air University, and with the Air Force Academy, which was a special operating agency reporting to HQ USAF. However, General Shaud's management philosophy was that senior field commanders, such as the AFMTC commander, should exercise control over related command missions, especially when located on the same base. Therefore, on 14 November 1986, ATC reassigned OTS from the headquarters to AFMTC.

ATC Operations Center Activated

To gain some relief from a congressionally imposed manpower ceiling on management headquarters personnel, ATC had established the 3309th Training Readiness Squadron in 1984. Subsequently, a problem arose concerning the performance evaluations of officers assigned to the 3309th because their records did not indicate a major command assignment, though they directly supported ATC. On 1 January 1986 the command established a named unit--the ATC Operations Center at Randolph--and inactivated the 3309th.



Nurses participate in a training session at Wilford Hall USAF Medical Center, Lackland AFB, Texas.

3302d Computer Service Squadron

On 1 January 1986, ATC inactivated its 3302d Computer Service Squadron at Randolph as part of the activation of AFCC's Air Training Information Systems Division.

Comptroller Squadrons

On 1 July ATC established comptroller squadrons at seven of its bases--Chanute, Keesler, Lackland, Lowry, Sheppard, Mather, and Randolph.



Trainees learn to follow a technical order on jet engine inspection procedures as part of a jet engine class at Chanute AFB, Illinois.

TRAINING

FLYING TRAINING

Navigator Training

On 15 July specialized undergraduate navigator training (SUNT) replaced the standard navigator training program, when the first class began the core course at Mather AFB in California. Under SUNT, all navigators would receive a 65 day common core training course. The students would then be selected for one of three training tracks: fighter, attack, reconnaissance; tanker, transport, bomber; or electronic warfare training. Students received their wings upon completion of the specialized training.

TECHNICAL TRAINING

Proposed Consolidation of Survival Training

Ever since the survival school moved from Stead AFB, Nevada, to Fairchild AFB, Washington, in 1966 there had been periodic discussions about consolidating the combat survival course at Fairchild and the water survival course at Homestead AFB, Florida. In 1985 HQ USAF approved an ATC proposal to put the two courses at an ATC base in a more temperate climate, preferably Keesler. However, budget cuts brought on by the Gramm-Rudman bill and pressure from the Washington state congressional delegation combined to kill the proposal in 1986.



Astronaut Sally Ride about to be dragged through Biscayne Bay as part of her water survival training at Homestead AFB, Florida.

Undergraduate Space Training

By the 1980s, the role of space systems in intelligence, communications, and weather reconnaissance had become so pervasive that the Air Force decided to establish a military command structure devoted to space operations. Headquarters USAF activated the Air Force Space Command (AFSPACECOM) in 1982. Since other services were also involved in space operations, in 1985 the Defense Department established the US Space Command. The Air Force also needed a space training program, and in 1985 HQ USAF decided that AFSPACECOM would take over mission specific, upgrade, and on-the-job training, while ATC would conduct an undergraduate space training (UST) course and AFSC awarding technical courses. Undergraduate space training would parallel UPT and UNT as a general operational training course. Like the undergraduate flying training courses, UST provided a basic preparation for space operational assignments, while the using command provided further specific training. The first UST course began at Lowry AFB on 9 October.

MISCELLANEOUS

Military Construction

During 1986 major construction projects worth over $50 million were completed at ATC bases. The largest share of the work took place at Goodfellow, primarily because the Air Force was consolidating intelligence training there and because construction had been put off at this base since 1978 because of two separate efforts to close Goodfellow. Also to provide housing for Goodfellow's increasing population, ATC began its first build-lease housing project.

Anti-Terrorism Planning

After the United States bombing raid on Libya in 1984, experts predicted an expansion of global terrorist activity. In response, ATC established an Antiterrorism Committee to study enhanced security measures and awareness training. The command tested new entry control procedures at Williams and Chanute and installed new barriers to protect aircraft.

1987

Air Training Command underwent significant mission and organizational changes in 1987. The command gained a new mission in February, with the activation of the San Antonio Joint Military Medical Command (SA-JMMC). The biggest organizational change involved a major reorganization of HQ ATC. Guided by his perception that there were four "action" DCSs in the headquarters--Operations, Technical Training, Recruiting Service, and Medical Services and Training--the ATC commander realigned a number of functions on his staff. Also, HQ USAF approved the disestablishment of the San Antonio Real Property Maintenance Agency and the San Antonio Contracting Center. Besides organizational changes, the command also found itself facing the possible loss of a base, when first Lowry and then Mather, were considered for closure. Luckily, a combination of political pressure and local interest succeeded in removing either base from consideration for closure.

ASSIGNED RESOURCES

(as of 31 December 1987)

PRIMARY INSTALLATIONS: 13

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 52,579 (7,336 officers; 31,441 enlisted; 13,802 civilians)

AIRCRAFT ASSIGNED: 1,357 (T-37B, T-38A, T-39A, T-4lA, and T-43A)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Goodfellow Tech Trng Ctr, Goodfellow AFB TX
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

2 air division equivalent units:

Air Force Reserve Officer Trng Corps, Maxwell AFB AL
San Antonio Joint Military Medical Command, Randolph AFB TX

1 wing equivalent units:

USAF Instrument Flight Center, Randolph AFB TX

1 combat crew training wing:

3636th, Fairchild AFB WA



In February the Army and Air Force combined medical assets at San Antonio to form the Joint Military Medical Command. This consolidation included the Air Force's largest medical center, Wilford Hall (shown above) and the Army's second largest medical facility, Brooke Army Medical Center.

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Military Training Affairs Group, Randolph AFB TX
San Antonio Contracting Center, Fort Sam Houston TX
San Antonio Real Property Maintenance Agency, Fort Sam Houston TX

13 independent squadron and equivalent units:

ATC Civilian Automated Training Office, Lackland AFB TX
ATC Operations Center, Randolph AFB TX
USAF Occupational Measurement Center, Randolph AFB TX
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX
3308th Technical Training (Advisory), Randolph AFB TX
3313th Medical Service, Randolph AFB TX
3314th Management Engineering, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP

Lieutenant General John A. Shaud continued to serve as the ATC commander. On 12 June 1987, Maj Gen Thomas A. Baker replaced Maj Gen Charles R. Hamm as the Vice Commander of Air Training Command. General Hamm became the Superintendent of the Air Force Academy at Colorado Springs, Colorado.

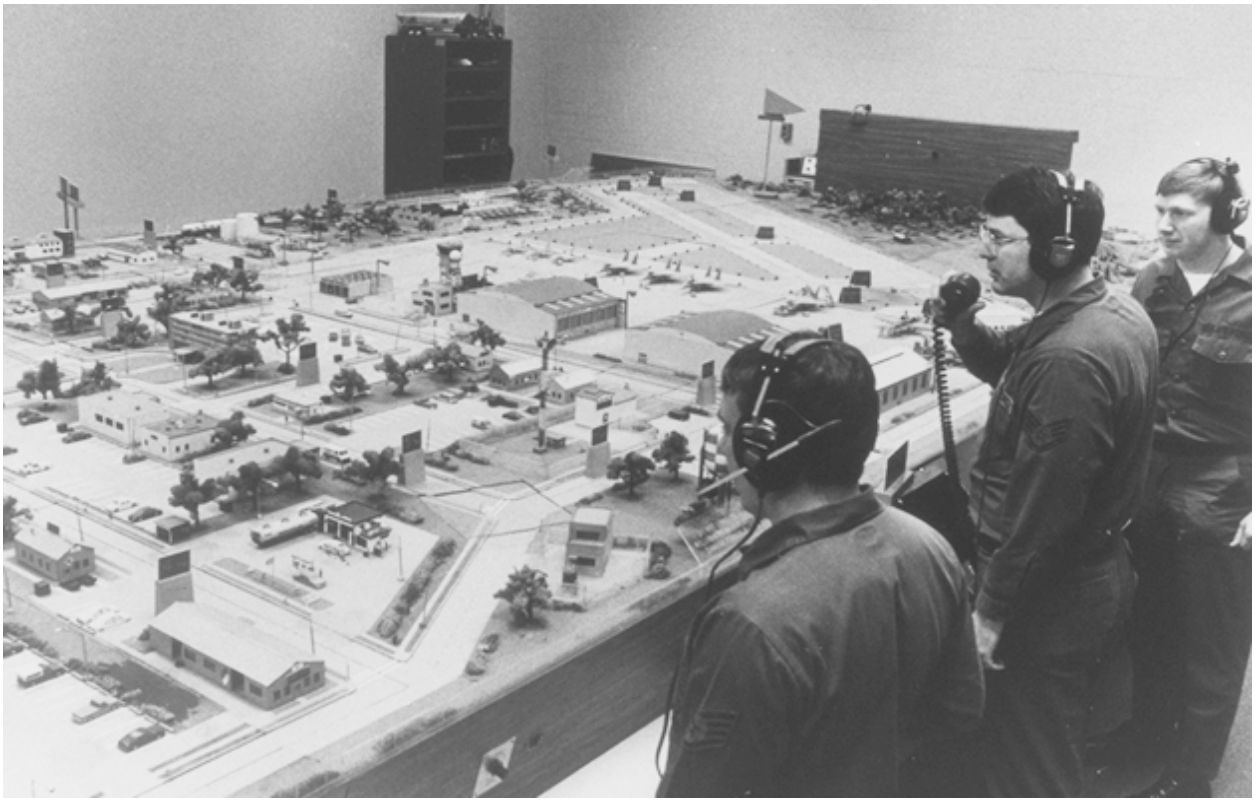
ORGANIZATION

DCS/Operations and Readiness

Effective 1 January, the ATC commander directed that the Readiness Division in DCS/Plans and Requirements move to DCS/Operations. Concurrently, DCS/Operations became DCS/Operations and Readiness.



Students at Chanute AFB, Illinois, learn about firefighting by handling real fires in a controlled setting. In a flaming laboratory, they learn both fire supervision and rescue techniques. Advanced training to prepare students to serve as fire chiefs included the use of a model depicting a typical base (next page).



Headquarters Reorganization

Looking at the way plans and requirements functions were spread among most of the DCSs, General Shaud decided the headquarters needed a major reorganization. In Shaud's opinion, ATC needed four action DCSs--Operations, Technical Training, Recruiting Service, and the Surgeon. The other DCSs--Plans, Logistics, Comptroller, Civil Engineering, and Personnel--would be the support agencies. By organizing under those guidelines, Shaud believed there would be clearer lines of responsibility between staff agencies. As of 1 April, all planners went to work for DCS/Plans and Requirements (XP), and XP established a requirements directorate. The headquarters disestablished the office of the Assistant Chief of Staff (ACS), Commissioning Programs, and changed the DCS/Recruiting Service designation to DCS/Recruiting Service and Commissioning Programs. Recruiting not only gained responsibility for commissioning programs, but it also became manager of AFROTC and OTS. (Later in the year, Recruiting Service also assumed responsibility for recruiting scholarship and non-scholarship applicants for AFROTC.) In addition, the ACS/Commissioning Program's management responsibilities for CCAF passed to Technical Training, and the Foreign Military Training Affairs Group no longer reported directly to the ATC commander but rather became a direct reporting unit of DCS/Plans and Requirements. A few months later, on 26 June, XP gained management responsibility for two more programs: the Defense Language Institute, English Language Center and Euro-NATO Joint Jet Pilot Training.

DCS/Medical Services and Training

Air Training Command redesignated its office of the command surgeon as the DCS/Medical Services and Training, effective 15 October. The major reason for that change was to show the increased responsibility that this office had undertaken since the activation of the San Antonio Joint Military Medical Command.

Civilian Automated Training Office (CATO)

The command activated the Civilian Automated Training Office (CATO) at Lackland on 1 October 1987. Its purpose was to centralize all civilian training activities in ATC, thereby reducing the workload in each of the Central Civilian Personnel Offices scattered throughout the command.

Joint Military Medical Command Formed

In preparation for the establishment of the San Antonio Joint Military Medical Command (SAJMMC) on 15 January, Air Force Systems Command reassigned Wilford Hall USAF Medical Center to ATC. Then on 16 February the San Antonio Joint Military Medical Command was activated at Randolph and assigned to ATC. By establishing this command, the Army and Navy were able to centralize control of all their medical facilities in the San Antonio area. Staffed by Army and Air Force personnel, the new command oversaw the operation

of Wilford Hall USAF Medical Center, Brooke Army Medical Center, the US Army Dental Activity, and the clinics at Randolph, Kelly, and Brooks. To assist with the headquarters management, ATC activated the 3313th Medical Services Squadron (JMMC) at Randolph on 1 March.

TRAINING

FLYING TRAINING

SUPT Changes

Late in the year the Air Force implemented a number of policy changes affecting the specialized undergraduate pilot training (SUPT) program. In particular, training tracks and basing strategy were changed. Where before there had been fighter-attack-reconnaissance and tanker-transport-bomber tracks, now there were bomber and fighter or tanker and transport tracks. In addition, all training would be provided at a single base. Reese was the first base programmed to offer SUPT, beginning in mid-1991.

New Approach to Navigator Training

At the end of February, Mather discontinued undergraduate navigator training. Air Training Command then shifted to specialized undergraduate navigator training or SUNT. Following a common core course, students then entered one of three tracks: fighter-attack-reconnaissance, tanker transport bomber, or electronic warfare. Students did not receive their navigator rating until they had completed track training.

Aviation Leadership Program

For many years, ATC had provided flying training for Latin American students. However, enrollment numbers had fallen off during the mid-1960s, as US involvement in Vietnam increased. But by the early 1980s, US interests in Latin America and the Caribbean had grown substantially, leading to the formation of the Aviation Leadership Program (ALP), a flying training program that Air Training Command conducted. Through this program, the US government had the opportunity to build better relations with future military leaders in Latin America and the Caribbean. The first group of ALP students began English language training at Lackland in April.

New Paint Scheme for T-37s

On 2 July the Air Staff approved the blue and white paint scheme designed for ATC's T-37 fleet by Keith Ferris. A rollout ceremony took place at Randolph on 31 August 1987 for the first T-37 (tail #59-0382) painted in this design.

TECHNICAL TRAINING

Undergraduate Space Training

Air Training Command graduated its first undergraduate space training (UST) class in February at Lowry. Then on 1 April HQ ATC moved management of the UST program from DCS/Technical Training to DCS/Operations.

Rivet Workforce

The Air Force implemented Rivet Workforce on 30 April, a service-wide initiative to create a more flexible, survivable, mobile workforce able to support USAF fighting needs across the spectrum of possible conflict. Rivet Workforce involved the restructuring of 21 career fields. By combining similar tasks, the Air Force combined the 21 AFSCs into 16 career fields.

4-Level Training

Because of the growing complexity of weapons systems, ATC was unable at times to provide sufficient weapons-specific training. Operational commands assigned their own personnel to provide the necessary training. A year-long test of an ATC/TAC training initiative to provide more hands-on training at the technical training centers, known as "4-level training," began when six students entered jet engine maintenance training at Chanute on 20 October.

MILITARY TRAINING

Recruiting Goal

The Air Force dropped Recruiting Service's nonprior service recruiting goal for FY88 to 40,000 positions--the lowest recruitment goal ever assigned--in response to declining defense spending. The Recruiting Service added AFROTC recruiting as a formal goal in FY88. Prior to the 1988-89 academic year, Recruiting Service had focused its efforts on recruiting for the Officer Training School and the Health Professions direct commissioning program and only indirectly supported AFROTC recruiting.

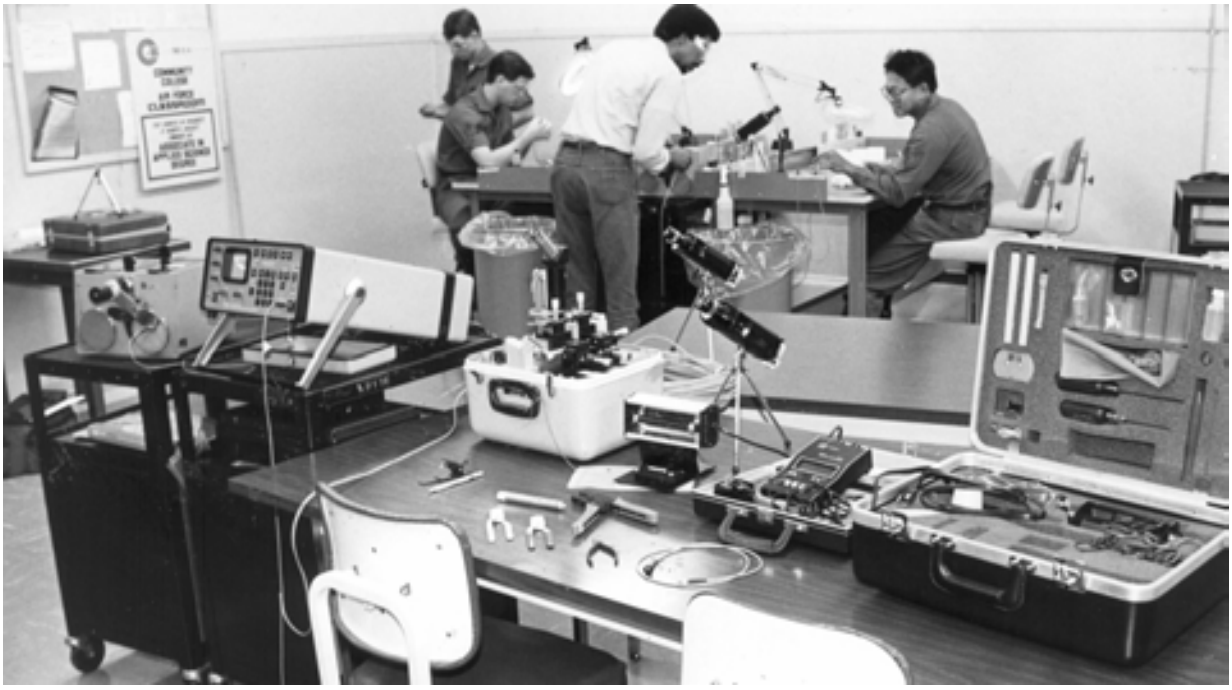
MISCELLANEOUS

Contract Maintenance

In 1986 in an effort to cut maintenance costs, ATC began looking at the possibility of converting aircraft maintenance at UPT bases, as well as training equipment maintenance at the centers, from military operation to civil service or contract, whichever was more cost-effective. By the end of 1987, the command had decided to convert maintenance at four bases--Columbus, Chanute, Lowry, and Sheppard--to contract maintenance beginning in April 1988.

1988

In fiscal year 1988, ATC faced severe funding limitations, particularly in the areas of training, civilian pay, and medical programs. The command had to institute a civilian hiring freeze. Total budget for technical training dropped by almost 15.7 percent from FY 87 levels. In the words of General Oaks, the ATC commander, the impacts of these reductions "on our mission would have been catastrophic were it not for reduced accession levels and deferred training demands [that] enabled us to take short-term actions to manage this level." Looking forward, only four items on ATC's FY 90 budget proposal received funds: an extensive program to rebuild and renovate Lackland; construction of new facilities for the Defense Language Institute; the aviation leadership program, a pilot training program for Latin American students; and the primary aircraft training system or PATS, an aircraft to replace the T-37.



An instructor at Sheppard AFB, Texas, guides students in learning to use test equipment and tools for installation of fiber optic cable.

ASSIGNED RESOURCES

(as of 31 December 1988)

PRIMARY INSTALLATIONS: 13

Arizona--Williams; California--Mather; Colorado--Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 50,755 (7,269 officers; 28,957 enlisted; 14,529 civilians)

AIRCRAFT ASSIGNED: 1,363 (T-37B, T-38A, T/CT-39A, T-41A, T-43A)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Air Force Mil Trng Ctr, Lackland AFB TX
Chanute Tech Trng Ctr, Chanute AFB IL
Goodfellow Tech Trng Ctr, Goodfellow AFB TX
Keesler Tech Trng Ctr, Keesler AFB MS
Lowry Tech Trng Ctr, Lowry AFB CO
Sheppard Tech Trng Ctr, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

2 air division equivalent units:

Air Force Reserve Officer Trng Corps, Maxwell AFB AL
San Antonio Joint Military Medical Command, Randolph AFB TX

1 wing equivalent unit:

USAF Instrument Flight Center, Randolph AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

4 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Foreign Mil Trng Affairs Gp, Randolph AFB TX
San Antonio Contracting Center, Fort Sam Houston TX
San Antonio Real Property Maintenance Agency, Fort Sam Houston TX

14 independent squadron and equivalent units:

ATC Civilian Automated Training Office, Lackland AFB TX
ATC Operations Center, Randolph AFB TX
USAF Occupational Measurement Center, Randolph AFB TX
3302d Technical Training, Keesler AFB MS
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Test and Evaluation, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX
3308th Technical Training (Advisory), Randolph AFB TX
3313th Medical Service, Randolph AFB TX
3314th Management Engineering, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP



Lt Gen
Robert C. Oaks

Lieutenant General Robert C. Oaks replaced General Shaud as the ATC commander on 6 June. General Shaud became Chief of Staff, Supreme Headquarters Allied Powers Europe. General Oaks came to ATC from Naples, Italy, where he had served as Commander, Allied Air Forces Southern Europe and Deputy Commander in Chief, United States Air Forces in Europe for the Southern Area. A few months later, on 24 October, ATC also changed vice commanders. Major General Thomas A. Baker received his third star and became the Commander, Seventh Air Force, at Osan Air Base in Korea. His successor was Maj Gen Robert S. Delligatti, the ATC Deputy Chief of Staff, Plans and Requirements.

ORGANIZATION

3302d Technical Training Squadron

On 1 July ATC replaced the Systems Support Activity, in operation at Keesler since 1985, with the newly-activated 3302d Technical Training Squadron. The squadron reported to the Keesler Technical Training Center until 1 November 1988, when Air Training Command reassigned it as a direct reporting unit of HQ ATC. Officials believed this change would make it easier for the 3302d to provide

computer-based instruction assistance to all the centers.

Family Support Centers

In 1980, as a part of a conference on families, the Air Force identified a need for family support centers. By assisting families, the Air Force felt it would "improve retention and productivity." However, it wasn't until 1988 that ATC began establishing family support centers throughout the command. As of 31 December, ATC had four full service centers in operation at Chanute, Lowry, Mather, and Sheppard, and six limited-service centers had opened at Goodfellow, Lackland, Laughlin, Reese, Keesler, and Williams.

TRAINING

FLYING TRAINING

Pilot Selection and Classification System

Under the old classification system, student pilots did not learn which category of aircraft they would fly operationally until about eight weeks before they completed pilot training. At that time, an advanced training recommendation board would meet, review the flying performance of the students, and determine follow-on assignments. As part of the switch from generalized to specialized training, ATC planned to implement a new selection and classification system to categorize students before they entered flight training. The major reason for moving the classification decision to the beginning of training was a desire to eliminate the negative connotations associated with not making the fighter-attack-reconnaissance cut under the old system. By letting prospective pilots know at the start what category of aircraft they could expect to fly upon graduation, the Air Force hoped to instill in them a greater sense of dedication to and identification with their particular major weapon system. Air Training Command planned to implement the new selection and classification system in 1991.



Pictured above is the portable basic attributes tester--the Porta-BAT. With the basic attributes test, the Air Force hoped to gain information on pilot candidates' self confidence, risk tolerance, tenacity, situational awareness, and reaction to task saturation, as well as on basic stick and rudder skills in order to select the best candidates for pilot training.



Officers train in Chanute's full-scale Logistics Readiness Center as part of the Aircraft Maintenance-Munitions Officers course.

Specialized UPT

Air Training Command's return to specialized undergraduate pilot training (SUPT) began in late 1964 when HQ USAF asked Air University to forecast the Air Force's pilot training needs in the 1970s. Nothing conclusive came of that study, but it raised the question of whether generalized or specialized UPT was the best path to follow. Several years and many studies later, the Air Force finally decided to implement SUPT. However, before the Air Force could begin, Congress wanted to see a master plan outlining how the Air Force intended to proceed. In April 1988 ATC produced the USAF Trainer Masterplan. It compared the relative merits and shortcomings of four variations of an improved UPT program, and it described in detail the course of action advocated by the Air Force. Those four variations included a modernized UPT that retained single-track generalized training, the all-through trainer system which also followed the single-track generalized concept, an alternate SUPT program, and SUPT. According to the trainer masterplan, SUPT would provide the highest quality graduate at the lowest cost. However, key to the success of any of these options were two modification programs, the

structural life extension program for the T-37 and the Pacer Classic program for the T-38, which would insure the planes remained airworthy.

TECHNICAL TRAINING

Computer-Based Intelligence Training

By 1988, ATC had finished consolidating intelligence training at Goodfellow and integrating the training courses. Several computer-based instruction (CBI) programs comprised an important aspect of this integration. Sentinel Bright, designed to provide linguistic and cryptology training, broke new ground in CBI but was plagued by technical difficulties. The two phases of Sentinel Aspen, begun in 1983, integrated training in imagery intelligence and its application in targeting.

Advanced Technical Fighter

The Advanced Technical Fighter, which eventually became the F/A-22, was announced publicly in 1988. ATC began planning to conduct all aspects of training at a single centralized site.

SAN ANTONIO REAL PROPERTY MAINTENANCE AGENCY

The San Antonio Real Property Maintenance Agency (SARPMA) was founded on 1 October 1978 following a series of studies by the General Accounting Office and the Department of Defense aimed at achieving cost savings through regional consolidation. San Antonio, home to the Army's Fort Sam Houston and four Air Force bases--Brooks, Kelly, Lackland, and Randolph--was a prime candidate for such action. Established at San Antonio Air Force Station, adjacent to Fort Sam Houston, SARPMA consolidated the existing civil engineering organizations at all five facilities into a single entity reporting to Air Training Command. The new construct wrested control of the civil engineering function from local commanders, who nevertheless retained ownership of all real property and were responsible for its maintenance, a factor that played a large part in SARPMA's undoing. In theory, the installation commanders prioritized the work to be done and SARPMA attempted to meet their deadlines. In practice, SARPMA did not live up to expectations. Initially, commanders had difficulty obtaining such basic information as the status of a work order or the cost of a project, and all were dissatisfied with the time it was taking to get work done.

Over time, mainly as a result of extraordinary management actions, SARPMA's performance began to improve. As that happened, opposition to the concept softened, especially on the part of the Army at Fort Sam Houston, but it was too little, too late.

In 1983, at the direction of the Vice Chief of Staff of the Air Force, ATC prepared an assessment of SARPMA's performance and of alternate ways to accomplish the real property maintenance mission. A study group concluded that SARPMA provided services at about the same level that existed prior to its establishment, and that SARPMA's costs were about the same as a standard base civil engineering (BCE) organization. While the study did not show conclusively that the performance of SARPMA was appreciably better than the standard BCE organization, it discerned the concern among commanders about their diminished ability to influence such a vital function. Accordingly, ATC recommended to the Air Staff the return to standard BCE organizations.

Not much came of this first major challenge to the continuation of SARPMA, which bogged down in the coordination process when the Army suggested tabling the idea until ATC could devise a detailed disestablishment plan. A review committee, composed of representatives from five San Antonio military installations, determined that the costs involved were substantial--$27.6 million to dissolve SARPMA plus annual recurring costs of $24.6 million to resume standard BCE organizations. Nonetheless, the committee wrote the plan and called for the base-level engineering organizations to be in-place and operational on 1 October 1987.

After some delay, and despite the high costs, senior Air Force officials decided in the fall of 1986 to disestablish SARPMA and return to standard base civil engineering organizations. At the same time, Gen Larry D. Welch, Air Force Chief of Staff, directed the dissolution of the San Antonio Contracting Center, a procurement agency set up in the late 1970s that handled contracting arrangements for SARPMA. These actions reflected the strong belief of Air Force leaders that installation commanders should have the authority to decide how to accomplish the civil engineering mission, since they were held responsible for getting the job done. After redistributing its manpower authorizations and equipment to the participating installations (in roughly the same proportion as the installations had initially contributed), SARPMA inactivated on 1 October 1989.

1989

A number of proposals began unfolding in 1989 that had the net effect of reducing the size of the Department of Defense and, in turn, the Air Force and Air Training Command. The impetus for these programmatic changes began with a movement to reform the acquisition of DOD weapon systems. This was soon amplified by the dramatic developments occurring in the Soviet Union and Eastern Europe. In response to these developments, DOD and HQ USAF initiated several programs to streamline and consolidate the military establishment. Also in 1989, the President and Congress approved the recommendations of the base closure commission to close 86 stateside bases, including two in ATC--Chanute and Mather. By the end of the year, ATC had plans well underway to transfer Chanute's technical training to other centers in Texas, Colorado, and Mississippi and to move Mather's navigator training to Beale AFB in California. Also in December, ATC participated in Operation Just Cause, the invasion of Panama, providing medical treatment at Wilford Hall USAF Medical Center for casualties airlifted back to the United States.

ASSIGNED RESOURCES

(as of 31 December 1989)



In response to Hurricane Hugo, ATC personnel load electrical line vehicles at Sheppard AFB, Texas, to help restore power in the Virgin Islands.

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Foreign Military Training Affairs Group, Randolph AFB TX

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3308th Technical Training (Advisory), Randolph AFB TX
3313th Medical Service (JMMC), Randolph AFB TX
3314th Mgmt Engrg, Randolph AFB TX
3507th Airman Classification, Lackland AFB TX
3588th Flying Training (Helicopter), Fort Rucker AL

COMMAND LEADERSHIP

General Robert C. Oaks remained the ATC commander, and Maj Gen Robert S. Delligatti continued as vice commander.



In the late 1980s, ATC began to offer more system-specific training at its technical training centers to relieve the burden of on-the-job training at the using command. Sheppard AFB, Texas, obtained two F-16Cs in the spring of 1987 for use in training crew chiefs.

ATC Operations Center, Randolph AFB TX
USAF Occupational Measurement Center, Randolph AFB TX
3302d Technical Training, Keesler AFB MS
3303d Contracting, Randolph AFB TX
3304th School (ATC NCO Academy), Lackland AFB TX
3305th School (ISD), Randolph AFB TX
3306th Trng Dev and Eval, Edwards AFB CA
3307th Test and Evaluation (Acquisition Management), Randolph AFB TX

ORGANIZATION

Mission Support Squadrons

Following a four-year test at numerous installations, HQ USAF approved the formation of a new squadron--the mission support squadron--that combined a number of support functions, including personnel, administration, education services, and social actions. However, in ATC activation of the new squadrons did not take place until 1989.

SACC and SARPMA Disestablished

Effective 1 April 1989, ATC inactivated its San Antonio Contracting Center (SACC). Originally established on 1 January 1977 as the San Antonio Procurement Center, SACC had provided centralized contracting support to military installations in the San Antonio area. Six months after the SACC shutdown, ATC inactivated the San Antonio Real Property Maintenance Agency (SARPMA), another venture that had centralized civil engineering functions in the San Antonio area. With Air Staff approval, ATC inactivated both of these named activities, and returned direct control of civil engineering and contracting functions to base commanders--the people directly responsible for mission performance.



The space shuttle Columbia touches down at Sheppard AFB, Texas, an alternate landing site for NASA's space program.

3306th Renamed

Air Training Command inactivated its 3306th Test and Evaluation Squadron at Edwards AFB, California, and then activated the 3306th Training Development and Evaluation Squadron on 1 May. The new designation better described the mission of the 3306th, which was to evaluate weapon systems from a training perspective.

TRAINING

FLYING TRAINING

Broad Area Review of Flying Training

In November 1988 the ATC commander directed a broad area review of all undergraduate and graduate flying training programs in the command. According to General Oaks, the purpose of the review was "to improve the quality of flying training through the next decade with special emphasis on those items required to support SUPT." Meetings began in 1989. Through the broad area review, representatives from throughout the flying training community had the opportunity to examine a wide range of topics concerning flying training. From those discussions, ATC determined that its flight screening program needed to be revised and confirmed that facility improvements were needed to support the transition to SUPT. In addition, the review provided ATC with information on contracting ground-based instruction and solidified ATC's resolve to convert to contract simulator instruction.



Students and instructors stack 750-pound bombs during armament training at Lowry AFB, Colorado.

TECHNICAL TRAINING

Advanced Training System

The idea of an Advanced Training System (ATS) came about in the early 1980s, when ATC was looking for a way to improve the technical training system through the increased use of computer technology. Keesler became the prime center for implementation of ATS. In May 1989 ATC awarded IBM the contract to build the Advanced Training System (ATS). Air Training Command expected the system to be fully operational at Keesler by FY 93.

Broad Area Review of Technical Training

Pleased with the initial results of the broad area review of flying training, in August Air Training Command announced that it would convene a second BAR, this time to discuss ways and means of improving technical training.

Distance Learning

In November ATC experimented with distance learning by conducting a TEMPEST fundamentals course for Army personnel at the Pentagon. Instructors transmitted course work from the Video



On 20 December US troops invaded Panama. Twelve hours after Operation Just Cause began, ATC's Wilford Hall USAF Medical Center and the Brooke Army Medical Center began receiving US casualties. Altogether, the two medical centers treated 258 casualties. In the picture above, President and Mrs George Bush visit with casualties at Wilford Hall.

Teleconferencing Center at Fort Sam Houston, Texas, to a classroom in the Pentagon. Under ordinary circumstances, students would have been sent to Lackland for in-house training. By using distance learning, the course came to them.

MILITARY TRAINING

Delayed Enlistment Program Halted

For the first time in the history of Air Force recruiting, Recruiting Service suspended its delayed enlistment program because it had more people in the delayed entry pool than the Air Force could absorb into the active service within the next 12 months. The program remained suspended from 17 November 1989 until 1 February 1990.

New Entrant Drug and Alcohol Testing

In FY88 Congress mandated preaccession drug and alcohol testing for all military applicants. The Army shifted the testing burden from the MEPS to its basic training centers. The Air Force preferred testing as early as possible, to save Lackland the burden of additional manning and the travel and housing costs for recruits who would fail the test upon arrival at BMT. In December, Congress authorized the services to test at a location of their choice.

MISCELLANEOUS

Push-Pull Mobilization Test

Air Training Command had its first opportunity to test the concept of Push-Pull mobilization during exercise Crimson Hammer '89 in July. The command screened a total of 3,178 reservists at three training centers.

Top-to-Bottom Review of DOD

In January the Secretary of Defense, Richard B. Cheney, ordered a top-to-bottom Defense Management Review (DMR). In response, the Air Force began a service-wide review, looking at ways to streamline operations, consolidate functions, and lower decision-making authority. Within the DMR framework, Air Training Command undertook four initiatives: 1) converting base fuels operations at Columbus, Laughlin, Randolph, and Reese to contract; 2) converting base service stores at ATC bases (except Chanute, Mather, Sheppard, and Vance) to contract; 3) changing the 18-month inspection cycle at the flying training wings to a 24-month cycle; and 4) reducing the programmed attrition rate for pilot training through the implementation of specialized undergraduate pilot training.

1990

The command's primary mission remained essentially unaltered in 1990, except for one change. That was due to the Secretary of the Air Force's decision to decentralize operation of the Air Force's communications and computer systems. As a result, major commands such as ATC were given functional responsibility for these systems. This was a minor development when compared to dramatic changes taking place in Eastern Europe--changes which were already having a major effect on the US military. The military was downsizing, and dramatic cuts in defense spending could be expected to be the norm for years to come. As these reductions took hold, they would have a ripple effect on ATC's mission, beginning with recruiting and then flowing out to basic military training, technical training, and flying training.

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(as of 31 December 1990)

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Air Training Communications Division, Randolph AFB TX
San Antonio Joint Military Medical Command, Randolph AFB TX

1 wing equivalent unit:

USAF Instrument Flight Ctr, Randolph AFB TX

1 combat crew training wing:

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12th, Randolph AFB TX
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64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

3 independent group and equivalent units:

Community College of the Air Force, Maxwell AFB AL
Air Force Security Assistance Training, Randolph AFB TX
3300th Training Support, Randolph AFB TX

2 independent squadron equivalent units:

ATC Civilian Automated Training Office, Lackland AFB TX
ATC Operations Center, Randolph AFB TX

COMMAND LEADERSHIP



Lt Gen
Joseph W. Ashy

Lieutenant General Joseph W. Ashy assumed command of ATC from Lt Gen Robert C. Oaks on 25 June. Before coming to ATC, General Ashy had served as the TAC vice commander. General Oaks received his fourth star prior to leaving for his new assignment as Commander, Allied Air Forces Central Europe and Commander in Chief, United States Air Forces in Europe. Major General Delligatti continued as vice commander.

ORGANIZATION

Management Structure Reorganization

In May 1990 the Chief of Staff of the Air Force directed a reduction in the size of Air Force management structure, in other words, all organizations that performed headquarters responsibilities. In ATC's case, this included the training operations center, the 3313th Medical Service Squadron, and portions of the 3305th School Squadron, the 3307th Test and Evaluation Squadron, and the 3308th Technical Training Squadron. In order to meet reduction goals, some of the DCSs combined functions. Two special staff agencies, the Office of the Inspector General and the Security Police, reorganized, with the Security Police becoming a directorate under the IG. Many of the direct reporting units assigned to the headquarters were reassigned as a part of the newly-activated 3300th Training Support Group, and others like the 3313th Medical Service and the 3314th Management Engineering Squadrons were inactivated. The 12 management engineering teams scattered throughout ATC became subordinate to resource management organizations at the technical training centers and flying training wings. The majority of these organizational changes took place on 1 October 1990. Overall, HQ ATC would cut 397 authorizations from its management structure over the next three years.

Air Training Communications Division

Effective 1 October Air Force Communications Command transferred the Air Training Communications Division at Randolph AFB, Texas, to ATC. This was part of an Air Force-directed reorganization of Air Force Communications Command.

AF Security Assistance Training Group

Air Training Command redesignated its Foreign Military Training Affairs Group at Randolph as the Air Force Security Assistance Training (AFSAT) Group on 1 October. Earlier in the year HQ USAF had directed that the Foreign Military Training Affairs Group be given broader authority to plan and operate military and civilian training for allied and friendly countries. In addition, the group also gained responsibility for writing contracts for training associated with foreign military sales. The name change was a means of recognizing that broader authority. Previously, AFSAT was under the control of the Deputy Chief of Staff, Plans and Requirements, but with the redesignation, it reported directly to the ATC vice commander.

3300th Training Support Group

The command activated the 3300th Training Support Group at Randolph AFB, Texas, on 1 October and assigned it to HQ ATC. At the same time, ATC reassigned nine of its direct reporting units to the 3300th: the 3302d Technical Training Squadron, the 3303d Contracting Squadron, the 3304th School Squadron (ATC NCO Academy), the 3305th School Squadron, the 3507th Airman Classification Squadron, the 3306th Training Development and



A staff member performs preliminary testing at the Air Force's only Genetics Laboratory located at the Keesler AFB, Mississippi, medical center.

Evaluation Squadron, the USAF Occupational Measurement Squadron (formerly a center), the 3307th Test and Evaluation Squadron (Acquisition Management), and the 3308th Technical Training Squadron (Advisory).

3588th Flying Training Squadron

Since January 1980, the 3588th Flying Training Squadron (Helicopter) had conducted helicopter pilot training for the Air Force at Fort Rucker, Alabama. The squadron reported directly to ATC's Deputy Chief of Staff, Operations and Readiness. However, General Ashy decided to reassign the 3588th, effective 1 October 1990, to the 14th Flying Training Wing at Columbus AFB, Mississippi.

TRAINING

FLYING TRAINING

T-1A "Jayhawk"

On 21 February Headquarters USAF announced the selection of a modified Beechjet 400A as the tanker-transport training system aircraft. The Air Force version would be known as the T-1A "Jayhawk." The first production aircraft was to be delivered by October 1991 at Reese AFB, Texas, where SUPT would be initiated.

Helicopter Pilot Training

For several years, Military Airlift Command, the principal user of helicopter pilots, had maintained that student pilots needed more training than that provided at the Fort Rucker, Alabama, course; MAC also wanted students to attend UPT. In April 1990 HQ USAF agreed to the MAC request and informed ATC that it intended to change helicopter pilot training. Beginning in fiscal year 1992, all helicopter pilot candidates would go through standard UPT and then a rotary wing qualification course.



Avionics students at Sheppard AFB, Texas, perform an operations check of an F-15 avionics maintenance trainer.

Enhanced Flight Screening

As ATC moved closer to making the transition to SUPT, the command determined it needed to shore up the flight screening program which provided prospective pilots with 14 hours of flying time in a T-41A light aircraft. In order to make flight screening a better barometer of a student's potential and to give the student a broader flying experience, ATC wanted to acquire a more capable aircraft and increase the flying time to 21.5 hours. The command wanted a plane that was capable of performing acrobatics and flying overhead traffic patterns and would expose students to moderate G-loadings. To validate the concept, ATC conducted a test at Hondo, Texas, during the latter half of 1990, using contractor-leased aircraft. The test was successful, and the command moved ahead with plans to implement an enhanced flight screening program in 1992. Meanwhile, to administer the flight screening program, ATC established the 1st Flight Screening Squadron at Hondo on 4 June and assigned it to the Officer Training School.



At the DOD Military Working Dog Agency at Lackland AFB, ATC trained both dogs and their handlers.

TECHNICAL TRAINING

Military Working Dog Agency

For years the Department of Defense had had a problem acquiring enough trained military working dogs to meet requirements. Part of the problem was the number of different agencies involved in procurement and training. It appeared the best way to improve the situation was by centralizing control of procurement and training, preferably under Air Training Command. The Air Staff approved the concept in June, and on 1 October Air Training Command established the DOD Military Working Dog Agency at Lackland.

4-Level Technical Training Initiative

After months of trial and error, ATC and its customers in October 1990 decided to cancel all 4-level courses and, instead, broadened initial skills courses.



A nurse cares for a premature baby in the Neo-Natal Intensive Care Unit at the Keesler AFB, Mississippi, medical center. This neo-natal unit was one of only four in the United States Air Force.

MISCELLANEOUS

Operation Desert Shield

Between 10 August 1990 and 4 January 1991, Air Training Command deployed 397 people to the Persian Gulf in support of Operation Desert Shield, as well as providing backfill to other commands in the United States.



US forces alight from a C-141 to defend the Kingdom of Saudi Arabia as part of Operation Desert Shield.

Construction Freeze Affects Base Closures

On 24 January the Secretary of Defense imposed a freeze on military construction to avoid new construction on bases that might be shutdown in the next round of base closures. Unfortunately, the moratorium was extended into 1991, affecting new construction at those ATC bases that had gained training missions from closing installations. It also caused concern that new classroom and laboratory facilities would not be ready when courses began transferring from Chanute (for example, the weather training facility at Keesler).

FIVE SQUADRON TEST

In 1988 in preparation for the implementation of SUPT, ATC decided to test what type of organization best suited the dual-track training program. At that time, each UPT wing had two flying training squadrons one for T-37s and the other for T-38s, plus a student squadron. Air Training Command wanted to find out whether training could be conducted more effectively if student squadrons were eliminated. Instead, all training and administrative duties would be placed in the wings' two T-37 and two T-38 flying training squadrons. Officials at ATC chose the 82d Flying Training Wing at Williams AFB, Arizona, as the test unit.

Air Training Command activated two flying training squadrons at Williams--the 98th and 99th on 1 June 1988. That gave the 82d a total of four flying training squadrons. However, by year's end, the test had shown that a fifth squadron was needed to provide operational support. The 82d became the first ATC wing to have five flying training squadrons when, on 1 September 1989, the command activated the 100th Flying Training Squadron. By mid-1990, UPT wings at Vance, Reese, Laughlin, and Columbus had also converted to a five squadron organization.

However, it didn't last long. In December 1990 ATC implemented the objective wing. The command's UPT wings kept four flying training squadrons each, two for T-37s and two for T-38s. The fifth squadron was redesignated as an operations support squadron, but fulfilled essentially the same functions as the old student squadron.

1991

After the success of Operation Desert Storm, Global Reach-Global Power became the blueprint to organize, train, and equip the Air Force to confront the challenges of a fast-changing world. Organization was the first page of the blueprint, and the Chief of Staff of the Air Force declared 1991 the "Year of Organization." By the end of the year, the Air Force had implemented the objective wing--a new wing structure that included an operations group and a support group. Besides the extensive organizational changes, ATC also faced the daunting task of closing four of its training bases--Chanute and Mather chosen in round one and Lowry and Williams selected in round two. In the second round, the base closure commission redirected the transfer of Mather's navigator training mission from Beale AFB, California, to Randolph AFB, Texas.

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71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

3 independent group and equivalent units:

Air Force Security Assistance Training Group, Randolph AFB TX
Community College of the Air Force, Maxwell AFB AL
3300th Training Support Group, Randolph AFB TX

2 independent squadron equivalent units:

ATC Civilian Automated Training Office, Lackland AFB TX
ATC Operations Center, Randolph AFB TX

HISTORY OF FIELD TRAINING

The Army Air Forces (AAF) initiated mobile training during World War II as a means of overcoming the inability of aircraft mechanics to stay abreast of the rapid technological advances in aircraft. Unable to return mechanics to the classroom because this would take them away from the flight line, AAF decided to take the classroom to the mechanics. As a result, mobile training units (MTU) followed operational units into the combat zones in Europe and the Pacific where they conducted conversion and familiarization training behind the frontlines. By the time Japan surrendered, there were 163 MTUs that had instructed over 500,000 personnel. After the war, most MTUs were disbanded, although some were retained to introduce new aircraft.

Following the outbreak of the Korean War, the Air Force turned to mobile training once again. During the war, mobile training kept mechanics abreast of the latest maintenance techniques by sending detachments to Japan and Korea. As in World War II, mobile training required a haven behind the frontlines where training could be conducted without the immediate threat of enemy attacks. After the Korean War, the Air Force encountered a sharp decline in retention rates. Because of the high turnover of experienced aircraft maintenance personnel, HQ USAF directed ATC to revise technical training. Rather than keep long and expensive maintenance courses that had been designed on the assumption that a person would stay in the Air Force 20 years, ATC shortened basic resident training to the essentials, and expanded on-the-job training (OJT) at the using commands. By taking these steps, the Air Force trimmed training costs, reduced training time, and increased productive time for first term airmen.



A mobile training unit instructor turns a bombed building formerly used by the German Air Force into a classroom for P-47 aircraft mechanics.

First job training, as it was called, did not meet the operational commands' needs. The commands did not have the capability to furnish OJT because of the lack of experienced personnel who could be released for instructor duties. Still driven by the desire to furnish more training than first job training afforded, but confronted by the task of cutting training costs and yet raising productive time for first term enlistees, ATC kept the shortened resident courses but decided to transfer specialized equipment training to mobile training. Using mobile training detachments as a nucleus, ATC established field training detachments (FTD) and stationed them permanently at a site to improve training capabilities and induce instructors to remain in the Air Force. By the time the reforms had been completed, FTDs had responsibility for OJT advisory services, and 3-level, refresher, familiarization, conversion, and upgrade training.

Ironically, field training's *raison d'etre*--the reduction of training time--did not meet expectations of ATC or HQ USAF. In the late 1950s, ATC reported that all FTDs devoted only about 10 percent of their time to specialized equipment training, while spending about 90 percent on conversion, upgrade, and familiarization training. Thus, field training spent most of its time training experienced maintenance personnel, rather than first termers, as the Air Force and ATC had intended. When retention rates began climbing in the late 1950s and ATC continued to have problems sending students to specialized equipment training without long breaks in training, ATC cut back specialized equipment training at the FTDs, returning to its preference for longer resident courses at the training centers.

The Vietnam War furnished Air Training Command with another opportunity to test field training under combat conditions. As the demands of the Vietnam War increased sharply, tactical aircraft maintenance personnel were needed to make up the shortages in the units TAC deployed to Southeast Asia. Tactical Air Command attempted to meet the training burden from its own resources, increasing the output from its combat crew training schools and establishing replacement training units (RTU). By the end of 1965, however, it was apparent that these efforts would not be enough. Field training, the most flexible of ATC's training mediums, was the logical choice to participate in the training program. As a result, USAF personnel going to Southeast Asia were trained at FTDs in the United States or at ones in Asian countries outside the combat zone.

In 1966 Pacific Air Forces challenged the rationale for keeping FTDs out of Southeast Asia. Stressing that F-105 wings needed better trained personnel to replace those who were departing, PACAF finally convinced the Air Force to send an FTD to Southeast Asia. With the exception of this field training detachment, ATC did not send any FTDs to Southeast Asia to train USAF people, preferring to use training teams from FTDs located stateside, in Asian countries peripheral to Southeast Asia, and at technical training centers to provide upgrade, conversion, and familiarization training.

After the Vietnam War, because of poor retention rates, the limited use of first-term airmen, and the high cost of training, the Air Force directed ATC to revise weapon systems training. In 1976 ATC returned to a variation of specialized equipment training in two specialties, crew chief and avionics. This was accomplished by limiting initial training in the resident schools to the fundamentals, while providing hands on training on particular weapons systems at an FTD. These reforms, known as Able Chief and Able Avionics, produced competent graduates in less time than resident training and provided only enough training for the airmen's first job. Because airmen spent less time in training, ATC cut costs and increased the first term enlistees' productive time.

It was generally understood, however, that reducing resident training to just the fundamentals was an expedient measure taken when the Air Force was confronted by the need to reduce training costs and/or by poor retention rates. Once these limitations eased, Air Training Command would return to its preferred training philosophy, conducting training in the resident technical training centers to the fullest extent that resources allowed instead of just to the minimum skill levels required. Field training would then be free to concentrate on its traditional role of familiarization and transition training.

From the beginning, the Air Force had found field training a very cost effective way of providing technical instruction, but it still took millions of dollars to support equipment and personnel needs--dollars that had become extremely scarce as Congress curtailed defense spending.

With the Soviet Union no longer a major threat to national security, the American public turned its sights on domestic rather than military issues. It was in this light that in 1991 Gen Merrill A. McPeak, Air Force Chief of Staff, directed a review of field training, with the intent of reducing the program by 50 percent. At that time, ATC operated 62 detachments and 29 operating locations worldwide, and graduated almost 100,000 students per year.

In response, ATC developed a roadmap that laid out a long term plan to reorganize field training. Some of the approximately 700 courses provided through field training would be conducted using such advanced technology as computerized instruction and distance learning. So called low flow courses--those with extremely small enrollment--could be offered as on-the-job training and provided by one of ATC's resident training centers. Others would either drop by the wayside or become a part of newly developed career field training programs. Finally, the roadmap called for the remaining high-level courses to move to one of the resident training centers, all a part of the Air Force plan to provide "cradle to grave" training programs for all career fields.



Shown is a view of an instructor supervising students in a Field Training Course on the FB-111 aircraft.

In August 1993, the command, now redesignated AETC, learned that General McPeak wanted to end field training altogether. His reasoning was that field training violated the one base, one boss rule, because all detachments reported to the 82d Field Training Group, though they were located worldwide and received support from their host units. AETC planned to add the hands-on instruction from field training detachments to the Mission Ready Technician program, which used operational aircraft and equipment to give 3-level graduates the weapons-system-specific skills they needed to become contributing members immediately upon reporting to their operational units. Under the plan, MAJCOMs picked up about one-third of the existing courses. The field training drawdown was put on hold in 1996, however, when the high cost of adding the necessary manpower to AETC became apparent in a DOD audit. Because Field Training proved to be the most cost-effective solution in many cases, the program continued.

COMMAND LEADERSHIP

Lieutenant General Joseph W. Ashy remained as Commander of ATC, while HQ USAF reassigned ATC's vice commander, Maj Gen Robert S. Delligatti, to HQ USAFE as the Chief of Staff. Major General Eugene E. Habiger replaced General Delligatti as the ATC vice commander on 17 August 1991.

TOP FLIGHT

After a one-year hiatus occasioned by the Gulf War, ATC resumed its annual competition for instructor pilots and maintenance teams in June 1991. Called Top Flight, the competition consisted of preflight exercises, aircraft launches and recoveries, refueling operations, and forms documentation.

The event got its start in 1984 at Laughlin as a local "turkey shoot" and involved only 47 FTW aircrews. Air Training Command liked the idea so well that it expanded the concept to include maintenance personnel and had a two-day command-wide Turkey Shoot at Laughlin the following year. In 1986 ATC moved the competition to Randolph and expanded it further by adding more events to be judged. In 1987 the command changed the name to Torchlight. By 1989 Torchlight had become so elaborate it was five days long, and the wings were spending a great deal of time and money preparing for the competition.

When he took over as ATC commander in June 1990, General Ashy changed the name of the event to Top Flight and changed the thrust of the competition. Rather than reflect the results of weeks of practice by handpicked aircrews in specially maintained aircraft, the one-day competition evaluated the day-in, day-out proficiency of the command's instructor pilots and maintenance troops.

ORGANIZATION

The Objective Wing Structure

The Air Force Chief of Staff, Gen Merrill A. McPeak, designated 1991 as the "Year of Organization." Lots of attention was focused on organizational structure. The last time wing organization had received this much attention was in the 1970s when the Air Force implemented its tri-deputy wing structure: operations, maintenance, and resources. This time the Air Force developed an objective wing that included two groups: operations and support. Air Training Command implemented the new structure at its flying training wings on 15 December.



Medical personnel carry an injured airman on a litter during an exercise at Sheppard. The medics are taking part in training directed by the 3790th Medical Service Training Wing that prepared personnel for treating the injured in a combat zone.

Joint Military Medical Command

From its activation on 16 February 1987 to its inactivation on 1 October 1991, the San Antonio Joint Military Medical Command (SA-JMMC) caused controversy. The Department of Defense originally established JMMC as a way to centralize control over all direct medical care services and training that the Air Force and Army performed separately in the San Antonio area. While officials agreed that JMMC had fostered cooperation between the various medical services, the joint arrangement had not shown any cost savings. Therefore, the Department of Defense directed the disestablishment of the San Antonio Joint Military Medical Command. At the same time, the services set up a Health Care Coordinating Council in the San Antonio area to better coordinate military medical care in the area. Upon the inactivation of JMMC, Wilford Hall USAF Medical Center then reported directly to HQ ATC.

ATCD Closes

On 1 October ATC inactivated the Air Training Communications Division, the last step in its effort to integrate communications and computer systems functions into the headquarters and its subordinate units.

DCS Name Changes

The Deputy Chief of Staff, Comptroller (AC) became the Deputy Chief of Staff, Financial Management and Comptroller (FM) on 1 October. This change came about as a part of a directive issued by the Assistant Secretary of the Air Force (Financial Management and Comptroller) to restructure the comptroller career

field throughout DOD. Two months later, on 1 December, ATC's DCS/Operations and Readiness (DO) became DCS/Operations, a name change that brought ATC headquarters in line with the rest of the Air Force.

Air Force Bands

On 15 July 1991, as part of the Air Force drawdown, the 502d Air Force Band at Keesler and the 505th Air Force Band at Chanute AFB were inactivated. The 539th Air Force Band at Lackland became ATC's only band. On 1 October ATC redesignated the 539th as the ATC Band and reassigned it from the Air Force Military Training Center (AFMTC) to the 3300th Training Support Group at Randolph.

MIMSO Relocated

On 14 June 1991, General Ashy approved the relocation of the Military Indoctrination for Medical Service Officers (MIMSO) course from Sheppard AFB to the Officer Training School at the Lackland annex (Medina). The first MIMSO class began there on 4 December.

TRAINING

FLYING TRAINING

Pilot Assignments

On 5 April ATC initiated its new merit assignment ranking system, which allowed UPT students to select their assignments. Earlier, ATC had decided upon a pilot selection and classification system, but the Air Force chief of staff overturned that decision in February 1991. He was concerned about UPT graduates' lack of satisfaction with their assignments and so directed a return to a system used prior to 1972 that allowed students to choose their own assignments based on their performance, i.e., their rank order within the class. Also, once SUPT started, the Air Force chief of staff wanted students to be able to make track classification decisions, so he directed that classification take place at the end of the T-37 primary phase rather than before training began.

ACE Detachments Realigned

The Accelerated Copilot Enrichment (ACE) program, using ATC T-37 and T-38 aircraft, provided a relatively low cost method that allowed Strategic Air Command (SAC) copilots to gain flying experience and develop their decision-making skills and self-confidence. Implementing the concept of one base, one wing, one boss, ATC transferred operational control for each ACE detachment to the local SAC flying wing commander on 1 July 1991 and the local TAC flying wing commander on 1 October 1991. Air Training Command retained possession of the aircraft, responsibility for aircraft maintenance, and the maintenance personnel assigned to the ACE detachments.

CAREER TRAINER FORCE

The concept of a career trainer force was related to the issue of pilot retention. Created in 1983, the career trainer force, whose name was shortened to trainer force in 1988, helped absorb aviators graduating from undergraduate pilot training for whom major weapons system training programs--such as the F-16 or A-10--did not have sufficient room. Additionally, it provided a means for ATC to develop a cadre of trainers who could spend almost an entire career within the command. These pilots would move from one responsible job to another and remain competitive for their promotion with contemporaries who went to flying positions in other major commands. By 1989 the trainers acquired their own Air Force specialty code, and in 1990 Air Training Command had almost 500 pilots in the trainer force.

In March 1991 Air Force leaders decided to reduce the flow of pilots whose first assignments were as instructor pilots and also to increase the major weapon systems presence in ATC's instructor force. As a result, the Air Force Military Personnel Center (AFMPC) eliminated the career trainer designation on each of the pilots in the program and moved responsibility for their career planning from ATC to the Air Force Military Personnel Center. Instead of receiving the individualized attention that a small, specialized program offered, the former trainer force officers would be treated the same as all the other pilots. Also, instead of having a focused career path--as originally intended--the officers would receive varied duty assignments.

By the end of 1991, the career trainer force program had ended, and AFMPC notified all ATC officers with less than seven years commissioned service that they could expect to be assigned to major weapon systems training for career broadening experience in the near future.

Flight Screening

On 1 July 1991, ATC reassigned the 1st Flight Screening Squadron at Hondo, Texas, which supervised the command's flight screening program, from the Officer Training School at Lackland to the 12th Flying Training Wing at Randolph. Although control of the program transferred to the 12th, flight operations continued at Hondo. The transfer was

designed to place a flying operation directly under a flying training wing's control. The command maintained that flight screening under the supervision of the 12th Flying Training Wing would improve the screening process, lower pilot attrition, and save over $1 million yearly.

Helicopter Pilot Production Declines

In 1991 the Air Force had a surplus of helicopter pilots, so HQ USAF decided to reduce production from the 41 graduated in FY 91 to only 10 per year in FY 92-94. Under this program, the helicopter pilot trainees would be first assignment instructor pilots, who the Army would train in its rotary wing qualification course at Fort Rucker, Alabama, without any Air Force top-off training. Consequently, Air Training Command inactivated the 3588th Flying Training Squadron at Fort Rucker on 18 October. Also on the same date, ATC established Detachment 1, 14th Flying Training Wing at Fort Rucker to provide administrative support and supervision.

TECHNICAL TRAINING

Contract Technical Training

In 1990 and 1991, Air Training Command investigated the idea of establishing preaccession training. First proposed by a Colorado company, the concept was that civilian contractors would provide technical training for the military, but there was a catch. That training would have been provided to individuals before they joined the Air Force, hence the title: Preaccession Enlistment Recruit Training (PERT). In February 1991 ATC received permission from HQ USAF to develop a test of the PERT concept, but Congress later disapproved legislation that would have made the test possible.

Field Training Cutback

Along with all the other organizational changes taking place in 1991, the Air Force also decided to streamline field training. Air Training Command had 62 detachments and 27 operating locations scattered worldwide, with a total authorized strength of over 1,800 personnel. Under the reduction plan, field training was left with 63 locations and 1,300 authorizations.

EDUCATION

Degree Requirements Tightened in CCAF

As far back as 1985, the Community College of the Air Force (CCAF) had a problem acquiring degreed faculty. Blue suiters made up the biggest portion of the CCAF faculty. Unfortunately, because of the nature of the military personnel system--the constant movement of airmen--the Community College of the Air Force found it impossible to maintain a high percentage of degreed faculty. However, the community college had to find a way to meet requirements set by the Southern Association of Colleges and Schools or lose its accreditation. Beginning in 1990, ATC put together an aggressive plan to meet accreditation goals by 1994. It included identifying faculty members who did not have at least a two-year degree and counseling them to use college-level examination program tests and tuition assistance to meet degree requirements. By the end of the year, almost half of the instructors in the CCAF system had at least an associate's degree.



A two-ship formation of C-130 Hercules flying over the oil fires at the end of the Gulf War in Kuwait.

MISCELLANEOUS

Operation Desert Storm

Air Training Command took several actions to support Operation Desert Storm, the campaign to expel the Iraqi army from Kuwait. These included deploying over 3,000 personnel to other commands and implementing Push-Pull mobilization, a program designed to "push" inactive reservists and retirees to a specified ATC technical training center. After screening for physical fitness, personnel were "pulled" for assignment to fill active duty shortfalls. On 23 January 1991, HQ USAF directed the activation of the 11th Contingency Hospital for deployment to RAF Little Rissington, United Kingdom. The 11th was an Air Force Reserve unit assigned to ATC. More than 350 reservists were recalled and assigned duties at Wilford Hall or with the 11th; 200 reservists deployed with 900 active duty personnel to operate the 11th Contingency Hospital. The command also activated four blood donor centers--Chanute, Keesler, Lackland, and Sheppard--to meet Desert Storm taskings. By the time the centers returned to normal operations on 3 May 1991, they had shipped over 6,000 units of blood.

1992

Though known formally as the Year of Training, 1992 was more than anything else a year of change. The changes started early in the year and finished late. On 1 February 1992, Air Training Command initiated the changes when it redesignated all the technical training centers (save for Chanute, scheduled for closure) as training centers. The command also changed the name of the Air Force Military Training Center to Lackland Training Center. Simultaneously, ATC reorganized the training centers to conform to the objective wing structure. As a result, the technical training wings were downgraded to groups, and the groups became squadrons. Then, on 15 September, the designations of most of the groups and squadrons were again changed, this time from four-digit units to three-digit units.

ASSIGNED RESOURCES

(as of 31 December 1992)

PRIMARY INSTALLATIONS:

13

Arizona--Williams; California--Mather; Colorado-- Lowry; Illinois--Chanute; Mississippi--Columbus and Keesler; Oklahoma--Vance; Texas---Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard.



This simple but elegant aviation badge has been awarded to pilots upon completion of their training since 25 January 1919.

PERSONNEL ASSIGNED:

45,642 (8,084 officers; 25,905 enlisted; 11,653 civilians)

AIRCRAFT ASSIGNED:

1,311 (T-37B, T-38A, T-39A, T-41A, T-43A)

MAJOR SUBORDINATE UNITS:

7 numbered air force equivalent units:

Chanute Technical Training Center, Chanute AFB IL
Goodfellow Training Center, Goodfellow AFB TX
Keesler Training Center, Keesler AFB MS
Lackland Training Center, Lackland AFB, TX
Lowry Training Center, Lowry AFB CO
Sheppard Training Center, Sheppard AFB TX
USAF Recruiting Service, Randolph AFB TX

1 air division equivalent unit:

Air Force Reserve Officer Training Corps, Maxwell AFB AL

8 flying training wings:

12th, Randolph AFB TX
14th, Columbus AFB MS
47th, Laughlin AFB TX
64th, Reese AFB TX
71st, Vance AFB OK
80th, Sheppard AFB TX
82d, Williams AFB AZ
323d, Mather AFB CA

1 wing equivalent unit:

Wilford Hall USAF Medical Center, Lackland AFB TX

1 combat crew training wing:

3636th (Survival), Fairchild AFB WA

3 independent group and equivalent units:

Air Force Security Assistance Trng Gp, Randolph AFB TX

Community College of the Air Force, Maxwell AFB AL

338th Training Support Group, Randolph AFB TX

2 independent squadron equivalent units:

ATC Civilian Automated Training Office, Lackland AFB TX

ATC Operations Center, Randolph AFB TX

COMMAND LEADERSHIP



General
Henry Viccellio, Jr.

General Henry Viccellio, Jr, succeeded Lt Gen Joseph W. Ashy as the Commander of ATC on 10 December 1992. For the first time since 28 August 1986 when Gen Andrew P. Iosue retired as the ATC commander, the command was headed by a four-star. Prior to assuming command at ATC, General Viccellio was the Director of the Joint Staff in Washington, D.C. General Ashy became the Commander, Allied Air Forces Southern Europe and Deputy Commander in Chief for the Southern Region, United States Air Forces in Europe. Major General Eugene E. Habiger continued as vice commander.

ORGANIZATION

INSTALLATIONS

Objective Centers Established

Air Training Command converted its newly renamed training centers to the objective wing structure on 1 February, a step it had already taken at the flying training wings in December 1991. At the flying training wings, that meant the command abandoned the tri-deputy structure (with Deputy Commanders for Operations, Maintenance, and Resource Management and a combat support group commander) in favor of a group-oriented wing with an operations group and a support group. A similar situation existed at the training centers where the technical training wing, Deputy Commander for Resource Management, air base group, and clinic/hospital were replaced by a technical training group, a logistics group, a support group, and a medical group.

Officer Training School Redesignated

Twice during the year, the Officer Training School (OTS) designation changed. On 1 February, as part of the major reshuffling of units, ATC redesignated OTS as the 3700th Officer Training Group. Then, on 25 August, the 3700th underwent another redesignation, becoming the 301st Officer Training Squadron.



The Slingsby T-3 replaced the T-41 as the Air Force's enhanced flight screener aircraft.

At the same time, Air Training Command relieved the 301st from assignment to Lackland Training Center and assigned it to the 394th Military Training Group at Lackland.

BMT School

Known for years simply as BMTS, the Basic Military Training School at Lackland traveled the same path as OTS. On 1 February ATC redesignated BMTS as the 3720th Basic Military Training Group, and on 25 August it became the 394th Military Training Group, which included not only basic military training squadrons, but also the officer training squadron among others.

Instrument Flight Center Reassigned

Air Training Command activated the USAF Instrument Flight Center (IFC) on 1 May 1972 and assigned it to the 12th Flying Training Wing at Randolph. The IFC was inactivated in 1978 but activated again in 1983. Twenty years to the day after its initial assignment to Air Training Command, the IFC was reassigned to the Air Force Flight Standards Agency on 1 May 1992.

338th Training Support Group

The 3300th Training Support Group, which reported directly to HQ ATC, was redesignated as the 338th Training Support Group on 15 September.



The T-1A "Jayhawk" is shown on display at Reese AFB, Texas, during ceremonies to mark the arrival and ATC's acceptance of the first production model.

First T-1A Squadron Formed

To prepare for the start of specialized undergraduate pilot training (SUPT), ATC activated the T-1A Flying Training Squadron Provisional, 52d, at Reese AFB on 3 February 1992. Initially, the provisional squadron concentrated on collecting data and verifying the training syllabus, developing instructor techniques, and establishing flight profiles. As fall approached, the provisional squadron, manned by the initial cadre instructor pilots, turned its attention to getting the instructor transition course underway. On 1 October ATC inactivated the provisional squadron, and the 52d Flying Training Squadron, one of two T-38 squadrons already assigned to the 64th Flying Training Wing at Reese took on the responsibility of conducting T-1A student training, slated to begin in January 1993.

Flying Training Squadrons Inactivated

With pilot production down dramatically, the command reassessed the need for four flying training squadrons at each UPT base and concluded two would do. Accordingly, on 1 October 1992, ATC inactivated the following units: the 43d and 49th Flying Training Squadrons at Columbus AFB, Mississippi; the 84th and 86th Flying Training Squadrons at Laughlin AFB, Texas; the 7th and 26th at Vance AFB, Oklahoma; and the 33d at Reese AFB, Texas. That left one T-37 squadron and one T-38 squadron at each UPT wing. As each wing implemented specialized undergraduate pilot training, ATC intended to reactivate one of the squadrons to serve as the T-1A squadron.

Navigator Training Squadron at Randolph

Air Training Command intended to transfer specialized undergraduate navigator training (SUNT) from the 323d Flying Training Wing at Mather to the 12th Flying Training Wing at Randolph, when the 323d inactivated and Mather closed in 1993. To prepare for that eventuality, the command activated the 558th Flying Training Squadron at Randolph on 15 December 1992, assigning it to the 12th. Air Training Command planned to activate three more squadrons in 1993 to accommodate the navigator training mission.

TRAINING

FLYING TRAINING

Enhanced Flight Screener

After a delay of five months because the original contract award was protested, the Air Force confirmed on 22 September 1992 that Slingsby Aviation Limited of Great Britain would get the contract to replace the T-41 flight screener. Slingsby, teamed with Northrup Worldwide Aircraft Services, Inc., won a contract worth almost $55 million to provide 113 "Firefly" aircraft to the Air Force for flight screening operations that Air Training Command conducted at Hondo, Texas, and the US Air Force Academy conducted at Colorado Springs, Colorado. Beginning in January 1993, ATC would get 57 of the new aircraft, and the Air Force Academy would receive 56 planes, officially designated the T-3.

TECHNICAL TRAINING TRENDS

Over the past 60 years, technical training had swung back and forth between two different training philosophies. On the one hand, Air Training Command could provide extensive instruction to nonprior service personnel at its resident training centers, thus minimizing the need for additional training at the operational units. On the other, the command could teach only the minimum job knowledge individuals needed for their first job, then upgrade their knowledge through on-the-job training. The first option was expensive in time and money; the second, though faster and apparently less costly, shifted much of the burden to the operational commands. Availability of money, quality of recruits, and level of retention rates were some of the most significant factors that determined which philosophy was ascendant.

During the mid-1970s, the Air Force began to shift its philosophy of training. After Vietnam, defense dollars were more limited, the quality of recruits comparatively poorer, and retention rates lower. As part of an Air Force program to improve resource management, Air Training Command began cutting resources used for formal training. The command reduced initial skills instruction to the absolute minimum by eliminating theory, fundamentals, and system specific elements in its basic resident courses. The most visible indicator of these changes was the decline in average course length from seventeen weeks in 1970 to eleven weeks in 1980.

During the early 1980s, the Air Force entered a favorable recruiting period. Retention levels increased, and the defense budget was much less austere. Moreover, evidence began to accumulate that personnel were not being adequately trained in the shorter courses. When it became apparent the Air Force could no longer live with the cuts in initial skills training, ATC began a program to reverse the trend and return instruction in theory and fundamentals to many courses. The length of sortie-producing courses (those directly involved in support of the operational mission) rose from an average of nine weeks in 1979 to sixteen weeks in 1985.

The end of the Cold War signaled more changes to ATC's technical training system. Spurred by a significant drawdown in the military services, two training centers, Chanute and Lowry, were scheduled to close in 1993 and 1994, respectively. At the same time, Air Training Command considered other ways to cut costs and save training dollars. These ranged from incorporating such advanced learning technologies as computerized instruction and distance learning to expanding interservice training.

For the Air Force, 1992 was the "Year of Training," a time for an indepth review of the training process. The biggest change to come out of that review was the merging of Air Training Command and Air University into Air Education and Training Command in 1993.

For the technical training community, the review resulted in a reemphasis on resident training. No longer would on-the-job training and field training be expected to make up for shortfalls in initial skills training. Instead, training centers would improve initial skills courses to the point where a graduate could perform his job upon arrival at his first assignment. This would give the Air Force a more standardized trainee; everyone would receive the same training to do specific jobs.

In addition, the Air Force tied career progression more closely to training. Previously, noncommissioned officers participated in follow-on or continuation training when it was convenient to do so. Under the new program, all NCOs would be required to go back to technical school for refresher courses as they prepared to assume seven-level responsibilities. Using career field training management plans, Air Education and Training Command now had the ability to establish "cradle to grave" training programs for all career fields.

64th FTW Prepares to Implement SUPT

In March the T-1As began arriving at Reese on a regular basis. The 64th Flying Training Wing received four aircraft that first month, three T-1As in April, and five more in May. By the end of the year, the wing had a total of 24 aircraft. Many of those aircraft were used for extensive testing conducted first by the Air Force Operational Test and Evaluation Center and then by the initial cadre of instructor pilots assigned to the 64th. The wing began flying local sorties to test syllabus maneuvers and aircraft effectiveness on 9 March. Several Course Readiness Reviews and Start Training Readiness Reviews looked not just at the aircraft but also at other elements of the tanker-trainer training system, such as simulators and the Training Management

System. In general, the 64th Flying Training Wing still had some wrinkles to iron out but was far enough along that it began the Instructor Transition Course on schedule in September. The course was designed to train T-37 and T-38 instructor pilots (IP) to be T-1A IPs; the initial cadre (who had received their training from Beech) taught the course. Meanwhile, the first SUPT class, Class 93-12, was already in training. It began Phase I training on 20 July 1992 and would begin T-1A and T-38 training on 24 January 1993.

Reese AFB Receives First T-1A "Jayhawk"

On 17 January 1992, the Air Force accepted the first production model of the T-1A "Jayhawk" at the Beech Aircraft Corporation facility at Wichita, Kansas. The T-1A was the aircraft that would get specialized undergraduate pilot training off the ground by preparing student pilots specifically for assignments in tanker and transport aircraft. The next day that aircraft, number 90-0400, was flown to Reese AFB, the first base that would switch to specialized undergraduate pilot training, for use as a maintenance training aircraft. Strictly speaking the T-1A at Reese was the third aircraft (TT-03) modified by Beech for the Air Force; the company temporarily retained the first two to conduct its own testing. Almost a month later, on 15 February, the 64th Flying Training Wing held a formal ceremony at Reese to mark officially the arrival of the first T-1A at the base.

TECHNICAL TRAINING

Water Survival Training

The water survival training area at Turkey Point, Florida, near Homestead AFB, was one of the victims of Hurricane Andrew, which slammed into the east coast of Florida on 24 August 1992. The damage was so extensive the command was forced to move water survival training, transferring the 3613th Combat Crew Training Squadron from Homestead to Tyndall AFB, Florida.



Shown are the remains of the Turkey Point water survival training complex located near Homestead AFB after Hurricane Andrew struck the Florida coast. As an interim measure, the Air Force relocated the Water Survival School to Tyndall AFB on Florida's gulf coast.



MSgt Alonzo Powell, an Air Force recruiter and former jet engine mechanic, works late in his downtown Los Angeles office. Powell came to the office in November 1991 after it had been closed for two years due to lack of enlistments. In FY 92 148 percent of the recruiting goal had been reached.

MILITARY TRAINING

Minority Officer Issues

As early as 1990, the Minority Officer Procurement and Development initiative recommended the establishment of an AFROTC prep school, which the Air Staff approved in 1991 but put on hold the following year. The Air Force had not established minority officer accession guidelines, and ATC measured its progress compared to the representation of those groups among the population of college students. General Ashy recommended tabling the idea, observing that AFROTC forecasted 6.8 percent black officer production for FY93, and OTS selection board rates were promising. ATC continued to emphasize minority recruiting, and in March 1992 AFROTC established a "Gold Bar" program, in which newly-commissioned minority AFROTC graduates recruited minority scholarship candidates and referred OTS candidates to Recruiting Service. General Viccellio ultimately established a Minority Officer Accession Working Group to stay on top of the issue.



General Henry Viccellio, Jr., explains how ATC and Air University will be integrated into the Air Education and Training Command, during an interview with Airman Magazine 1 December 1992.

ENVIRONMENTAL ISSUES

The Air Force, due to the very nature of its mission, had long been engaged in a variety of operations dealing with toxic and hazardous waste materials that had migrated into the surrounding area and resulted in environmental damage. This issue began receiving increased attention in 1978 when President Carter signed an executive order governing federal compliance with pollution control standards. In 1981 Department of Defense mandated that its bases institute the Installation Restoration Program (IRP) to identify and rectify environmental problems resulting from earlier methods of waste disposal. By the end of FY 1992, ATC had cleaned up 149 of its 301 contaminated sites. These sites included low-level radioactive waste disposal areas, pesticides, and abandoned underground storage tanks.



To reduce toxic waste and lower costs, ATC replaced liquid chemical stripping of paint from aircraft and other equipment with plastic particle blasting. The first booth became operational in April 1989 at Randolph AFB, Texas.

In addition to IRP and related programs, ATC also was involved in over 30 bioenvironmental engineering programs. These included the removal of asbestos from military facilities, testing for radon gas in military housing, and establishing recycling programs. To help commanders measure the degree to which they were complying with federal and state environmental regulations, the Air Force established the Environmental Compliance and Management Program (ECAMP) in 1988.

Finally, ATC worked to minimize hazardous waste, a major source of which was aircraft painting. Consequently, ATC began an extensive program in the late 1980s to replace chemical stripping of aircraft paint with a blasting technique that used plastic particles called "media." Media bead blasting reduced significantly the generation of hazardous waste.

1993

The first day of July 1993 was more than just the day when Air Training Command absorbed Air University and changed the command designation to Air Education and Training Command (AETC). It was the point when the Air Force saw the goals of the Year of Organization and the Year of Training come together to form a single command, AETC. For a moment, the focus shifted from downsizing to better organizing. AETC assumed responsibility for both aspects of career development, training and education. Missions such as combat crew training, pararescue, and combat controller training, and (later) space training transferred to the new command. Airman would report to their operational units mission ready. Restructuring the command therefore assumed first place among the issues facing the command staff. The introduction of three new training aircraft, the T-1, T-3, and T-6 (JPATS), joint training, the closure of Chanute, Mather, and Williams AFBs, and several A-76 studies were also major challenges.

ASSIGNED RESOURCES

(as of December 1993)

PRIMARY INSTALLATIONS: 14

Alabama--Maxwell; Arizona--Luke; Colorado--Lowry; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 60,050 (10,113 officers; 35,160 enlisted; 14,759 civilians)

AIRCRAFT ASSIGNED: 1,377 (C-5, C-21, C-141, F-15, F-16, HC-130, KC-135, MC-130, MH-53J, MH-60, NCH-53A, T-1, T-37, T-38, T-39, T-41, T-43, TH-53A, UH-1N)

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

502d Air Base Wing, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Quality Institute, Maxwell AFB AL
Air Force Reserve Officer Training Corps, Maxwell AFB AL
Air University Library, Maxwell AFB AL
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Extension Course Institute, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL
Officer Training School, Maxwell AFB AL
Squadron Officer School, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 5 wings and equivalent units)

Lowry Training Center, Lowry AFB CO
17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings, 1 independent group, and 1 independent squadron)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
58th Fighter Wing, Luke AFB AZ
64th Flying Training Wing, Reese AFB TX
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK



325th Fighter Wing, Tyndall AFB FL
336th Crew Training Group, Fairchild AFB WA
419th Operations Training Squadron, Randolph AFB TX
542d Crew Training Wing, Kirtland AFB NM

USAF RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

3 independent units:

59th Medical Wing, Lackland AFB TX
338th Training Support Group, Randolph AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX

COMMAND LEADERSHIP

General Henry Viccellio, Jr., continued as the AETC commander, and Lt Gen Eugene E. Habiger remained vice commander.

ORGANIZATION

Air Training Command Redesignated

On 1 July 1993, HQ USAF redesignated Air Training Command as Air Education and Training Command (AETC). For all practical purposes, this action made AETC the focal point for all education and training activities in the Air Force. The only notable exceptions were that operational commands continued crew training where the requirements were relatively small (e.g., B-1 and F-117 training), and the United States Air Force Academy retained its independent status.

Air University

Ten years after its return to major command status, Air University again became a subordinate part of Air Education and Training Command. As part of the decision to realign Air University under AETC, HQ USAF also made the Air Force Officer Training School, Community College of the Air Force, and the First Sergeants Academy subordinate organizations of Air University. The Air Force legal and chaplain training programs also transferred to Air University.

Numbered Air Forces Established

On 1 July 1993, AETC activated the Nineteenth Air Force at Randolph to supervise flying training and the Second Air Force at Keesler to manage all technical training units.





General Merrill A. McPeak and General Henry Viccellio, Jr., at the ceremony marking the standup of Air Education and Training Command, 1 July 1993 (above).

Maj Gen John C. Griffith assumes command of Second Air Force, 1 July 1993 (left).

Training Centers and Training Wings

Effective 1 July, ATC inactivated the training centers at Goodfellow, Lackland, Keesler, and Sheppard. They were succeeded by the 17th, 37th, 81st, and 82d Training Wings, respectively all activated that same day.

Technical Training Groups

At the same time the wings were activated, the designations of the training groups changed, assuming the same numerical designations as their parent wings. Thus, the 391st Technical Training Group at Goodfellow became the 17th Technical Training Group, the 393d at Keesler became the 81st, the 394th at Lackland became the 37th, and the 396th at Sheppard became the 82d. In addition, the 394th Military Training Group at Lackland became the 37th Military Training Group, and at Sheppard the 396th Medical Training Group became the 82d Medical Training Group and the 82d Field Training Group.

Medical Centers

The status of AETC's two largest medical facilities also changed on 1 July 1993. The command redesignated Wilford Hall USAF Medical Center at Lackland as the 59th Medical Wing, though the facility continued to be called Wilford Hall Medical Center, and replaced the Keesler Medical Center with the 81st Medical Group.

Crew Training Reassignments

Since AETC picked up a major portion of the crew training mission on 1 July 1993, HQ USAF reassigned the wings that had previously conducted the training to AETC. AETC gained the 58th Fighter Wing, Luke AFB, Arizona, and the 325th Fighter Wing, Tyndall AFB, Florida, from Air Combat Command. Also, AETC gained the 97th Air Mobility Wing, Altus AFB, Oklahoma, and the 542d Crew Training Wing, Kirtland AFB, New Mexico, from Air Mobility Command.



Aircrews also trained for various special operations at Kirtland in the MC-130H Combat Talon II aircraft.

Space and Missile Training

Another Year of Training initiative implemented on 1 July 1993 was to combine space and missile training. Previously the 4315th Combat Crew Training Squadron, an ACC unit, had provided missile training at Vandenberg AFB, California, and ATC's 319th Space Training Squadron had conducted undergraduate space training at Lowry AFB, Colorado. Both of those units inactivated, and AETC activated the 392d Space and Missile Training Squadron at Vandenberg, assigning it to the 17th Training Wing to perform both missions.



The 58th Fighter Wing at Luke AFB, Arizona, provided aircrew training for the F-16 air-to-ground mission.

Survival School Redesignated

In converting the flying training wings and training centers to the objective wing structure, ATC also looked at the 3636th Combat Crew Training Wing (Survival) and determined it should be a group. Accordingly, on 29 January 1993, the command redesignated the 3636th as the 336th Crew Training Group. The redesignation was part of a large Air Staff initiative to redesignate four digit units to three and to preserve distinguished unit designations. At the same time, the command changed the designations of the group's subordinate squadrons. The 3612th, 3613th, and 3614th Combat Crew Training Squadrons became the 22d, 17th, and 66th Crew Training Squadrons, respectively.

Air National Guard Units

Effective 1 July 1993, Air Education and Training Command was designated the gaining command for three Air National Guard units with training missions. They were the 114th Fighter Squadron, Kingsley Field, Oregon; the 162d Fighter Group, Tucson International Airport, Arizona; and the 184th Fighter Group, McConnell AFB, Kansas.

Officer Training School

In anticipation of its move on 1 October 1993 from Lackland Annex to Maxwell AFB, Alabama, AETC reassigned the 301st Officer Training Squadron from the 394th Military Training Group at Lackland to Air University. The 301st Officer Training Squadron graduated its last class at Medina Annex on 22 September 1993. On 1 October 1993, AETC redesignated the 301st Officer Training Squadron as the Officer Training School.

College for Professional Military Education

To consolidate all USAF enlisted professional military education under a single manager, Air Education and Training Command activated the College for Enlisted Professional Military Education (CEPME) as an Air University subordinate unit on 15 December 1993, with the Air Force Senior NCO Academy and stateside NCO academies, which had belonged to the major commands, as the college's subordinate organizations.

Other Changes at Air University

Three Air University subordinate organizations were redesignated. Effective 1 October 1993, the Air Force



The 542d Crew Training Wing at Kirtland AFB, New Mexico, used the MH-60 helicopter to train crews in the Pave Hawk mission--combat search and rescue and the infiltration/exfiltration of special operations forces.

Quality Center became the Air Force Quality Institute; the name of the Air University Center for Aerospace Doctrine, Research, and Education changed to College of Aerospace Doctrine, Research, and Education; and the Ira C. Eaker Center for Professional Development became the Ira C. Eaker College for Professional Development.

Deputy Chiefs of Staff Become Directors

In accordance with guidance from the Air Staff, Air Training Command dropped the use of the title Chief of Staff on 1 February 1993 and referred to the individual holding that position as the Director of Executive Services. At the same time, the command also discontinued use of the title Deputy Chief of Staff for those heading major staff agencies and referred to them as Directors. The changes in terminology had a trickle-down effect; DCSs became directorates, directorates became divisions, and so on down the line.

Operational Support Airlift

Effective 15 April 1993, ATC activated the 332d Airlift Flight and assigned it to Randolph's 12th Operations Group. The activation of the 332d marked the transfer of five C-21A aircraft and operational support airlift responsibilities from Air Mobility Command to Air Training Command.

Activation of Flying Training Squadrons

To accommodate the navigator training mission at Randolph, ATC activated the 562d and 563d Flying Training Squadrons on 14 May. On that same date, the command also activated the 99th Flying Training Squadron at Randolph to train instructor pilots for the T-1A.

Flight Screening Squadron

As the 12th Flying Training Wing added new flying training squadrons to handle the T-1A and specialized undergraduate navigator training missions, ATC decided to redesignate the 1st Flight Screening Squadron as the 1st Flying Training Squadron. The name change took place on 28 May 1993; the squadron remained assigned to the 12th Operations Group. Also assigned to the 12th Operations Group was the 557th Flying Training Squadron, the unit at the Air Force Academy that conducted flight screening and which was reassigned to AETC on 1 July.

Inter-American Air Forces Academy

In August 1992 Hurricane Andrew hit the Florida coast south of Miami and wiped out Homestead AFB. Following the hurricane, the Air Force temporarily relocated the Inter-American Air Forces Academy from Homestead to Lackland. Subsequently, the Air Force decided to make that arrangement permanent and, on 2 June 1993, the academy was relieved from assignment to Air Combat Command and assigned to Air Training Command. The unit was then further assigned to Lackland Training Center.

Social Actions Relocated

On 1 November 1993, AETC wings acted on HQ USAF's directions to move the social actions function from the mission support squadron to the wing commander's staff. At the same time, the responsibility for equal opportunity and treatment inquiries went to the wing Inspector General, but counseling and complaint reviews remained in the social actions office.

INSTALLATIONS

Chanute Inactivated

Chanute AFB, Illinois, was one of the casualties of the first round of base closure. On 30 September 1993, AETC inactivated the Chanute Technical Training Center, and the base closed the following day. Aerospace ground equipment, fuels, as well as jet and turboprop engine maintenance training moved to Sheppard AFB. Fire protection moved to Goodfellow AFB, weather training moved to Keesler AFB, vehicle maintenance moved to Lackland AFB, metals training moved to Aberdeen Proving Ground, and Nondestructive Inspection moved to NAS Pensacola.



Shown is the flight crew of a T-43 preparing to depart Mather for the last time.

Mather Inactivated

Mather AFB, California, was another casualty of the first round of base closure. On 30 September 1993, AETC inactivated the 323d Flying Training Wing, and the base closed on 1 October 1993.

Williams Inactivated

The second round of base closure tapped Williams AFB, Arizona, for shutdown. AETC inactivated the host unit, the 82d Flying Training Wing, on 31 March 1993, leaving the now independent 82d Operations Group to close the base. The command inactivated the operations group on 30 September 1993, and Williams AFB closed on 1 October 1993.

TRAINING

FLYING TRAINING

Crew Training

When AETC took on the crew training mission on 1 July, it also picked up a sizeable number of fighters, tankers, transports, and helicopters from ACC and AMC. These aircraft were called "grey jets," which referred to the grey paint schemes used on operational aircraft versus the traditional white paint scheme used on undergraduate pilot training aircraft. Overall, the command gained 287 aircraft 109 F-15s, 101 F-16s, 58 tanker-transport aircraft, and 19 helicopters. At Tyndall AETC picked up 78 F-15s (A through D models) to conduct air-to-air training. At Luke the command inherited 101 F-16s and 31 F-15E Strike Eagles to provide air-to-ground training. At Altus it gained 7 C-5As and 15 C-141Bs to train AMC aircrew members. Also, AETC took over 6 KC-135A/Q and 21 KC-135R tankers at Castle AFB, California, to conduct air-to-air refueling training. And, the command gained a variety of special operations aircraft at Kirtland including five HC-130P and four MC-130H aircraft, as well as six UH-1N, four MH-60G, five MH-53J, two CH-53A, and two NCH-53A helicopters.



A contract simulator instructor monitors the performance of a prospective instructor pilot in the new T-1A simulator at Randolph AFB.



At Tyndall AFB, Florida, a pilot checks out in the F-15D air superiority fighter.

First SUPT Class

The 64th Flying Training Wing at Reese AFB graduated the Air Force's first SUPT class on 29 July 1993. These were the first students to select either the bomber-fighter track or airlift-tanker track based on their standings when they completed T-37 training.

Fighter Training Moved from Holloman AFB

On 10 September 1992, HQ USAF announced that Introduction to Fighter Fundamentals training would move from Holloman AFB, New Mexico, to ATC's SUPT bases. A subsequent decision moved the training to only three bases: Columbus, Sheppard, and Randolph AFBs. Columbus conducted its first regular class on 20 September, Randolph on 5 November 1993, and Sheppard in January 1994.

Joint Specialized Undergraduate Pilot Training

Beginning on 8 September 1993, the first six T-44A naval instructor pilots (one from the Marine Corps, one from the Coast Guard, and four from the U.S. Navy) reported to the 64th Flying Training Wing as T-37 instructor pilots, adding the "joint" to JSUPT. Three instructor pilots from Reese joined VT-31 at NAS Corpus Christi to serve as T-44A instructors in December.

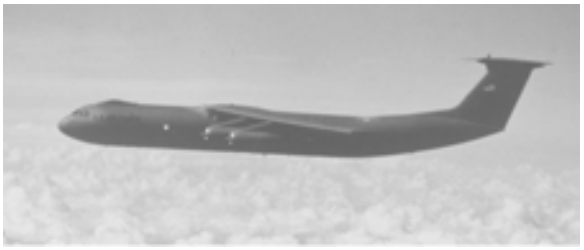
T-1A Pilot Instructor Training

On 18 August 1993, with six T-1A aircraft on base, the 12 FTW began its first T-1A Instructor Transition Course at Randolph AFB. The first standard T-1A PIT class was scheduled to begin on 15 March 1994.

F-15E Training

On 15 November 1993, the Air Force announced its decision to reassign the F-15E operations training program, beginning in FY95, from AETC at Luke AFB to ACC at Seymour Johnson AFB, in order to accommodate additional F-16 training at Luke.







The 97th Air Mobility Wing provided training for C-5 (top) and C-141 (middle) aircrews at the schoolhouse at Altus AFB, Oklahoma. The wing's 398th Operations Group at Castle AFB, California, conducted aerial refueling training for KC-135 (bottom) crews.

Navigator Training

Specialized Undergraduate Navigator Training moved from Mather AFB and began at Randolph AFB on 20 April 1993. On 10 August 1993, the first students, all ANG or foreign officers, entered the first SUNT class at Randolph AFB, earning their wings in

late January 1994. However, the first active duty Air Force students did not graduate until the following April.

Introduction to Bomber Fundamentals

The first SUPT class with graduates entering Introduction to Bomber Fundamentals (IBF) began training at Reese AFB in December 1993. The course was designed to provide bomber pilots with classroom and simulator training in crew coordination, crew concept, and low-level flying procedures. Navigators and electronic warfare officers also attended the course.



A pararescue student, equipped with parachute and survival gear, trains on a hanging harness for an upcoming parachute drop at the Pararescue Continuation Training School, Kirtland AFB, New Mexico.

MILITARY TRAINING

Biennial Review of BMT

The 37th Training Wing hosted the 16th Basic Military Training Biennial Review in September 1993. The review recommended that recruiting, basic military training, and technical training be integrated into a single process that would use a building block approach to bring a new member from the recruiter to his or her first active duty assignment.

Recruiter Assistance Program

Starting in August 1993, recent BMT graduates who went home on leave could work with local recruiters on a TDY status. The program generated leads by allowing potential recruits to speak directly with their peers who had recently become members of the Air Force.

TECHNICAL TRAINING

Mission Ready Technician

In early June 1993, General Viccellio told the Air Staff Director of Logistics and the ACC and AMC commanders that he would test a Mission Ready Training concept, which would produce a mission-ready technical training graduate, starting with the C-141 apprentice crew chief course. The 82d Training Wing would conduct the course, supported by the 97th Air Mobility Wing at Altus AFB.

Pararescue and Combat Control Training

As part of the Year of Training initiative, Air Mobility Command passed responsibility for pararescue (PJ) and combat control (CCT) training to AETC. The command chose to align the training under Nineteenth Air Force, which managed flying training, though Second Air Force, the command's technical training component, ran the training pipeline and had responsibility for the conduct of the joint PJ/CCT indoctrination course, which the 37th Training Wing conducted. The career fields required lengthy specialized training, and few candidates completed the physically demanding programs. The career fields were chronically undermanned, therefore, and resolving this issue would be a persistent challenge over the next few years.

Space and Missile Training

After the 392d Space and Missile Training Squadron stood up at Vandenberg, AETC began to consolidate space and missile training, including operations and maintenance. The biggest challenge was to combine undergraduate missile and undergraduate space training. The purpose of the new undergraduate space and missile training (USMT) was to produce a graduate who could fill any job in the career field.

EDUCATION

Distance Learning

The Air Force Institute of Technology broadcast its first distance learning course in November 1993 after the Air Force acquisition community levied a large training requirement for all personnel working in acquisition-coded positions.

1994

The reorganization of AETC continued, as the command adopted the concept of the objective wing at headquarters AETC and Air University. Because the command had become responsible for crew training, several new wings stood up or transferred into the command. These wings would conduct Special Operations, F-16, Space and Missile, and Airlift training. At the same time, the first Specialized Undergraduate Pilot Training (SUPT) and Joint SUPT courses commenced. The first round of the Base Realignment and Closure Commission concluded for AETC as Lowry AFB joined Chanute, Mather, and Williams AFBs, which had closed the previous year.

ASSIGNED RESOURCES

(as of December 1994)

PRIMARY INSTALLATIONS: 13

Alabama--Maxwell; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 58,642 (9,980 officers; 34,369 enlisted; 14,293 civilians)

AIRCRAFT ASSIGNED: 1,561 (AT-38, C-5, C-12, C-21, C-141, F-15, F-16, HC-130P, KC-135, MC-130H, MH-53J, MH-60G, T-1, T-3, T-37, T-38, T-41, T-43, TH-53A, UH-1N)

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Quality Institute, Maxwell AFB AL
Air Force Reserve Officer Training Corps, Maxwell AFB AL
Air University Library, Maxwell AFB AL
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Extension Course Institute, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL
Officer Training School, Maxwell AFB AL
Squadron Officer School, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings, 1 independent group, and 1 independent squadron)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA
602d Training Support Sq, Edwards AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings, 1 independent group, and 1 independent squadron)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ
58th Special Operations Wing, Kirtland AFB NM
64th Flying Training Wing, Reese AFB TX
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
325th Fighter Wing, Tyndall AFB FL
336th Crew Training Group, Fairchild AFB WA
619th Training Support Sq, Randolph AFB TX

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX

COMMAND LEADERSHIP

General Henry Viccellio, Jr., continued as the AETC commander, and Lt Gen Eugene E. Habiger remained vice commander.

ORGANIZATION

Changes to the Objective Wing

On 1 January 1994, the Air Staff replaced the Morale, Welfare, Recreation, and Services designation with Services. AETC redesignated its units as services squadrons on the same day. In another change implemented Air Force-wide on 1 March 1994, AETC replaced its civil engineering designations with a new term, civil engineer. HQ USAF added a fourth organization to the original three-group, objective wing template as the medical group joined the existing operations, logistics, and support groups. Between 1 July and 30 September 1994, the Air Force began replacing its hospitals and clinics with the objective medical groups. Of AETC's various units, only the 37th Training Wing, 58th Special Operations Wing, and the 80th Flying Training Wing, along with the 336th and 381st Training Groups, did not establish objective medical groups; the 37th because Lackland was also home to the 59th Medical Wing (Wilford Hall) and the other units because they were tenants who received their medical support from their host organizations. In November 1992, the CSAF added a plans office to the objective wing; but AETC chose to delay establishing a wing plans office until standup of the merged command. It was not until 1 July 1994 that AETC's wings moved their logistics plans functions out of the logistics or support groups into the plans offices, finalizing the new organizations.



2d Lts John Joyce (right) and Craig Parker (left) perform an inspection in the Minuteman Rapid Execution and Combat Targeting (REACT) B "Deuce" Missile Procedures Trainer.

Space and Missile Training

On 1 April 1994, AETC activated the 381st Training Group (Provisional) at Vandenberg AFB, California. Still in existence but separate from the provisional group were the 392d Space and Missile Training Squadron and its detachment at Lowry. On 1 October 1994, AETC inactivated the temporary organization and activated the 381st Training Group, with four training squadrons, including the newly redesignated 392d Training Squadron.

338th Training Support Group

On 18 February 1994, AETC inactivated the 338th Training Support Group, redistributing its missions to other organizations. This was a move away from using a group to oversee non-management headquarters functions.

602d Training Support Squadron

On 23 March 1994, AETC reassigned the 602d Training Support Squadron, located at Edwards AFB, California, from the 982d Training Group (82d Training Wing) to Second Air Force.

58th Special Operations Wing

On 1 April 1994, HQ USAF redesignated the 58th Fighter Wing at Luke AFB, Arizona, as the 58th Special Operations Wing and, on paper, moved the unit to Kirtland AFB, New Mexico. There it replaced the 542d Crew Training Wing, which AETC

inactivated the same day. Personnel and resources of the 542d were used to stand up the 58th Special Operations Wing.

56th Fighter Wing

On 1 April 1994, HQ Air Force transferred its 56th Fighter Wing designation from MacDill AFB, Florida, to Luke AFB. When the 58th Special Operations Wing moved to Kirtland, it left most of its personnel and equipment at Luke, which HQ AETC used to stand up the 56th Fighter Wing.

336th Training Group

Another change occurred on 1 April 1994 when HQ Air Force redesignated the 336th Crew Training Group at Fairchild AFB, Washington, as the 336th Training Group

619th Training Support Squadron

On 1 April 1994, AETC redesignated 419th Operations Training Squadron as the 619th Training Support Squadron.

Operational Support Airlift Training

One of the initiatives of the Year of Training was to consolidate and relocate the Operational Support Airlift schoolhouses for the C-12F and C-21A from Scott AFB, Illinois, and C-12C/D from Andrews AFB, Maryland. After looking at various locations, the Air Force decided to locate both programs at Keesler AFB on 1 July 1994.



1st Lt Jeannie Flynn was first in her Undergraduate Pilot Training class in 1992 and chose to fly F-15s. By the end of 2002, she had logged over 2,000 hours in the F-15E, including 200 hours in Operation Allied Force.

Maxwell Air Base Wing Designation

On 1 October 1994, AETC inactivated the 502d Air Base Wing, the host unit at Maxwell AFB, and replaced it with the 42d Air Base Wing. This was part of the Air Force's effort to retain on active status those wings with the most illustrious histories.

AETC Band

On 1 October 1994, HQ USAF redesignated the AETC Band as the AETC Band of the West.

INSTALLATIONS

Lowry Inactivated

Lowry AFB closed on 1 October 1994. Lowry's small missile maintenance, Undergraduate Space Training, and Enlisted Space Operations Training moved to Vandenberg. Other courses moved elsewhere.

TRAINING

FLYING TRAINING

The March Toward SUPT

Student pilots at the 47th Flying Training Wing made their first SUPT track selections on 18 May 1994. After receiving its first T-1A on 19 November 1993, the first student sortie at Laughlin AFB in the new trainer occurred on 6 June 1994. Vance AFB received its first T-1A on 8 December 1994, and its first SUPT class entered training the following April.

Joint SUPT

The first two Navy students arrived at Reese AFB in September 1994 for joint specialized undergraduate pilot training.

Enhanced Flight Screening

Slingsby Aviation Limited delivered the first two T-3A Firefly aircraft on 4 February 1994 to Hondo Field, Texas, for the enhanced flight screening program. On 14 March 1994, five students in Class 94-11 became the first to begin flight screening with the T-3A.

Women in Combat Flying Training

1st Lt Jeannie M. Flynn became the first female to complete training in the F-15E Strike Eagle at Luke AFB, Arizona. After earning a master's degree in aerospace engineering from Stanford University, she

AIR FORCE FLIGHT SCREENING

The USAF did not create a true flight screening program until the Korean War. Before World War II, the Army Air Corps' stringent qualification requirements naturally screened candidates for the relatively small number of pilots needed. During World War II, the Army Air Forces needed men to fill 100,000 aircrew positions, and thousands of candidates went through training. Qualification requirements relaxed initially before becoming more rigorous as the urgency for pilot production lessened during the course of the war. The Korean War increased the demand for more pilots, but the tight defense budget meant that the Air Force could no longer rely on a high washout rate to screen pilot candidates. Consequently, the USAF adopted the Revitalized Pilot Training Program in November 1952.

The introduction of the all-jet inventory of trainer aircraft in 1958 called into question the usefulness of a light aircraft flight screening program, which did not offer any experience in a high-performance trainer. The program ended in 1960, only to be revived when the war in Southeast Asia again increased the demand for pilots. In 1965, contractors near the Undergraduate Pilot Training (UPT) bases offered student pilots 30 hours of training in the Cessna 172F, which the USAF designated the T-41A. Later that year, ATC officials reported that the T-41 was proving to be a good screening device to eliminate students who lacked the aptitude or motivation to fly. The Air Force Academy followed ATC by formalizing the Pilot Indoctrination Program (PIP) in 1968. Operational control of the Academy's flight screening mission switched several times between the Academy and ATC.

As ATC planned to implement Specialized Undergraduate Pilot Training, Lt Gen Robert Oaks directed a review of all flying training programs. The outcome was a decision to adopt an acrobatic flight screener to better screen candidates with a goal of further reducing UPT attrition. Both AETC and the Academy adopted the Enhanced Flight Screening program with the mid-1990s arrival of the new Slingsby T-3A. Training started at Hondo, Texas, for ROTC and OTS students, and at the Academy for cadets. Almost immediately, the command experienced problems with the T-3, and ultimately cancelled the program in 1998 following the loss of three aircrews at the Academy.

After the cancellation of EFS, attrition rates in SUPT predictably rose. For pilots without prior flying experience, the washout rate doubled to 15.6 percent. In response, AETC and the Air Force Academy implemented the Introductory Flight Training (IFT) program in 1998. Through IFT, students earned a private pilot's license, which AETC had adopted as a prerequisite for UPT. Attrition rates improved in SUPT to 8.8 percent under the new program.

Headquarters AETC began planning in 2002 to implement a flight screening program, which would be called Introductory Flight Screening (IFS). The Academy's version would be called Academy Flight Screening (AFS). Rather than requiring a private pilot's license, IFS would follow procedures similar to SUPT and would require a check ride to pass. Instructor pilots would still be mainly contractors, but training would be offered at a single location and the syllabus standardized. Headquarters AETC expected that under the new program students would solo after about 15 hours and fly their check ride at around 23 to 28 hours. Despite setbacks, the flight screening program had proven its value to the command by reducing attrition in SUPT.

graduated first in her UPT class at Laughlin AFB in December 1992, and chose the F-15 after Chief of Staff General Merrill McPeak opened the door for women to fly combat aircraft.

Joint Helicopter Training

In 1992 the Air Staff decided that helicopter pilot training should become an SUPT track, which meant that prospective Air Force helicopter pilots would go through fixed-wing (T-37 and later JPATS) training, make their track selection, and go on to Fort Rucker, Alabama, for rotary-wing training. The Army agreed, offering to train 24 students (up from 10 a year from FY92-94) in FY94 and 50 in FY95. In preparation, AETC activated the 23rd Flying Training Flight at Fort Rucker on 15 January 1994, assigning it to the Air Force's helicopter schoolhouse, the 542d Crew Training Wing at Kirtland AFB, New Mexico. On 2 November 1994, the first Air Force students to start the new helicopter training plan entered training at Fort Rucker in SUPT Helicopter Class 95-01.

KC-135 Training

The 1990 BRAC Commission directed the closure of Castle AFB, California, by September 1995 and the movement of the KC-135 combat crew training

school to Fairchild AFB, Washington. The BRAC in 1993 redirected KC-135 training to Altus AFB. On 20 January 1994, AETC activated the 97th Training Squadron at Altus to conduct the combat flight instructor course. Academic and simulator training continued at Castle, while the first class started flying at Altus on 21 January 1994 with three temporary duty KC-135 aircraft from the California base. On 9 November 1994, AETC activated the 55th Air Refueling Squadron at Altus. This new unit assumed responsibility for initial KC-135 training.

C-17 Training

While AETC and AMC were working out a memorandum of agreement for support and operation of C-17 formal aircrew training, the first four students--four loadmasters from Charleston AFB, South Carolina entered C-17 simulator and academic training at Altus AFB, Oklahoma, on 22 June 1994.

Conversion to JP-8

HQ USAF had decided in 1991 to convert from JP-4 to JP-8 jet fuel, primarily to address safety and environmental issues. The 58th Fighter Wing at Luke AFB converted in 1993, and AETC installed equipment to convert 479 T-37 aircraft to JP-8 between February and May 1994.

TECHNICAL TRAINING

C-141 Mission Ready Technician Program

Sheppard graduated its first class of C-141 crew chiefs under the mission ready technician program on 29 July 1994. Students then moved on to Altus AFB for hands-on training where they graduated on 16 August. This was the first AETC-developed training program that produced mission ready technicians upon graduation.

Last Class at Lowry AFB

Twenty-nine students completed the Apprentice Television Systems Specialist course on 29 April 1994, the last class to graduate from Lowry Training Center before the base closed on 1 October 1994.

Undergraduate Space and Missile Training

On 14 December 1994, the first class graduated from Vandenberg's new consolidated training course for all space and missile operations and maintenance officers.

Water Survival Training

When Hurricane Andrew destroyed the facilities of the USAF Water Survival School at Homestead AFB, Florida, in August 1992, the Air Force temporarily relocated the school to Tyndall AFB, where classes in water survival training began on 26 January 1993. After an Interservice Training Review Organization review, DOD decided to move Air Force water survival training to NAS Pensacola and consolidate it with the Navy program. Training ended at Tyndall in May 1994. The consolidated program began on 28 June 1994 for Navy students and on 15 July 1994 for Air Force students.

MILITARY TRAINING

We Are All Recruiters (WEAR)

In October 1994, Gen Viccellio challenged each wing to send an active duty spokesman to every high school in its local geographical area and to work more closely with their local area recruiters.

The End of Direct Duty Assignments

When Airman Basic Christine Ingram graduated from basic military training at Lackland AFB on 17 March 1994, she became the last active duty basic trainee to go directly from basic training to her first duty assignment without going through a technical training program. New policy now required all BMT graduates to attend in-residence technical training to earn their 3-level certification before reporting to their first duty assignments.

EDUCATION

SAAS Degrees Awarded

Congress granted the Air University commander authority to award a master's degree to graduates of the School of Advanced Airpower Studies.



A student at Air University's School of Advanced Airpower Studies hits the books.

Non-Resident PME Requirements

The USAF reduced the maximum time students could take to complete the Air Command and Staff College nonresident course from 4 years to 18 months, and the Squadron Officer School correspondence course from 3 years to 18 months

MISSION READY TECHNICIAN

One of AETC's key missions was to produce technical training graduates who were mission ready or as nearly mission ready as possible. The command increasingly moved away from lecture-based training towards more experiential learning and more student-focused learning. The Mission Ready Technician (MRT) and Mission Ready Airman (MRA) programs, developed in the mid-1990s, sought to prepare course graduates to become contributing members of their units on day one of their arrival. On the one hand, the MRT program concentrated on training that required formal task certification, typically aircraft maintenance. On the other hand, the MRA program dealt with career fields in which airmen had to demonstrate an aptitude or skill that was not precisely measurable, such as customer service, mission support, and administrative Air Force Specialty Codes.

The military reduced the size of its active duty force at the end of the Cold War. The Air Force consequently had excess front line aircraft and equipment available for transfer to AETC for training purposes. The transfer of Luke, Tyndall, and Altus AFB to AETC gave the command bases that could be used for realistic operational training. If AETC could employ the new equipment and facilities to produce a task-certified or more mission ready apprentice, operational units could reduce the amount of on-the-job training provided to new airmen.

In early June 1993, General Henry Viccellio, Jr., the ATC commander, told the Air Staff Director of Logistics and the Air Combat Command and Air Mobility Command commanders that he would test a Mission Ready Training concept with a C-141 apprentice crew chief course. The 82d Training Wing would conduct the course, supported by the 97th Air Mobility Wing at Altus AFB. The first C-141 MRT class graduated on 16 August 1994. Even before the test was complete, AETC planned additional courses, with the enthusiastic support of the MAJCOMs. The program, however, faced several hurdles.

Mission Ready Technician training required a great deal of funding for instructors and student man-years. Training was the command's mission, and General Viccellio was adamant that AETC would pay the bill. The command used a series of temporary fixes to come up with the manpower necessary to implement the first MRT courses, but by fall 1995, it was obvious that AETC could not fund more than 61 percent of the 2,649 authorizations necessary to implement all 74 desired courses. General Boles asked the other MAJCOMs for help, but they did not have the authorizations to give up. Command training managers also tried, unsuccessfully, to gain resources through the program objective memorandum (POM) process.

The term "Mission Ready Airman" evolved to include both MRT and MRA programs. At the same time, the acronym "MRT" came to signify "Mission Readiness Training" in common usage instead of mission ready technician. In December 2001, responsibility for the program transferred from HQ Second Air Force to HQ AETC. In 2000, HQ AETC gave up its quest for the hundreds of manpower authorizations and the tens of millions of dollars needed to convert approximately 50 more 3-level-awarding courses to an MRA format. Instead, at the June 2000 CORONA, the Air Force leadership decided that the candidate courses should undergo their normal utilization and training workshop review and that the career field managers and the other MAJCOMs should program money to accommodate the requested career field changes.

Overall, AETC's senior leadership was very pleased with the feedback it had gotten from the field. Funding problems had delayed the implementation of additional courses, but overall the program was successful in its goal of better preparing airman for their first duty assignments.



A student in Tyndall's Mission Ready Technician program marshals out an F-15.

1995

The command reached an important milestone in the upgrade of aircraft for undergraduate flying training with the announcement that Beech Aircraft Corporation was selected to develop and deliver the Joint Primary Aircraft Training System, which comprised an aircraft later designated the T-6A Texan II along with associated simulators, equipment, courseware, and data management systems. The JPATS system would replace the venerable T-37 and represented a joint venture between the Air Force and Navy. Technical training continued to evolve in the wake of the creation of AETC, as the drawdown in the Field Training Program was put on hold. The Base Realignment and Closure commission announced the closure of Reese AFB and the realignment of Kelly AFB, as Congress and the Department of Defense sought to reduce the cost of maintaining unnecessary infrastructure. An increasingly challenging recruiting environment, created in part by a strong economy and the sense that military service in the wake of the post-Cold War drawdown provided fewer opportunities than previously, prompted the command to bolster recruiting programs.

ASSIGNED RESOURCES

(as of December 1995)

PRIMARY INSTALLATIONS: 13

Alabama--Maxwell; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard

PERSONNEL ASSIGNED: 58,085 (9,998 officers; 34,558 enlisted; 13,529 civilians)

AIRCRAFT ASSIGNED: 1,536 (AT-38, C-5, C-12, C-21, C-141, F-15, F-16, HC-130P, KC-135, MC-130H, MH-53J, MH-60G, T-1, T-3, T-37, T-38, T-43, TH-53A, UH-1N)

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Quality Institute, Maxwell AFB AL
Air Force Reserve Officer Training Corps, Maxwell AFB AL
Air Force Senior NCO Academy, Gunter Annex, Maxwell AFB AL
Air University Library, Maxwell AFB AL
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL
Officer Training School, Maxwell AFB AL
Squadron Officer School, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings, 1 independent group, and 1 independent squadron)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA
602d Training Support Squadron, Edwards AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings, 1 independent group, and 1 independent squadron)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS

47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ
58th Special Operations Wing, Kirtland AFB NM
64th Flying Training Wing, Reese AFB TX
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
325th Fighter Wing, Tyndall AFB FL
336th Crew Training Group, Fairchild AFB WA
619th Training Support Squadron, Randolph AFB TX

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX

COMMAND LEADERSHIP



General
Billy J. Boles

On 20 June 1995, General Billy J. Boles assumed command of AETC from General Henry Viccellio, Jr., who became the new Air Force Materiel Command commander. General Boles had replaced Lt Gen Eugene E. Habiger temporarily as vice commander on 23 April 1995, before he, in turn, was replaced by Lt Gen John C. Griffith, formerly the Second Air Force commander. General Boles had been the Deputy Chief of Staff for Personnel at Headquarters Air Force before coming to AETC. General Habiger left AETC for that same Air Staff position.



The Louis F. Garland Department of Defense Fire Academy was located at Goodfellow AFB, Texas.

ORGANIZATION

Extension Course Institute

On 15 February 1995, AETC inactivated the Extension Course Institute, and Air University transferred its mission to the College of Aerospace Doctrine, Research, and Education.

Inspector General

In the spring of 1995, HQ USAF decided the wings needed a separate Inspector General function rather than using the wing vice commanders to fulfill this role. By the end of the year, 13 wings within AETC, as well as the Air Force Recruiting Service, had established dedicated Inspector General functions.

Comptroller

In 1994, the Air Staff shortened the title of its financial management and comptroller organization to the older and simpler title of comptroller. AETC made the title change on 13 December 1994. However, it wasn't until February 1995 that the Air Force Chief of Staff agreed to establish numbered comptroller flights or squadrons, depending on the number of authorizations on the unit manning document. In May 1995, AETC activated four comptroller squadrons and six flights, ending with the stand up of the squadron at the 12th Flying Training Wing in January 1996.

Director of Staff

In March 1995, the Air Force Chief of Staff approved establishing a Director of Staff position at each of the major command headquarters. HQ AETC already had a Director of Executive Services, which the commander chose to rename as the Director of Staff, effective 1 April 1995.

TRAINING

FLYING TRAINING

Joint Pilot Training

On 15 April 1993, Secretary of Defense Les Aspin announced his decision that all services would consolidate fixed-wing aircraft training, beginning with the Air Force and Navy. The changes took years to implement, and it was not until 27 January 1995



AETC briefly conducted F-15E crew training after gaining Luke AFB in 1993. Training returned to ACC in 1995.

that the Air Force graduated its first Joint Specialized Undergraduate Pilot Training class, which included two Navy officers, at Reese AFB.

Joint Navigator Training

Immediately after the 1993 decision to consolidate pilot training, the Air Force and Navy began to study the possibility of training their navigators in a common course. On 1 October 1995, all Air Force and Navy students entered navigator training at NAS Pensacola and followed a common syllabus.

F-15E Training

The last operational F-15E training class at Luke graduated on 23 February 1995. Less than a month later, on 21 March, the final F-15E departed for Seymour Johnson AFB, transferring the F-15E training program to Air Combat Command.

JPATS

On 22 June 1995, the Secretary of the Air Force announced the selection of Beech Aircraft Corporation to develop and deliver the Joint Primary Aircraft Training System. The Air Force would receive 372 of the new trainers and the Navy 339.

TECHNICAL TRAINING

Fire Protection Training

Goodfellow AFB dedicated its new, $44 million fire training complex on 19 January 1995. The facility housed all classrooms, instructor offices, and vehicle and trainer maintenance facilities, providing DOD with mission ready, nationally certified graduates. The 17th Training Wing graduated its first class of fire protection apprentices using the mission ready technician approach on 31 March 1995.

FTD Drawdown on Hold

On 26 January 1995, at the request of the DoD Inspector General, AETC put the field training detachment drawdown on hold. The command developed a new FTD regionalization concept to which the MAJCOM commanders agreed.

Air Base Ground Defense

Lackland's Security Police Academy conducted Air Base Ground Defense training at Camp Bullis from 1966 to 1985, at which time the USAF and Army agreed the latter service would conduct ground training jointly. The Air Force regained the ABGD training mission after the Army retired the former school at Fort Dix, New Jersey. The first Air Force students started at Lackland/Camp Bullis in August 1995, and the final class completed their training at Fort Dix in October.

MILITARY TRAINING

Recruiter Manning

General Viccellio authorized 80 additional manpower slots and $2.5 million to pay for advertising in order to help AFRS meet recruiting goals. Between July and December 1995, these additional recruiters filled critical vacancies in the areas of health professional recruiting and Officer Training School.

Retirees as Recruiters

AFRS started an initiative using retirees in October 1995 to supplement active-duty recruiters. These "Retirees as Recruiters" volunteered in recruiting offices and assisted recruiters in getting the message out in their local communities.

BMT Attrition

In FY95 the rate of attrition of BMT recruits reached 10 percent, up from an average of 7 percent from FY85 to FY92. Medical disqualifications accounted for 70 percent of those eliminated. Physicians more quickly eliminated trainees with potentially chronic illnesses, such as asthma, which had been the principle medical cause for return from Operation Desert Storm deployment.

EDUCATION

First Interservice CCAF Graduates

On 18 April 1995, the Community College of the Air Force graduated its first Army, Navy, and Marine Corps students. In September, however, Congress restricted eligibility to Air Force members only. However, those students from other services who were currently enrolled in CCAF could complete their degree programs.

Foreign Job Exchange

On 1 July 1995, SMSgt Christopher Bryans departed the U.S. to serve as the first enlisted member in USAF history to participate in a formal job exchange with a foreign country. He served as an instructor at a German NCO school. CMSgt Peter Bothstede, from the German Air Force, performed similar duties at the Air Force Senior NCO Academy.

TOPCAT Program

In April 1995 AETC kicked off the TOPCAT Program to create a "below-the-zone" type of promotion system for the command's superstar instructors. Brig Gen Karen S. Rankin, AETC's Director of Technical Training, later decided to discontinue the program because the envisioned opportunities never materialized.

MISCELLANEOUS

BRAC Announcement

The Base Realignment and Closure Commission announced its decision to close Reese AFB in 1997. It also recommended realigning the Kelly AFB runway and the portion of land west of the runway to adjoining Lackland AFB in 2001.

PILOT PRODUCTION

Several new AETC initiatives helped the Air Force to solve a critical shortage of pilots in the 1990s. The end of the Cold War precipitated a military draw-down, and the Air Force inactivated units so quickly that the reduced force structure could not absorb many new pilots. In 1995 AETC turned out the fewest number of new active duty pilots the command had graduated since 1947. Under such volatile conditions, it came as no surprise that Air Staff planners projected a reversal of the downward trend and called for an increase in annual production to 1,100 pilots by FY02. Pilot retention problems exacerbated the projected training shortfall. The robust airline industry offered excellent employment opportunities, and their demand for new pilots was more than double the number reaching the end of their initial active duty service commitment each year. High operations tempos in support of contingency support operations degraded pilots' quality of life, persuading many pilots to leave for those jobs. For every three pilots who left, only two entered the force. The retention problem became so acute that in early FY98 the Air Staff shortened the period of time to double pilot production by two years.

The closure of Williams AFB in 1993 and Reese AFB in 1997 limited AETC's capacity to increase pilot production easily, so the command focused on other initiatives. The command changed the emphasis of training from rigorous evaluation to tailoring instruction to meet student needs without lowering standards, and attrition rates declined from a peak of 37 percent in FY87 to 23 percent by FY90. Enhanced Flight Screening aimed at further reducing attrition. AETC also counted heavily on the Air Force Reserve Command (AFRC) and the Air National Guard (ANG) to complement its active duty instructor pilot force. Under the innovative Instructor Pilot Associate Program, nearly 500 Air Reserve Component instructor pilots served at six AETC pilot training bases. By the summer of 2001, Reserve associate squadrons were in place to support flying training.

Because of SUPT, AETC no longer produced universally assignable pilots and therefore had to pay close attention to the requirements of fighter, transport, tanker, and helicopter units. As production increased and attrition fell, students not only faced delays while awaiting limited SUPT spaces, but also faced delays from one phase of training to the next. AETC reduced the numbers of entering students to better manage the pipeline.

To improve retention, senior Air Force leadership reduced the number of rated positions at headquarters staffs, to free more pilots for flying assignments. The length of the initial active duty service commitment for pilots increased from 8 to 10 years, and the Air Force increased retention bonuses.

In just four years, Air Education and Training Command doubled the number of active duty pilots it produced. From a baseline of 523 new pilots in FY96, the command increased production to 1,078 graduates in FY00.

1996

The second half of the decade was a time of greater stability for the Air Force and for AETC. Modernization, recruiting, and retention replaced downsizing and reorganization as primary concerns. Pilot production began to expand after FY06, which saw the smallest number of officers complete Undergraduate Pilot Training since 1947. The command continued updating flying training programs and equipment. Columbus AFB became the last wing to receive the T-1A Jayhawk, which marked the end of AETC's transition to Specialized Undergraduate Pilot Training that began in 1992. The Air Force awarded three contracts to McDonnell Douglas Aerospace Corporation to upgrade T-38 avionics systems.



Shown is a view of C-17 Loadmaster training at Altus AFB.

ASSIGNED RESOURCES

(as of December 1996)

PRIMARY INSTALLATIONS:	13
	Alabama--Maxwell; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, Reese, and Sheppard
PERSONNEL ASSIGNED:	56,828 (9,112 officers; 32,997 enlisted; 14,719 civilians)
AIRCRAFT ASSIGNED:	1,569 (AT-38, C-5, C-17, C-21, C-130, C-141, F-15, F-16, KC-135, MC-130H, MC-130P, MH-53J, HH-60G, T-1, T-3, T-37, T-38, T-43, TH-53A, UH-1N)



Two 97th Airlift Wing C-17s practice air-dropping cargo pallets at a training range near Altus AFB, Oklahoma.

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Quality Institute, Maxwell AFB AL
Air Force Reserve Officer Training Corps, Maxwell AFB AL
Air Force Senior NCO Academy, Gunter Annex, Maxwell AFB AL
Air University Office of Academic Support
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL
Officer Training School, Maxwell AFB AL
Squadron Officer School, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings, 1 independent group, and 1 independent squadron)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA
602d Training Support Squadron, Edwards AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings, 1 independent group, and 1 independent squadron)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ
58th Special Operations Wing, Kirtland AFB NM
64th Flying Training Wing, Reese AFB TX
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
325th Fighter Wing, Tyndall AFB FL
336th Training Group, Fairchild AFB WA
619th Training Support Squadron, Randolph AFB TX

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA

369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX

COMMAND LEADERSHIP

General Billy J. Boles continued as the AETC commander, and Lt Gen John C. Griffith remained vice commander.

ORGANIZATION

HEADQUARTERS

Directorate of Communications and Information

On 20 December 1995, the Secretary of the Air Force approved the integration of command, control, communications, and computers with information management. Organizational changes within the command began in April 1996 when the 81st Training Wing combined its information management flight in the mission support squadron with the communications squadron. The merger command wide was completed early in 1997. Earlier, HQ AETC created its Directorate of Communications and Information on 29 August 1996.

SUBORDINATE ORGANIZATIONS

Air University Office of Academic Support

On 1 October 1996, AETC activated the Academic Support Office, which consolidated all of Air University's education support activities. This action realigned the Air University Library (which inactivated on the same date); the Education Services Division from the College of Aerospace Doctrine, Research, and Education; the Academic Instructor School; and the International Officer School. On 2 December 1996, HQ AETC redesignated the office as the Air University Office of Academic Support.

Pararescue and Combat Control Training

General Viccellio approved moving the PJ/CCT school from Nineteenth Air Force to Second Air Force. On 1 April 1996, both schools, along with the advanced weapons course at Nellis AFB, Nevada, were reassigned from the 58th Special Operations Wing to the 37th Training Wing's 342d Training Squadron at Lackland AFB.

563rd Flying Training Squadron Inactivated

As part of an Air Force and Navy decision to consolidate some training, AETC inactivated the 563 FTS at Randolph AFB on 3 June 1996. AETC transferred its electronic warfare officer training from Randolph to Corry Station, Florida, when the command moved portions of the navigator training to NAS Pensacola.

21st Fighter Squadron Activated

On 8 August 1996, the Air Force activated the 21st Fighter Squadron as a combined unit with the Taiwan Air Force at Luke AFB. The Americans provided F-16 flight training and maintenance for the Taiwanese.

Quality and Management Innovation Flight

In the fall of 1995, the Air Force Chief of Staff announced it was time for the Air Force to "operationalize quality." To do this, he decided to integrate manpower and quality functions. On 12 December 1996, HQ USAF redesigned the AETC Management Engineering Flight as the AETC Quality and Management Innovation Flight. The wings had the option of creating a Manpower and Quality Office.



T-1A Jayhawk assigned to the 14th Flying Training Wing at Columbus AFB.

TRAINING

FLYING TRAINING

Specialized Undergraduate Pilot Training

The 14th Flying Training Wing at Columbus AFB received its first T-1A Jayhawk on 25 January 1996, the last SUPT wing to do so. This delivery marked the end of the transition to SUPT that began in 1992.

T-38 Avionics Upgrade Program

On 31 July 1996, the Air Force awarded three contracts to McDonnell Douglas Aerospace

Corporation for the $750 million, T-38 Avionics Upgrade Program. The upgrades included improved avionics systems, new aircrew training devices, and contractor logistics support. Crucial to the SUPT program, the upgrades would extend the service life of the T-38.

TECHNICAL TRAINING

Student Housing

In February 1996, General Billy Boles outlined a 5-year, $123 million initiative to replace Korean War-era dormitories at Keesler AFB. The issue of dorms, both permanent party and student, received so much attention Air Force-wide that the Air Staff developed a Dormitory Master Plan in August 1997. The new standard envisioned two people living in single rooms sharing a kitchen area and a bathroom. AETC prioritized student dorms at Keesler, Sheppard, and Lackland, which had been neglected in the past.



This new student dormitory at Keesler AFB was built to the new standards adopted in the Dormitory Master Plan.

MILITARY TRAINING

Recruiting

The Air Force Recruiting Service opened its new recruiting site at www.airforce.com on the World Wide Web in February 1996. From the beginning, AFRS got the reaction to the web page they wanted: in October 1996, for example, about 22,000 people visited the site, producing about 1,200 leads for recruiters nation-wide. Numbers grew dramatically over time.

Diamondback Ridge

In August 1996, the 737th Training Group at Lackland AFB began a month-long test of a field training exercise for basic trainees at "Diamondback Ridge," a simulated bare base located on Medina Annex. The overnight exercise became fully operational on 15 November 1996.

EDUCATION

Squadron Officer School Opportunities

On 1 January 1996, following on the heels of an expanded class in late 1995, the USAF enacted a policy providing active duty line officers a 100 percent opportunity to attend Squadron Officer School (SOS) in residence. Between 15 July and 10 August 1996, Air University conducted a 4-week SOS Total Force Prototype Course in order to increase the opportunity for Air Force Reserve and Air National Guard officers to complete this training.



Company-grade officers solve a training problem during Squadron Officer School, at Maxwell AFB.

MISCELLANEOUS

Khobar Towers

On 25 June 1996, a terrorist attack killed 19 airmen and wounded hundreds more at Khobar Towers at King Abul Aziz Air Base, Saudi Arabia. The Air Force responded, in part, by combing law enforcement and security training while increasing the trained personnel requirements for security forces.



1997

In 1997 the Air Force celebrated its golden anniversary. Secretary of the Air Force Dr Shelia E. Widnall said the service had traveled a great distance in the past 50 years, "from the grease board to computers, out of the atmosphere and into space." However, she noted, "the most impressive story in the development of the Air Force is the story of our people's willingness and eagerness to step up to change." That change included a new strategic vision, "Global Engagement: A Vision for the 21st Century Air Force," which led to the establishment of the Air and Space Basic Course at Maxwell AFB. In other matters, national attention focused on the issue of women's role in the military, and gender-integrated training came under scrutiny. The Air Force realigned all US-based theater airlift assets to Air Mobility Command, which also assigned responsibility for C-130 training to AETC. To carry out this task, the command gained the 314th Airlift Wing at Little Rock AFB, Arkansas. Finally, the deaths of 19 airmen in Khobar Towers bombing in Saudi Arabia spotlighted the continued instability in the Middle East and led to restructuring in the security police career field.

ASSIGNED RESOURCES

(as of December 1997)

PRIMARY INSTALLATIONS: 13

Alabama--Maxwell; Arkansas--Little Rock; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, and Sheppard

PERSONNEL ASSIGNED: 58,066 (9,224 officers; 33,855 enlisted; 14,987 civilians)

AIRCRAFT ASSIGNED: 1,544 (AT-38, C-5, C-17, C-21, C-130, C-141, F-15, F-16, KC-135, MC-130H, MC-130P, MH-53J, HH-60G, T-1, T-3, T-37, T-38, T-43, TH-53A, UH-1N)

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 14 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Air and Space Basic Course School, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Officer Accession and Training Schools, Maxwell AFB AL
Air Force Senior NCO Academy, Gunter Annex, Maxwell AFB AL
Air University Office of Academic Support
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL
Squadron Officer School, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings and 1 independent group)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 11 wings and 1 independent group)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ

58th Special Operations Wing, Kirtland AFB NM
64th Flying Training Wing, Reese AFB TX
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
314th Airlift Wing
325th Fighter Wing, Tyndall AFB FL
336th Training Group, Fairchild AFB WA

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX

COMMAND LEADERSHIP



General
Lloyd W. Newton

On 17 March 1997, General Lloyd W. Newton replaced General Billy J. Boles as AETC commander. General Boles retired on 1 April. Just before assuming command, General Newton served as the Assistance Vice Chief of Staff at HQ USAF. Lt Gen John C. Griffith remained vice commander.

ORGANIZATION

Two New Directorates at HQ AETC

On 1 January 1997, HQ AETC established two new directorates. For the first time since 1958, and only the second time in the command's history, the command had a single manager in charge of both flying and technical training, the Directorate of Operations. Also, the headquarters consolidated plans, programs, and requirements under a single organization, the Directorate of Plans and Programs.



An instructor pilot and civilian maintainer complete a preflight checklist. In addition to contract maintenance, AETC used USAF Reserve instructor pilots to augment its active-duty force.

AETC Field Operating Agencies

On 1 January 1997, the AETC Air Operations Squadron assumed flying-related support functions like life support, weather, and air traffic control from the AETC Training Support Squadron (TRSS) at Hill AFB, Utah. On 1 April, the command moved the AETC TRSS, in name only, from Hill to Randolph to assume the mission of the 619th TRSS, which it inactivated on the same day. AETC also activated the 367th TRSS at Sheppard AFB on 1 April and inactivated the detachments at Keesler AFB, Mississippi, and Lackland AFB, Texas. In addition, AETC inactivated the 602d Training Support Squadron at Edwards AFB, California, on 1 April and moved its mission, equipment, and personnel into the AETC Studies and Analysis Flight, redesignating it as the AETC Studies and Analysis Squadron the same day.

Systems Acquisition School

Effective 18 February 1997, Air Force Materiel Command transferred its 70th Training Squadron at Brooks AFB, Texas, to the Air Force Institute of Technology. HQ USAF redesignated the squadron as the Systems Acquisition School. With its reassignment, the school provided Air Force acquisition personnel with instruction on developing and implementing acquisition policies and processes.

Air Force Officer Accession and Training Schools

The AU Board of Visitors met in 1995 to discuss the AU commander's increased span of control. One recommendation was to put Air University's accessioning programs, Air Force Reserve Officer Training Corps and the Officer Training School, into one organization, which the Air Force Chief of Staff approved 6 January 1997. AETC activated the Air

Force Officer Accession and Training Schools on 14 February 1997. At the same time, AETC reassigned AFROTC and OTS from HQ Air University to the new school.

Air Force Quality Institute

As part of the Air Force Chief of Staff's continued push to "operationalize quality," AETC inactivated the Air Force Quality Institute at Maxwell on 31 March 1997, transferring its resources from Air University to the recently redesignated Air Force Center of Quality and Management Innovation at Randolph AFB.

Band of the West

Effective 1 May 1997, HQ USAF redesignated the Band of the West as the Air Force Band of the West, but left the band organizationally a part of the 37th Training Wing at Lackland AFB, Texas.

Security Forces

As part of its response to the terrorist attack on Khobar Towers in June 1996, HQ USAF changed the name of all Air Force security police organizations to security forces.

Air and Space Basic School

On 12 September 1997, the Air and Space Basic School activated at Air University under a direct mandate from the Air Force Chief of Staff. The school would conduct a new course, the Air and Space Basic Course, for all new Air Force lieutenants.

INSTALLATIONS

Reese AFB Closed

A casualty of the fifth round of base closure in the post-Cold War period, Reese AFB, Texas, closed on 1 October 1997. AETC inactivated its host unit, the 64th Flying Training Wing on 30 September 1997. Reese's flying training mission was divided among the remaining three undergraduate pilot training bases.

Little Rock AFB

On 1 April 1997, as part of an Air Force-wide move that realigned all continental US-based theater airlift assets to Air Mobility Command, AETC gained responsibility for C-130 training. Along with the new training requirement, the command acquired Little Rock AFB, Arkansas, and its host organization, the 314th Airlift Wing.



C-130s of the 314th Airlift Wing prepare to take off from Little Rock AFB, Arkansas.

TRAINING

FLYING TRAINING

Air Reserve Component Instructor Pilots

AETC needed to double pilot production from 525 in FY96 to 1100 a year by FY02. On 1 May 1997, two Reserve instructor pilots (IPs) assigned to the 5th Flying Training Flight at Vance AFB, Oklahoma, became the first associate IPs to train student pilots on a T-38 sortie. The idea behind the program was to get help from the Air Force Reserve and Air National Guard in getting the right number and mix of IPs.

Suspension of T-3A Flying

AETC Commander, General Lloyd W. Newton, suspended all T-3A flights on 25 July 1997 and ordered a Broad Area Review of the Enhanced Flight Screening Program. His decisions followed three T-3A crashes at the Air Force Academy that killed both the instructor pilot and student in each incident.

TECHNICAL TRAINING

Training Consolidations

During 1997, the Interservice Training Review Organization managers consolidated several training courses. At Sheppard AFB, the Basic and Advanced Biomedical Equipment Technician training programs consolidated, as did the Dental Assistant basic and advanced laboratory training. The Air Force and Marine Corps consolidated enlisted aircrew

loadmaster basic, initial, and mission qualification training at Little Rock AFB.

MILITARY TRAINING

Gender Integrated Training

At the behest of the AETC commander, basic military training (BMT) took one more step in integrating training. The 737th Training Group began to combine flights from adjacent dormitories in all bays of the recruit housing and training facilities, creating peer gender integrated flights. After several high-profile scandals, integrated training became a national issue. The DoD created a Federal Advisory Committee on Gender-Integrated Training and Related Issues, which came to be known as the Kassabaum-Baker Commission, to review current training issues. The commission recommended against gender-integrated training. Before the Kassabaum-Baker Commission could issue its findings, Congress established a second commission, known as the Blair Commission, which on 17 March 1999 recommended continuing current gender-integrated training. The Air Force continued to train gender-integrated BMT flights.

EDUCATION

Air Force Institute of Technology

Early in FY97, the Secretary of the Air Force decided to close Air Force Institute of Technology (AFIT) resident graduate schools, directing that students pursue advanced degrees only through a program that funded Air Force officers to earn advanced degrees at civilian institutions. The Ohio Congressional delegation protested the plan and blocked the move with legislation. Consequently, AFIT continued a resident program but reduced the number of students and staff through reorganization and downsizing.

Professional Reading Guide

The Air Force commenced a formal reading program by implementing the CSAF Professional Reading Program on 1 March 1997. Air University incorporated the reading list into its own *Air University Professional Reading Guide*.

COMPETITIVE SOURCING AND PRIVATIZATION

In the 1990s, the military sought to reduce personnel costs through competitive sourcing. The Office of Management and Budget (OMB) Circular number A-76 governed a process which determined whether a government entity, deemed a "most efficient organization (MEO)," or a private contractor should provide a particular service. AETC had a long history of contracted services, and contractors and MEOs handled 15 percent of the command's workload. Manpower savings achieved through noncompetitive processes, such as restructuring organizations or adopting more efficient practices, complemented A-76 studies.

In 1996, the Air Staff initiated Project Jump Start to accelerate competitive sourcing and privatization. Because AETC found that larger studies yielded greater manpower savings, the command chose to focus ITS efforts at an entire base in a process known as “Pick-a-Base.” By August 1997, AETC had identified five bases at which to conduct Pick-a-Base studies--Maxwell, Lackland, Keesler, Sheppard, and Randolph. Maxwell volunteered to go first, and with the Kelly closure scheduled for July 2001, AETC decided Lackland should be second.

Critical issues caused the Maxwell and Lackland Pick-a-Base initiatives to lag behind their programmed milestones. In both cases, appeals by the losing side undermined the process. After nearly two years of study, AETC announced on 27 November 2000 that an in-house MEO had won the Maxwell support services contract. The competing contractor appealed the decision, but the appeals board reaffirmed the decision to convert to an MEO. The contractor then appealed to the Government Accounting Office, which upheld the protest. The appeals delayed the start of work eight months. Similarly, after Lackland’s MEO team lost an appeal of Lackland’s August 2000 decision to award the work to a contractor, six members of the Texas Congressional delegation asked Secretary of the Air Force F. Whitten Peters to delay the conversion. A few days later, the DoD Inspector General agreed to conduct a review of the process. The workers union at Lackland independently filed suit, and the U.S. District Court issued a restraining order barring the Air Force from entering into any agreement with either an MEO or a private company.

By the end of 2001, the Pick-a-Base effort had significantly changed direction. The DoD Inspector General concluded that the Air Force had not reached supportable results. The command leadership and the Inspector General study team concluded that although no one had acted in bad faith, the procedures used were not adequately covered in published guidance. Headquarters AETC cancelled the Lackland study and placed the other studies on hold, with a view to restarting them again from the beginning of the process.

1998

The tempo of Air Force operations remained high after the end of the Gulf War. Deployments in support of military operations worldwide had strained resources and left personnel anxious as to whether they would have to leave home on short notice. The Air Force introduced the concept of Aerospace Expeditionary Forces to give its personnel a measure of stability and predictability. The Air Force grouped its combat and support forces into ten Air Expeditionary Forces (AEF) and assigned Airmen to both a home unit and an AEF. Airmen knew they could deploy at any time during a three-month window, but normally did not have to worry about deployments for the remainder of a fifteen-month cycle. This reduced the strain of deployments on family life and unit training. In 1998 General Lloyd Newton spoke about AETC's role in the implementation of the Expeditionary Air Force: "We're laying the groundwork: providing airmen the knowledge, experience and skills necessary to flourish in an expeditionary environment… one that requires 'light, lean and lethal' forces poised for deployment."



Aircraft designated as numbered Air Force, wing, operations group, and flying squadron commanders' aircraft at the unit's option are called Commanders' Aircraft (Flagships). Each base is authorized to designate one flagship per authorized commander. Bases and units with more than one mission design series assigned will select only one aircraft for the wing and operations group flagships. Each flying squadron commander may select one aircraft for designation as a flagship. Shown are the flagship markings for the 49th Flying Training Squadron on an AT-38B aircraft at Columbus AFB, Mississippi.

ASSIGNED RESOURCES

(as of December 1998)

PRIMARY INSTALLATIONS:	13 Alabama--Maxwell; Arkansas--Little Rock; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, and Sheppard
PERSONNEL ASSIGNED:	56,680 (9,240 officers; 32,520 enlisted; 14,920 civilians)
AIRCRAFT ASSIGNED:	1,544 (AT-38, C-5, C-17, C-21, C-130, C-141, F-15, F-16, KC-135, MC-130H, MC-130P, MH-53J, HH-60G, T-1, T-3, T-37, T-38, T-43, TH-53A, UH-1N)

WARRIOR WEEK



Basic trainees negotiate a water obstacle during a Warrior Week march.

Warrior Week, the biggest change to Air Force basic military training (BMT) in over 50 years, was designed to instill in new airmen a warrior mindset by exposing recruits to the field encampments they would likely experience on deployments. The program expanded gradually. Military Training Instructors (MTIs) in 1996 created a simulated bare base location on Lackland AFB's Medina Annex, initially named "Diamondback Ridge." Trainees marched to the site after completion of M-16 training and spent one night in hard-back tents. While at Diamondback Ridge, MTIs taught self-aid and buddy care and the code of conduct. After a month-long test, the new field experience was fully operational by 15 November 1996. The exercise was met with such enthusiasm that officials wanted to expand the program.

Included in the new Warrior Week curriculum were several items previously required during initial certification training. By performing this training during BMT, new airmen would arrive at their first duty stations closer to being a mission-ready member of the Air Force. This initial certification training included law of armed conflict, code of conduct, self-aid and buddy care, M-16 training, computer and operational security training, and chemical warfare training. Other training oriented the new airmen to deployments. This training included processing through a mobility line, an Expeditionary Aerospace Force posture briefing, field hygiene, anti-terrorism measures, unexploded ordnance, basic field tactics and field security, tent set up, defensive fighting positions, and basic field communications and notifications. Providing this training at BMT would save

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 14 major subordinate units)

42d Air Base Wing, Maxwell AFB AL

Air and Space Basic Course School, Maxwell AFB AL

Air Command and Staff College, Maxwell AFB AL

Air Force Institute of Technology, Wright-Patterson AFB OH

Air Force Officer Accession and Training Schools, Maxwell AFB AL

wings time and money. These savings allowed the Air Force to invest in BMT, and on 1 October 1999 the overnight field training experience expanded to a full week.

Recruits spent part of Warrior Week, their fifth week of training, in a tent encampment adjacent to Lackland's confidence course and the remainder at an austere forward deployment site at Medina Annex. The encampment facilities included 40 air-conditioned sleeping tents, latrines and showers, a dining facility, a cadre office, and ten academic tents where MTIs taught much of the academic portion of the training. Recruits trained for several days at the main encampment. Toward the end of the week, they received M-16 familiarization at the shooting range. From there, they marched to the field training exercise (FTX) area, whose nickname changed to the Scorpion's Nest, which simulated a forward deployment location with no air conditioning, no running water, and no showers. In fact, during the FTX recruits learned how to erect tents. Warrior Week course designers built the FTX around an actual mission defending the base from enemy infiltration. At the end of the exercise, recruits marched the 5 miles back to the main encampment.

During 2000 and 2001, the 737th Training Group continued to improve Warrior Week. Instructors reorganized the training scenarios to build steadily in intensity, culminating in exercises that tested trainees in camp security, challenge and reporting procedures, and airbase defense. Smoke and ground burst simulators enhanced the realism of the exercise. Instructors also included intelligence reports, constructive debriefings, and leadership reaction exercises to the week's curriculum, which became increasingly important when Airmen deployed in support of contingency operations in the Balkans and Middle East.

Air Force Senior NCO Academy, Gunter Annex, Maxwell AFB AL
Air University Office of Academic Support
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL
Squadron Officer School, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings and 1 independent group)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings and 1 independent group)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ
58th Special Operations Wing, Kirtland AFB NM
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
314th Airlift Wing, Little Rock AFB AR
325th Fighter Wing, Tyndall AFB FL
336th Training Group, Fairchild AFB WA

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX

COMMAND LEADERSHIP

General Lloyd W. Newton continued as AETC Commander. On 12 March 1998, Lt Gen David W. McIlvoy replaced Lt Gen John C. Griffith as vice commander. General Griffith retired.

ORGANIZATION

Command Chief Master Sergeant

On 1 November 1998, the title of each of the major command's Senior Enlisted Advisor changed to Command Chief Master Sergeant, a move designed

to make the Air Force designation more in line with the other services.

Activation of AFRC units

On 1 April 1998, HQ AFRC activated the 340th Flying Training Group at Randolph and three squadrons to manage the expanded reserve instructor program within AETC, including the 96th Flying Training Squadron at Laughlin AFB, the 97th Flying Training Squadron at Sheppard AFB, and the 100th Flying Training Squadron at Randolph.

IFF Training at Randolph

On 14 May 1998, AETC activated the 435th Flying Training Squadron to conduct Introduction to Fighter Fundamentals training at Randolph.

TRAINING

FLYING TRAINING

Introductory Flight Training

In late October 1998, the US Air Force Academy implemented the Introductory Flight Training as a replacement for the suspended Enhanced Flight Screening Program. AFROTC followed suit in mid-November. In this interim program, prospective Air Force pilots attended civilian flying schools to earn a private pilot's license before entering SUPT.

Electronic Warfare Training at Randolph

In October 1998, the 12th Flying Training Wing conducted its first electronic warfare officer instructor training class as AETC began to move this and navigator training back to Randolph. At the end of November, the last group of Air Force officers entered training at NAS Pensacola.

TECHNICAL TRAINING

End of EMT Training at Kirtland

Kirtland AFB's medical training program closed with the last graduating emergency medical technician class at the facility on 24 June 1998. This action marked the transfer of pararescue training to the Joint Special Operations Medical Training Center paramedic courses at Fort Bragg, North Carolina.

EDUCATION

Air and Space Basic Course Begins

On 6 July 1998, Air University began a 7-week test class for the new Air and Space Basic Course. The purpose of course was to inspire new USAF officers to recognize their role as airmen and warriors, to embrace USAF core values, and to be able to articulate the contributions of air and space power to a military campaign.

Master's Degrees Awarded

On 7 December 1998 the US Department of Education approved the award of master's degrees to graduates of the resident Air War College and Air Command and Staff College.

Distance Learning

On 10 April 1998, approximately 150 Air Force courses converted to a distance learning format, which employed web-based technology to provide greater access to training.

New Officer Training School Complex

A groundbreaking ceremony on 5 March 1998 marked the official construction start of the OTS complex at Maxwell AFB.

MISCELLANEOUS

Weather-related Damage

Severe flooding delayed flying training at Laughlin AFB after remnants of Tropical Storm Charlie struck Del Rio, Texas, 23-24 August 1998. The 47th Training Wing aided the town by assisting with rescue, relief, and support functions. On 25 September 1998, Hurricane George made landfall near Biloxi, Mississippi, damaging several USAF installations. Keesler AFB suffered damages estimated at about $26 million. Heavy rainfall in the Schertz and Universal City area caused flooding around Randolph AFB, Texas, on 17-18 October 1998. Base personnel provided rescue services, volunteers for local agencies and shelters, cleanup assistance, and transported displaced civilians to nearby shelters.



An instructor and a student pilot wade through floodwaters at Laughlin AFB, Texas. The 47th Flying Training Wing experienced heavy rain from Tropical Storm Charlie.

1999

At the end of the 1990s, AETC found itself involved in reengineering, an effort by the entire Air Force to identify personnel savings in the support commands, so that authorizations could be applied to wartime requirements. Though Air Force Recruiting Service missed its recruiting goal for the first time in 20 years, several innovations were improving recruiter prospects--increased advertising, more bonuses, and more recruiter authorizations. AETC finished the century on a high note. The command accepted its first T-6A, the aircraft that would replace the T-37, as part of the JPATS system.



A C-130J assigned to the Air Force Reserve Command's 53d Weather Reconnaissance Squadron at Keesler AFB, Mississippi, where the unit conducted an operational test and evaluation of the aircraft.

ASSIGNED RESOURCES

(as of December 1999)

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MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Aerospace Basic Course School, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Officer Accession and Training Schools, Maxwell AFB AL



US Air Force personnel assigned to the Aircraft Generation Squadron (AGS), 149th Fighter Wing, Texas Air National Guard, secure an AIM-120 Advanced Medium Range Air-to-Air Missile (AMRAAM) onto an F-16 using a MJ-1 weapons loader at Kelly Field Annex, Lackland AFB, Texas.

Air Force Senior NCO Academy, Gunter Annex, Maxwell AFB AL
Air University Office of Academic Support
Air War College, Maxwell AFB AL
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59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX

COMMAND LEADERSHIP

General Lloyd W. Newton continued as AETC Commander and, Lt Gen David W. McIlvoy remained as vice commander.

ORGANIZATION

Headquarters Changes

On 1 September 1999, HQ AETC redesignated its AETC Quality and Management Innovation Flight as the AETC Manpower and Innovation Flight. This reorganization followed the decision by Air Force Chief of Staff General Fogleman to redefine manpower to include the quality function.

Air National Guard Units Transfer

On 1 April 1999 AETC gained command of the 149th Fighter Wing at Kelly AFB, Texas**,** and the 178th Fighter Wing at Springfield ANGB, Ohio**,** from Air Combat Command. These units became F-16 FTUs to reduce the overburdened 56th Fighter Wing workload.

School of Advanced Airpower Studies

AETC activated the School of Advanced Airpower Studies on 15 September 1999 and assigned it to Air University. It served as the Air Force graduate school of air and space power strategists, awarding a master's degree in airpower arts and science upon successful completion of the program.

C-12 and C-21 Training

The 81st Training Wing at Keesler AFB, Mississippi, lost C-12 and C-21 training. On 1 October 1999 the C-12 training program transferred to Fort Rucker**,** Alabama, under the control of the 23d Flying Training Flight, a unit that reported to the 58th Special Operations Wing located at Kirtland AFB. The C-21 training transferred to the 314th Airlift Wing at Little Rock AFB.

94th Airlift Wing

The Nineteenth Air Force and AETC gained a reserve unit, the 94th Airlift Wing stationed at Dobbins Air Reserve Base, Georgia, on 1 October 1999, which was responsible for training C-130H pilots.



Students learn to maintain a C-130H at the 94th Airlift Wing, Dobbins AFB, Georgia.

563d Flying Training Squadron Activated

On 30 April 1999, AETC activated the 563d Flying Training Squadron to run the electronic warfare courses that had moved from Corry Station, Florida, to Randolph AFB. The first students entered the newly fashioned primary navigator training at Randolph on 5 April, while the last Air Force students graduated from training at Corry Station on 18 June 1999.

TRAINING

FLYING TRAINING

F-16 Mishaps at Luke AFB

On 20 September 1999, an F-16D crashed at Luke AFB, marking the 56th Fighter Wing's seventh Class A mishap in FY99. In all cases, the pilots ejected safely. Engine problems caused most of the mishaps. The 56th Fighter Wing commander, Brig Gen John Barry, grounded the wing's F-16s after the second mishap. Maintenance personnel discovered that engine augmentor ducts had failed in both cases. They developed a new inspection procedure to identify cracks, which was subsequently used throughout the Air Force. A manufacturing defect in turbine blades was responsible for many of the mishaps, and General Barry grounded the fleet a second time to allow maintainers to upgrade the turbine blades, which improved safety.



A1C Danny Zickafoose clears jets for takeoff at the notional Canyon AFB, a virtual runway created by a simulator in the air traffic control schoolhouse at Keesler.

C-130J Evaluation

Keesler's first C-130Js arrived at the 53rd Weather Reconnaissance Squadron on 17-18 February 1999, and the operational test and evaluation process began in the fall.

Air National Guard Instructor Pilots

ANG IPs started flying at Tyndall AFB on 1 October 1999 as part of a program to alleviate fighter pilot shortages and increase major weapons system experience in AETC's instructor pilot force.

T-3A Grounded

On 8 October 1999, AETC announced a permanent end to T-3A flying operations and expansion of the Introductory Flight Training program in its place.

TECHNICAL TRAINING

New Air Traffic Controller Program

The Department of Defense and Federal Aviation Administration (FAA) initiated the Phoenix Controller Program on 1 October 1999 to promote Air Traffic Controller (ATC) retention and keep experienced personnel in the Air Force. The program allowed Air Force ATCs to move into FAA positions after 20 years of military service.

New AFSAT Course

The Air Force Security Assistance Training Squadron (AFSAT) was instrumental in establishing a new course in 1999. After Hurricane Mitch devastated much of Central America in October 1998, AFSAT proposed a new in-country mobile education team (MET) course, "Leadership Program in Disaster Response and Trauma System Management." The first MET course was held in El Salvador between 30 August and 5 September 1999. Ecuador, Nicaragua, and the Dominican Republic also hosted the course.

Intelligence Training

After moving Rivet Joint training to Offutt AFB, Nebraska, in 1996 to collocate AETC language training programs at the same base as Rivet Joint aircraft, the command decided in 1999 to re-locate training to Goodfellow. The operational mission of the Rivet Joint aircraft was to monitor foreign military activity using electronics intelligence monitoring and analysis equipment.

EDUCATION

Air and Space Basic Course Renamed

During a speech at the first ASBC graduation ceremony on 20 August 1999, Air Force Chief of Staff General Michael E. Ryan referred to the course as the Aerospace Basic Course, and the Air Staff approved the new name on 6 December 1999. The program continued to inspire new officers to understand their role as Airman.



Students take a break in front of the language building at Lackland AFB, Texas. Students from over 70 countries were immersed in American culture and language study at the English Language Center's college-like campus.



Members of the 37th Security Forces Squadron from Lackland AFB, Texas, deployed to the 3rd Expeditionary Security Force Squadron at Rinas Airport in Tirana, Albania, prepare their equipment bags to send home. They had been serving in Albania in support of Operation Allied Force.

MILITARY TRAINING

Warrior Week

Warrior Week officially began on 1 October 1999. The new program for basic trainees expanded the previous field training exercise to a full week, which now included M-16 qualification, self-aid/buddy care, chemical warfare training, Law of Armed Conflict training, and mobility processing. The goal of Warrior Week was to provide airmen ready for the challenges of the Air Expeditionary Force upon arrival at their first operational unit.



Basic Trainees prepare for the Expeditionary Air Force during Warrior Week at Lackland AFB.

Recruiting Goal Unmet

For the first time in 20 years, the Air Force in FY99 failed to meet its goal of non-prior service recruits. Although AFRS set records for the highest number of non-prior service recruits since FY92, the Air Force had increased the requirement by 14 percent from the initial FY98 goal.

MISCELLANEOUS

Environmental Issues

In the mid-1990s, AETC converted most of its small arms ranges from an outdoor to an indoor or trap design, inadvertently creating a potential health risk caused by airborne lead dust. AETC established a tiger team comprised of security forces, civil engineering, and bioenvironmental personnel, which recommended the substitution of commercially available lead-free ammunition, a plan the HQ USAF Munitions Safety Board approved in 1999. Solving the range problem showed HQ AETC the value of having a cross-functional environmental, safety, and occupational health committee. The approach allowed the command to progress beyond merely reacting to environmental problems to adopting measures proactively to avoid or minimize violations of environmental regulations in the first place.

RECRUITING SHORTFALL

For the first time in 20 years, the Air Force failed to meet its goal of non-prior service recruits. The booming economy of the late 1990s produced record-low unemployment, which meant the military competed with abundant civilian sector opportunities for high school graduates. Furthermore, the percentage of graduates going on to college had increased from 53 percent in 1983 to 65 percent by 1999, and financial assistance for college students approached the level of educational benefits the military offered. Despite the difficult recruiting environment, moreover, the Air Force raised its mid-year goal for new recruits from 30,000 to 31,300, and in September 1998, increased the FY99 goal by another 2,800 recruits. Therefore, though AFRS set records for the highest number of non-prior service recruits since FY92, the Air Force fell 5 percent short of the increased goal for FY99.

The Air Force spent more on advertising and increased recruiter manning levels to make up the shortfall. AFRS's advertising budget jumped from $16.6 million in FY98 to $74 million in FY99, mainly to pay for commercial television advertising. Previously, the service had relied on a public service advertising program, which provided about $22 million of free airtime in 1998. In addition, the Air Force started new marketing incentives. The WEAR program (We Are All Recruiters) sponsored active duty members to address high school students and community groups. Over the next two years, recruiters also relied on the Air Force Experience, Recruiting Outreach Vehicles, kiosks, and advertising at National Association of Stock Car Racing (NASCAR) events to attract recruits. Recruiting Service supplied its front-line team with new displays and upgraded office furniture that reflected favorably on the Air Force. The new recruiting slogan "No One Comes Close" replaced "Aim High," and the Air Force began a new recruiting advertisement campaign themed: "Cross into the Blue."

Recruiter manning in FY98 was 20 percent below authorized levels, despite several mid-1990s initiatives to provide cell phones, lap top computers, and a centralized database; improve recruiters' quality of life; and reopen the career field to E-4s. The Air Force allowed volunteers from career fields that also faced manpower challenges, especially security forces, to become recruiters. In early 2000, the Air Force added 550 new recruiters under the "Plus-Up" program. These initiatives allowed AFRS to cope with new recruiting challenges.

2000

As the century ended, AETC continued to face challenges of modernization. Reengineering efforts continued, and labor unrest marred the success of outsourcing at Vance AFB. The year 2000 brought closure to the troubled T-3 saga. AETC inactivated the 3d Flying Training Squadron at Hondo Municipal Airport, Texas, where the command had conducted the Enhanced Flight Screening Program, and retired the Firefly. On the technical training side, the command implemented measures to increase production in Pararescue, Combat Control, and Survival, Evasion, Resistance, and Escape career fields, while planning a curriculum for a new career field, the Combat Rescue Officer.

ASSIGNED RESOURCES

(as of 31 December 2000)

PRIMARY INSTALLATIONS: 13

Alabama--Maxwell; Arkansas--Little Rock; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, and Sheppard

PERSONNEL ASSIGNED:

54,867 (8,394 officers; 31,859 enlisted; 14,614 civilians)

AIRCRAFT ASSIGNED:

1,571 (AT-38, C-5, C-17, C-21, C-130E, C-141, F-15, F-16, KC-135R, MC-130H, HC/MC-130P, MH-53J, HH-60G, T-1, T-3, T-37, T-38, T-43, TH-53A, UH-1N)

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Academic Instructor School, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute for Advanced Distributed Learning, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Officer Accession and Training Schools, Maxwell AFB AL
Air University Library, Maxwell AFB AL
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL



The new Combat Rescue Officer career field required the same training as the enlisted pararescue speciality, with additional training in the leadership and management of combat search and rescue missions.

School of Advanced Airpower Studies, Maxwell AFB AL
Squadron Officer College, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings and 1 independent group)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings and 2 independent groups)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ
58th Special Operations Wing, Kirtland AFB NM
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
314th Airlift Wing, Little Rock AFB AR
325th Fighter Wing, Tyndall AFB FL
336th Training Group, Fairchild AFB WA
479th Flying Training Group, Moody AFB GA

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Squadron, Randolph AFB TX



The 479th Flying Training Group motto, "Protectores Libertatis," translates to Defenders of Liberty.

COMMAND LEADERSHIP



General
Hal M. Hornburg

On 21 June 2000, General Hal M. Hornburg assumed command of AETC from General Lloyd W. Newton, who retired. Upon the retirement of Lt Gen David W. McIlvoy, Lt Gen John D. Hopper, Jr., became the new AETC vice commander on 20 October 2000.

ORGANIZATION

Changes at Air University

The Air Force Institute of Advanced Distributed Learning (AFIADL) was activated on 1 February 2000 at Maxwell AFB, Gunter Annex, Alabama, when the Extension Course Institute merged with the Air Force Distance Learning Office. AETC activated the Squadron Officer College at Maxwell AFB on 8 February 2000, reassigning the Aerospace Basic Course School and Squadron Officer School from Air University to the new college.

Enhanced Flight Screening Program

On 8 April 2000, AETC inactivated the 3d Flying Training Squadron at Hondo Municipal Airport, Texas, where the command had conducted the Enhanced Flight Screening Program with the T-3A.

479th Flying Training Group Activates

On 31 July 2000, AETC reactivated the 479th Flying Training Group at Moody AFB, Georgia. The new unit assumed responsibility for Introduction to Fighter Fundamentals (IFF) and a part of the Specialized Undergraduate Pilot Training missions. Fourteen students began IFF training at Moody AFB on 8 November 2000, the first flying training class to be taught at the Georgia base since Air Training Command left 25 years earlier.

557th Flying Training Squadron

The Air Force reassigned the 557th Flying Training Squadron, located at the US Air Force Academy in Colorado Springs, Colorado, from the 12th Flying Training Wing to the Academy on 1 October 2000.



AT-38Bs from the newly-activated 479th Flying Training Group fly in formation near Moody AFB.

TRAINING

FLYING TRAINING

Milestones

When 1st Lt Joshua Padgett completed the F-16 basic course on 8 March 2000, he became the 50,000th fighter pilot to graduate from Luke AFB, Arizona, since the Army Air Forces started training there in July 1941.

T-6A Texan II

The 12th Flying Training Wing at Randolph AFB, Texas, received its first operational T-6A Texan II, the Air Force's new primary trainer, on 23 May 2000. The Air Force Operation Test and Evaluation Center (AFOTEC) began the air vehicle assessment phase of the T-6A Texan II Multi-Service Operational Test and Evaluation (MOT&E) at Randolph on 6 June 2000. This phase of the test ended 29 November 2000.

IFF Ends at Columbus

The 14th Flying Training Wing flew its last AT-38B sortie on 6 December 2000, bringing an end to the IFF mission at Columbus AFB, Mississippi. The aircraft moved to the 479th Flying Training Group at Moody AFB, Georgia.

TECHNICAL TRAINING

Combat Rescue Officer

In October 2000 the Chief of Staff of the Air Force announced the creation of the Combat Rescue Officer (CRO) AFSC. The training for this specialty included



A T-6A Texan II taxis into position for takeoff at Randolph AFB, Texas.

PARARESCUE, COMBAT CONTROL, AND SURVIVAL, EVASION, RESISTANCE, AND ESCAPE TRAINING

In the 1990s and beyond, AETC struggled to meet student production goals in several of its most strenuous training programs, namely Pararescue (PJ), combat control (CCT), and survival, evasion, resistance, and escape (SERE) training. Measures to improve career field manning implemented in the mid-1990s, which included increased bonuses and a promotion for graduates of PJ and CCT courses as well as efforts to recruit students in basic training, failed to solve the problem. In 2002 program managers removed combat diver qualification and basic military freefall training from the AFSC-awarding curriculum and postponed them to the 5-level training course, which reduced the pipeline from 52 to 35 weeks and reduced attrition from nearly 80 percent to 20 percent. The CCT apprentice course would reach full capacity in 2003. Finally, in 2001 the command planed for a new CCT schoolhouse just outside of Pope AFB.



TSgt Kyle Standbro, a combat controller liaison at Keesler AFB in 1999, directs SrA Jesse Fleener and a group of combat control hopefuls during one of their twice daily physical fitness workouts.

Similarly, AETC looked for ways to improve course production for the PJ career field. A new physical abilities and stamina test replaced the pass-fail system and allowed students to overcome a weakness in one area with a satisfactory aggregate test score, which significantly increased the pool of candidates. During 2002, AETC established an optional, 2-week preparatory course to prepare students for the rigorous, 10-week indoctrination course. Although this change slightly reduced attrition in the indoctrination course from the historical rate of 85 percent, completion of the full, 3-level awarding pipeline remained low--only 16 students received the PJ AFSC in FY02.

In addition to modifying the training curriculum, the command changed the PJ training locations several times. In 1996, AETC moved the PJ Advanced Weapons Course from Nellis AFB to Kirtland AFB, and in 2002, the command returned the Emergency Medical Technician-Paramedic course to Kirtland. These moves reduced the student awaiting training time as well as the stress of repeated moves for the trainees and their families in a complicated training pipeline that stretched over 18 months and sent students to four temporary duty (TDY) locations and required two permanent change of station moves.

Beyond the indoctrination course, many students in both the CCT and PJ training programs experienced a significant delay in getting into Army-sponsored training. The Air Force sent a proportional number of instructors and students to the military free fall schoolhouse. As more Air Force students entered the career fields in FY02, the service experienced a shortfall in qualified personnel it could add to the instructional staff, and AETC temporarily hired four civilians during FY03. Conversely, physical limitations at the training facility limited the number of combat dive courses available in Key West, Florida. As student numbers grew to meet Air Force requirements, AETC utilized every available class seat and scrupulously filled last-second vacancies.



After miles of marching and carrying a 70 pound pack in the Texas heat, Airmen help each other finish a march at Lackland. This 10-week Special Operations course, which took place in 1998 and included both pararescue and combat controller participants, started out with 76 students, of which only 11 finished.

The SERE career field, like PJ and CCT, was physically and mentally demanding, as students learned survival skills, how to evade capture by enemy forces, escape tactics in the event of capture, and how to resist revealing sensitive or classified information during interrogation while a prisoner of war. Following technical training trends across the command, the 336th Training Group instructors increasingly employed computer-based training and simulators in the curriculum. In February 2003, a new laboratory allowed students to participate in simulated survival scenarios involving jungle, desert, and arctic environments, which reduced students' time in the field and cut TDY costs. More importantly, students retained more of the information learned in the lab than in a traditional classroom.

As the command implemented these changes to correct shortfalls in training production, the Chief of Staff of the Air Force in October 2000 announced the creation of the Combat Rescue Officer (CRO) AFSC. The new CROs would become leaders and advocates for both PJ and SERE personnel, which previously had been enlisted airmen only. Operationally, CROs would deploy as command staff members, advising commanders on personnel recovery operations and sometimes participating in the operations themselves. The training for this new specialty included the same courses PJs took, with additional training in leadership and the management of combat search and rescue missions, and an advanced SERE course scheduled to begin at Fairchild in 2003. Planners expected only 100 active duty and 66 guard and reserve officers to enter the career field by 2007.

taking the same courses as pararescue (PJ) personnel, with additional training in leadership and the management of combat search and rescue missions (CSAR). Prior to this time, only enlisted personnel entered the pararescue career field, and Air Force leaders expected the new CROs to become leaders and advocates for both PJ and Survival, Evasion, Resistance, and Escape (SERE) personnel. Operationally, CROs would provide an officer's presence on battle staffs, providing advice on personnel recovery operations and sometimes participating in the operations themselves. The advanced SERE course for CROs was scheduled to come on-line at Fairchild AFB in 2003.



A competitor in the pistol competition is evaluated on accuracy during Defender Challenge 2000 at Lackland AFB on October 31, 2000. Defender Challenge was the annual Air Force-wide competition sponsored by Air Force Security Forces. This competition showcased the talents and capabilities of 13 international Security Forces teams in seven physical fitness, base defense, and policing skills events over six days.



Secretary of the Air Force F. Witten Peters observes appendix removal training in the simulated operating room, building 1900, Sheppard Air Force Base, Texas, on 27 September 2000.

Milestones

SrA Jeanette Todd, a cardiopulmonary journeyman assigned to the 81st Medical Operations Squadron, became the Community College of the Air Force's 200,000th graduate on 19 October 2000 at Keesler AFB, Mississippi.

Training Policies Consolidated

In April 2000, the Air Force published an overhauled version of AFI 36-2201, "Developing, Managing, and Conducting Training," consolidating many disparate training policies into one comprehensive publication.

EDUCATION

New Officer Training School Complex

A ribbon-cutting ceremony at Maxwell AFB on 27 January 2000 marked the opening of the academic facility and the fitness center for OTS use. These were the first two buildings to open in the $52 million complex, which would also include a quarter-mile track, three Basic Officer Training dormitories, a Commissioned Officer Training dormitory, a dining hall/activity center, and an addition to the academic facility.

MISCELLANEOUS

Expeditionary Air Force

AETC personnel regularly deployed in support of contingency operations in the 1990s. The USAF maintained combat air patrols over Iraq in Operations Northern and Southern Watch to enforce United Nations sanctions against Saddam Hussein. Forces deployed to the region, including Desert Fox in 1998, during times of heightened tension. Moreover, the Air Force deployed in support of NATO operations in the Baltic region, including Operation Allied Force in 1999. Terrorist attacks on the Khobar Towers in 1996 and on American embassies in Kenya and Tanzania in 1998, as well as against the USS *Cole* in 2000, culminated in the hijackings in the United States in 2001. The already high operations tempo would increase further as forces deployed for Operations Enduring and Iraqi Freedom.

2001

The response to the terrorist strike on New York City and the Pentagon on 11 September swept AETC into national security events immediately and precipitated a new era of change. Immediately after the attack, HQ AETC activated the command's Crisis Action Team, and fighters and tankers from AETC wings provided combat air patrols over American airspace as part of Operation NOBLE EAGLE. The crisis affected the command in other ways as well. Flight cancellations delayed recruits attempting to report to BMT. As the nation went on a war footing, the importance of training new airman became as clear as it had in previous national emergencies. In one example, the demand for military working dogs to search for explosives skyrocketed, and further change in training courses was certain to begin the following year.

ASSIGNED RESOURCES

(as of 31 December 2001)

PRIMARY INSTALLATIONS: 13

Alabama--Maxwell; Arkansas--Little Rock; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, and Sheppard

PERSONNEL ASSIGNED: 56,003 (8,377 officers; 32,398 enlisted; 15,228 civilians)

AIRCRAFT ASSIGNED: 1,591 (AT-38, C-5, C-17, C-21, C-130E, C-141, F-15, F-16, KC-135R, MC-130H, HC/MC-130P, MH-53J, HH-60G, T-1, T-3, T-6, T-37, T-38, T-43, TH-53A, UH-1N)



Emergency crews stand by to aid those injured by the crash of a hijacked commercial airliner into the Pentagon.

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Academic Instructor School, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute for Advanced Distributed Learning, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Officer Accession and Training Schools, Maxwell AFB AL
Air University Library, Maxwell AFB AL
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL

School of Advanced Airpower Studies, Maxwell AFB AL
Squadron Officer College, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings and 1 independent group)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings and 2 independent groups)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ
58th Special Operations Wing, Kirtland AFB NM
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
314th Airlift Wing, Little Rock AFB AR
325th Fighter Wing, Tyndall AFB FL
336th Training Group, Fairchild AFB WA
479th Flying Training Group, Moody AFB GA



A 58th Special Operations Wing TH-53A flies a training mission. The TH-53A was the first model of the H-53 helicopter students learned to fly before progressing to the more advanced MH-53J Pave Low IIIE.

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Training Squadron, Randolph AFB TX

COMMAND LEADERSHIP



General
Donald G. Cook

General Hal M. Hornburg left AETC on 9 November 2001 to assume command of Air Combat Command. General Donald G. Cook assumed command of AETC on 15 December 2001. Lt Gen John D. Hopper, Jr., the vice commander, temporarily took over the helm of AETC from 9 November 2001 until 15 December 2001, while General Cook awaited Senate confirmation. Maj Gen Marvin J. Barry served as vice commander during this period.

ORGANIZATION

Headquarters Changes

In preparation for the direct conversion to contract support for undergraduate flying training courseware development, the command inactivated the AETC Training Support Squadron on 3 January 2001. The AETC Air Operations Squadron was inactivated on 22 January 2001. The command inactivated the AETC Manpower and Innovation Flight on 26 January 2001.

Moody AFB

On 2 April 2001 the Air Force Reserve Command activated the 39th Flying Training Squadron at Moody AFB, Georgia, and assigned it to AETC. Its instructor pilots would support both the IFF and SUPT missions. AETC simultaneously reactivated the 3d Flying Training Squadron at Moody to provide Joint SUPT with the command's first T-6s used for student training. The 479th Flying Training Group at

Moody AFB received its first operational T-6A Texan II on 1 May 2001.

944th Fighter Wing
On 1 July 2001 AETC was designated the gaining command for the Air Reserve Component's 944th Fighter Wing, which conducted F-16 training at Luke AFB, Arizona.

57th Airlift Squadron
On 28 July 2001 AETC inactivated the 57th Airlift Squadron at Altus AFB, Oklahoma, which at that time was the Air Force's sole source for initial qualification and upgrade training for the C-141. An Air Force Reserve Command unit would assume responsibility for this mission in the future.

TH-53A Helicopters Retire
On 3 August 2001, during a commemorative event at Kirtland AFB, New Mexico, the 58th Special Operations Wing retired the last four TH-53A helicopters from active service in the Air Force.

314th Logistics Readiness Squadron (Prov)
As part of the test of the reorganization resulting from the Chief's Logistics Review, AETC designated and activated the 314th Logistics Readiness Squadron (Provisional) on 13 August 2001.

435th Flying Training Squadron
On 1 October 2001 AETC assigned the 435th Flying Training Squadron from the 12th Flying Training Wing at Randolph AFB, Texas, to Moody AFB, Georgia, to complete the 479th Flying Training Group.

INSTALLATIONS

Kelly AFB Closure
The 37th Training Wing at Lackland AFB, Texas, assumed responsibility for Kelly field and the area west of the runway on 1 April 2001.

F/A-22 Maintenance Facility
On 29 November 2001, Detachment 13 of the 372d Training Squadron at Nellis AFB, Nevada, officially opened its first F/A-22 maintenance training facility to prepare for the introduction of the new F/A-22 aircraft into the Air Force inventory.

Barry M. Goldwater Range
The jurisdiction of the range transferred to DOD in 2001 under the Military Lands Withdrawal Act of 1999, which renewed military use of 1.7 million acres in the area for 25 years. The Air Force assumed management responsibility over the eastern half of the range and delegated it to the 56th Fighter Wing. The Department of the Interior, however, retained jurisdiction of the Cabeza Prieta NWR; and the military turned over jurisdiction of an additional 83,000 acres in the Sand Tank Mountains, on the northeast corner of the range, to the Department of the Interior to form a portion of the Sonoran Desert National Monument. The military continued to fly through the airspace above the refuge and maintained four ground sites for electronic equipment.



The Barry B. Goldwater Range was not only a premier training facility to practice air combat, but also the largest remaining, well-preserved tract of the Sonoran Desert.



Detachment 13 provided technical maintenance training in the F/A-22 using classroom and hands-on practical instruction. The detachment also offered training for National Guard, Air Force Reserve, and students enroute to PACAF.

TRAINING

FLYING TRAINING

Next Generation Navigator Training
At the Rated Summit in June 2001, HQ USAF announced substantial changes were in the offing in the Navigator/Electronic Warfare Officer career field. AETC began to plan for new training as the role of

the traditional navigator changed. Each new navigator, tentatively labeled an Air Warfare Officer, would receive electronic warfare training and more robust flight training that would promote more air leadership and decision-making capability (the title Combat Systems Officer later came into use). This approach was designed to create a more versatile crewmember as the force structure continued to decline.

IFF Training Consolidates at Moody AFB

The transition of the 435th Flying Training Squadron from Randolph to Moody completed the plan approved almost five years earlier to consolidate Introduction to Fighter Fundamentals training at the South Georgia base. AETC's first operational T-38C, which would enhance IFF training by providing an advanced avionics suite, arrived at Moody on 9 April 2001.

TECHNICAL TRAINING

Explosive Detector Dog Teams

AETC was the executive agent within DOD for military working dogs. Already operating at a high tempo to meet expanding AEF requirements, after the events of 11 September 2001, the demand for EDD teams increased dramatically.

EDUCATION

NCO Leadership Conference

More than 40 junior noncommissioned officers from throughout the Air Force attended the first junior NCO leadership conference, which was held from 17-20 July 2001 at Randolph AFB, Texas. AETC Commander Gen Hal M. Hornburg initiated the "Torch Bearer" conference to facilitate an open leadership forum between the attendees and the AETC senior staff.

MISCELLANEOUS

Base Housing Privatization

In 1996, Congress passed legislation creating a five-year experimental program that enabled the services to upgrade inadequate on-base family housing and to increase the number of units if necessary by allowing private contractors to build housing units. AETC received approval in February 1997 to begin a privatized housing project at Lackland AFB, and the Lackland Military Housing Corporation won the contract and began construction in March 1999. A 99-unit base housing development, known as Frank Tejeda East, opened in November 2001.

AETC RESPONSE TO TERRORIST ATTACKS

Shortly after the second hijacked aircraft struck the World Trade Center on 11 September 2001, Col John A. Neubauer, the command's Assistant Director of Operations, activated the command's Crisis Action Team. Within a matter of hours, AETC adopted an elevated Force Protection Condition and implemented increased security measures across the command. On that first day, AETC also suspended routine flying training operations, as the Federal Aviation Administration shut down the nation's airways to all but select military flights.

The next day, AETC dispatched medical teams and equipment from Wilford Hall Medical Center at Lackland AFB, Texas, and the hospital at Keesler AFB to assist emergency workers in New York City and Washington, D.C. Also, the 56th Fighter Wing at Luke (F-16s), the 325th Fighter Wing at Tyndall (F-15s), and one of the Air National Guard units aligned with AETC--the 162th Fighter Wing at Tucson, Arizona (F-16s)--flew combat air patrols in support of Operation Noble Eagle. The 97th Air Mobility Wing at Altus provided KC-135s to fly air refueling missions and provided aircraft to augment the AMC fleet for worldwide missions in support of Operation Enduring Freedom.

The command, which was not geared toward operating in a heightened state of alert for long periods of time, responded with ad hoc solutions to solve unfamiliar problems. The command staff augmented communications and security to create a facility for the Crisis Action Team, and logisticians created a Movement Control Center to expedite the mobilization and deployment of personnel and cargo.

Throughout the crisis, training continued. Even the wings that maintained alert aircraft for air defense resumed their normal training mission. Turning out newly trained personnel was essential to maintaining the force structure to support the war against terror. During past conflicts, when combatant commands conducted crew training, the exigencies of war curtailed crew training. Moving so-called "grey jet" training to AETC allowed the combat commands to focus on warfighting, while AETC continued to train new personnel.

2002

Air Education and Training Command faced the unique challenges of the Global War on Terror while continuing to prepare new airmen for duty and providing continuing education and training throughout their careers. In the 1990s the Air Force transitioned from a Cold War, fixed-base, garrison force structure, toward an Air and Space Expeditionary Force (AEF) model. The concept was originally called the Expeditionary Air Force, a term that was changed to Air and Space Expeditionary Force by 2002. Forces from geographically separated units were organized into standing Air and Space Expeditionary Forces, or AEFs, which could deploy for contingency operations on short notice and be quickly available to an area Commander in Chief for combat or humanitarian operations. Operations in the 1990s regularly called for a smaller USAF to deploy tailored forces to enforce UN sanctions against Iraq, to exert American power in regional conflicts, and to support peacekeeping operations worldwide. The events of 11 September 2001 accelerated the transition to an AEF model. As the command responsible for recruiting, training, and educating airmen, AETC not only reacted to the transformation of the Air Force, but also played a central role in fostering this cultural change. Over 6,400 AETC personnel deployed in support of contingencies and named exercises in Fiscal Year 2002, an increase of nearly three times compared to the previous year when measured in man-days. Nearly all of this effort supported Operations Enduring Freedom, Noble Eagle, Northern Watch, and Southern Watch.

ASSIGNED RESOURCES

(as of 31 December 2002)



Airmen from the 366th Air Expeditionary Group pick up and move a mobile kitchen tent to its new resting place at a remote base during Operation Enduring Freedom.

PRIMARY INSTALLATIONS: 13

Alabama--Maxwell; Arkansas--Little Rock; Arizona--Luke; Florida--Tyndall; Mississippi--Columbus and Keesler; Oklahoma--Altus and Vance; Texas--Goodfellow, Lackland, Laughlin, Randolph, and Sheppard

PERSONNEL ASSIGNED:

57,033 (8,847 officers; 33,495 enlisted; 14,691 civilians)

AIRCRAFT ASSIGNED:

1,510 (C-5A, C-17A, C-21A, C-130E, F-15C/D, F-16C/D, KC-135R, MC-130H, HC/MC-130P, MH-53J, HH-60G, T-1A, T-6A, T-37B, T-38A, T-38C, T-43, TH-53A, UH-1N)

MAJOR SUBORDINATE UNITS:

4 numbered air force and equivalent units:

AIR UNIVERSITY, Maxwell AFB AL: (including 15 major subordinate units)

42d Air Base Wing, Maxwell AFB AL
Academic Instructor School, Maxwell AFB AL
Air Command and Staff College, Maxwell AFB AL
Air Force Institute for Advanced Distributed Learning, Maxwell AFB AL
Air Force Institute of Technology, Wright-Patterson AFB OH
Air Force Officer Accession and Training Schools, Maxwell AFB AL
Air University Library, Maxwell AFB AL
Air War College, Maxwell AFB AL
College of Aerospace Doctrine, Research, and Education, Maxwell AFB AL
College for Enlisted Professional Military Education, Maxwell AFB AL
Community College of the Air Force, Maxwell AFB AL
Ira C. Eaker College for Professional Development, Maxwell AFB AL

School of Advanced Airpower Studies, Maxwell AFB AL
Squadron Officer College, Maxwell AFB AL
USAF Civil Air Patrol, Maxwell AFB AL

SECOND AIR FORCE, Keesler AFB MS: (including 4 wings and 1 independent group)

17th Training Wing, Goodfellow AFB TX
37th Training Wing, Lackland AFB TX
81st Training Wing, Keesler AFB MS
82d Training Wing, Sheppard AFB TX
381st Training Group, Vandenberg AFB CA

NINETEENTH AIR FORCE, Randolph AFB TX: (including 10 wings and 2 independent groups)

12th Flying Training Wing, Randolph AFB TX
14th Flying Training Wing, Columbus AFB MS
47th Flying Training Wing, Laughlin AFB TX
56th Fighter Wing, Luke AFB AZ
58th Special Operations Wing, Kirtland AFB NM
71st Flying Training Wing, Vance AFB OK
80th Flying Training Wing, Sheppard AFB TX
97th Air Mobility Wing, Altus AFB OK
314th Airlift Wing, Little Rock AFB AR
325th Fighter Wing, Tyndall AFB FL
336th Training Group, Fairchild AFB WA
479th Flying Training Group, Moody AFB GA

HQ AIR FORCE RECRUITING SERVICE, Randolph AFB TX: (including 4 groups)

360th Recruiting Group, Hanscom AFB MA
367th Recruiting Group, Robins AFB GA
369th Recruiting Group, Lackland AFB TX
372d Recruiting Group, Hill AFB UT

2 independent units:

59th Medical Wing, Lackland AFB TX
Air Force Security Assistance Training Squadron, Randolph AFB TX

COMMAND LEADERSHIP

General Donald G. Cook continued to serve as commander of AETC and Lt Gen John D. Hopper, Jr., continued as vice commander.

ORGANIZATION

Technical Training Division

The command realigned responsibilities for technical training management between HQ AETC and Second Air Force in 2002. The headquarters Technical Training Division assumed responsibility from Second Air Force for the reclassification and prior service functions and the programming of non-resident training.

Combat Wing Organization

As the AEF concept matured, lessons learned in contingency operations led to a new wing structure for logistics and support functions throughout the Air Force. These changes originated in 1999 with the Chief of Staff of the Air Force Logistics Review. The overall objectives of the Combat Wing Organization were to standardize the wing structure across the Air Force, enhance expeditionary capabilities, and enhance the way the Air Force delivered air and space power. Specifically, the new organization merged supply and transportation squadrons and logistics plans into a Logistics Readiness Squadron, assigned them to a new Mission Support Group (which also included the former Support Groups, Contracting Squadron, and Aerial Port Squadron). The new structure also established a Maintenance Group, which included all maintainers currently in the Operations Group or Logistics Group, and created a Logistics Readiness Officer career field, whose members were responsible for supply, transportation, and logistics plans.

Field Training Detachments

In January 2002 the 82d Training Wing began to examine whether the wing's FTDs might be



Airman Vanessa Dobos of the 58th Training Squadron at Kirtland AFB became the Air Force's first female aerial gunner after graduating from her technical school in 2002. As a gunner and member of a search and rescue crew on the H-60 helicopter, she would perform a combat duty that was formerly closed to women in the Air Force.

combined with co-located aircraft maintenance training Operating Locations. As a preliminary step, HQ AETC activated the 360th Training Squadron at Sheppard, effective 1 March, relieving the 362d Training Squadron of a significant portion of its workload. This move allowed the command to realign technical training operating locations at Little Rock AFB; New River, North Carolina; and Dover AFB, Delaware, from the 362nd to the new squadron, as well as the FTD at Fort Eustis, Virginia. These moves reduced the scope of operations for the 362nd and allowed better management of field training.

Air and Space Redesignations

In 2002, Air University redesignated the School of Advanced Airpower Studies as the School of Advanced Air and Space Studies, and the Aerospace Basic Course School became the Air and Space Basic Course School, in order to reflect the increasing emphasis of the space component of the Air Force mission.

INSTALLATIONS

Land Acquisition at Luke AFB

In 2002 the 56th Fighter Wing, responsible for F-16 training at Luke AFB and the nearby Barry M. Goldwater Training Range, became concerned that urban development near the base would curtail flying training if left unchecked. In addition, the Munitions Storage Area (MSA) stood outside of the base compound, adding a burden to the Security Forces Squadron. In October 2002, Senator John McCain of Arizona shepherded a MILCON funding insert of $13 million to purchase 273 acres needed to incorporate the MSA into the base perimeter and to acquire additional land in order to preserve access to the Goldwater Range.



General Donald Cook at the 43d Fighter Squadron activation ceremony on 25 October 2002 at Tyndall AFB, Florida.

TRAINING

FLYING TRAINING

T-6A

In 2002 the USAF and Navy initiated the JPATS multi-service operational test and evaluation of the full system at Moody AFB, completing the study at the end of January 2003. The services concluded that JPATS effectively trained students and that the system performed well, with one exception: the Training Integration Management System (TIMS), designed to manage undergraduate flying training, experienced several software problems. The 3rd Flying Training Squadron at Moody tested the software operationally and helped to identify shortfalls. AETC planned to implement an improved TIMS at Moody, Randolph, Laughlin, Columbus, and Vance in 2003, and at Sheppard in January 2004.



The differences between the analog displays of the T-38A and the modern instrumentation of the T-38C are apparent from these photographs.

T-38C

AETC introduced an essentially new advanced trainer, the T-38C, in the bomber-fighter track of specialized undergraduate pilot training (SUPT). Through the T-38 Avionics Upgrade Program, the command intended to modernize its entire fleet of T-38s, both the -A models used in the SUPT program and the AT-38Bs used in the Introduction to Fighter Fundamentals program. The glass cockpit upgrade was designed to eliminate the technology gap between the 40-year old T-38s and operational fighters and bombers. In addition, the Propulsion Modernization Program would extend the service life of the engines as well as improve their performance.

F/A-22 Training

In 2002 AETC was completing preparations for standing up the F/A-22 FTU. The first pilot selection board met in July 2002 and chose seven instructor pilots with recent FTU experience from the F-15 and F-16 communities. On 25 October 2002, AETC stood up its first F/A-22 squadron, reactivating the 43rd Fighter Squadron, assigned to the 325th Fighter Wing at Tyndall AFB. The first aircraft to be delivered to

the 325th Fighter Wing was scheduled to arrive at Tyndall in 2003.

Air Operations Center FTU

Air Force experience in the 10 years between Operations Desert Storm and Enduring Freedom proved the validity of the Air Operations Center (AOC) concept as the nerve center for air operations. The AOC comprised the personnel and equipment necessary to integrate air operations, weather, intelligence, space, and other functions to command and control all aerospace missions throughout its assigned region. The Air Force had made much progress in standardizing and using AOCs. Air Force Chief of Staff General Michael E. Ryan announced that the AOC would be considered a weapons system, which precipitated the creation of a separate funding and training pipeline for the AOC. Air Combat Command, which had been conducting ad hoc training, and AETC discussed creating an AOC Formal Training Unit (FTU) under AETC control. In December 2002, however, General Hal M. Hornburg, ACC commander, decided that the FTU would remain in ACC.



A UH-60 assigned to the 512th Rescue Squadron.

Helicopter Training

Late in 2001, the Army announced its intention to retire its aged UH-1Hs and to replace them with the newer TH-67. AETC's Undergraduate Helicopter Training students had filled surplus slots at the Army Aviation Center at Fort Rucker, AL, since the 1970s, and so the Army's announcement precipitated a major change in helicopter training for Air Force pilots. After studying the issue, AETC concluded that it preferred to convert a portion of the UH-1Hs into Huey IIs and to conduct training independently of the Army, which had implemented a new training program that did not meet Air Force requirements.

EDUCATION

Air Command and Staff College

Starting in November 2002, Air University began to overhaul the Air Command and Staff College curriculum to better prepare students for career broadening assignments and expeditionary employment. A new modular approach accommodated the AEF rotation cycle, and the third of three modules emphasized one of eight broad categories of air and space power employment, depending on a student's likely career path.

TECHNICAL TRAINING

Centers of Excellence

In 2002 AETC announced a plan to realign its technical training courses and associated resources in order to conduct all training of a given functional area in one location. Consequently, the Enlisted Aircrew Undergraduate Course moved from Sheppard to Lackland, comptroller training and Education and Training courses relocated from Sheppard to Keesler, the Basic Loadmaster course moved from Sheppard to the airlift wings at Altus and Little Rock, and the Electronic Principles course moved from Lackland to Keesler.

MILITARY TRAINING

Recruiting

Recruiting fared well in 2002, though AFRS continued to have difficulty recruiting hard-to-fill specialties, such as the demanding enlisted career fields of Combat Controller, Pararescue, and Air Traffic Controller, as well as the perennially difficult officer career fields of engineering, computer science, and health professions. AFRS not only targeted these AFSCs specifically, but also continued to advertise Air Force opportunities to the general population. In 2002, AFRS expanded its sponsorship of the popular National Association of Stock Car Automobile Racing (NASCAR) events.



Lt Gen David McIlvoy, AETC vice commander in October 2000, climbs into the Air Force-sponsored Wood Brothers Racing #21 at Concord Motor Speedway, where Elliott Sadler gave him an orientation ride. The Air Force announced in October 2000 that it would advertise on #21 for the 2001 NASCAR Winston Cup season.

MILITARY PERSONNEL DATA SYSTEM CHALLENGES

The Air Force's new Military Personnel Data System (MilPDS) became the system of record for all Air Force military personnel data on 1 June 2001. Unfortunately, MiLPDS and AETC's Technical Training Management System (TTMS)--which allowed the command to manage the students in its courses, program resources, and evaluate its training programs--did not interface as well as expected. By the end of August 2001, registrars at the schoolhouses were weeks behind in entering student transactions into MilPDS, and the technical training centers shifted personnel and work schedules to try to meet the burgeoning backlog. A Tiger Team convened in December 2001 to review MilPDS and concluded that while the problem would be difficult and expensive to fix, several short-term fixes were possible. Moreover, the team noted, all the military services were working toward a single personnel system, the Defense Integrated Military Human Resources System (DIMHRS), expected to be operational in FY07. The team therefore proposed the development of a new data system, the Student Registration and Record System (SRRS), to reduce the command's dependence on MilPDS and the future DIMHRS.

Instead of the schoolhouses relying on a series of interactions with MilPDS and the flow through of information into TTMS, SRRS would allow the command to capture the data it needed in the command data management system, with the flow of information out to MilPDS. Instead of 17 system interfaces between AETC and AFPC, there would be one. SRRS would provide a master student record, including basic student information, training and education data, eligibility status, and training status; a master school and course catalog that provided course listings and schedules, course availability data, enrollment information, and funding data; and the ability to track students through the various pipeline training programs. Another significant benefit would be the accumulation of data in a single system that AETC training managers and leadership could access easily.

By May 2002 significant progress had been made in resolving interface problems, and data had begun to flow from MilPDS to TTMS. Nevertheless, AETC reported to the Air Staff in June 2002 that despite this progress, the personnel data system problems were the greatest impediment to the command's training and education programs.

At the end of August 2002, General Hopper approved the creation of a SRRS project team to implement a prototype, define changes in command processes to posture AETC for the coming DIMHRS implementation, and develop a funding and implementation plan to deploy TTMS to Basic Military Training and to Officer Training School, if appropriate. Altogether, the command expected it would take about five years to fully implement SRRS. Because of the long-range implications, the prototype was seen as a relatively inexpensive way to see if the command could decrease its dependence on AFPC. In the meantime, the command continued to refine the existing command data systems and MilPDS.

MISCELLANEOUS

Force Shaping

Fiscal year 2002 marked the first increase in USAF's end strength in fifteen years, reversing a downward trend that began in 1987. Nevertheless, the Air Force began to correct two manpower problems. The aggressive recruiting efforts in the late 1990s and a high retention rate in 2002 resulted in the Air Force exceeding authorized active-duty end strength. The budget could not support the extra people in the workforce, and so reducing the workforce size became necessary. At the same time, the active duty force was unbalanced. A high deployment tempo had placed great demands on military members, and the service faced unanticipated shortages of trained personnel in many career fields. The Air Force could not simply add military or civilian authorizations in order to perform new missions required in the war on terror, and thus had to reduce manpower while moving authorizations between career fields to remedy the force balance problem. One of the first steps taken to balance the stress measures in the career fields was to give priority in recruiting for those expressing an interest in the most stressed AFSCs. AETC realigned 1,000 accessions in FY02 to the stressed career fields.

Luke AFB Removed from Superfund List

Luke was placed on the National Priorities List, often called the Superfund list, in 1990, and on 22 April 2002 became the first Air Force base to be removed from the list, after satisfying the requirement to remove pollution dating back as far as World War II. The command lauded the action as it worked to resolve past issues and to prevent new pollution.

Global War on Terror

Airmen from AETC deployed as members of Air and Space Expeditionary Forces in support of operations in the Global War on Terror. A total of 6,429 AETC personnel deployed in support of contingencies and named exercises in FY02, which represented an increase of 62 percent over FY01. These deployments totaled 448,796 man-days, nearly three times the level of effort in FY01. Contingencies represented 95 percent of the total man-days, nearly all in support of Operations Enduring Freedom, Noble Eagle, Northern Watch, and Southern Watch. In addition to deploying personnel, several AETC units directly supported operations from their home base. From Goodfellow AFB, some language instructors deployed to the U.S. Central Command (USCENTCOM) Area of Responsibility (AOR), and others translated captured documents while continuing their training responsibilities stateside. The 58th Special Operations Wing trained 126 personnel (21 crews) in high-altitude operations and landing in dusty conditions for missions in Afghanistan. AETC also provided approximately a third of the medical personnel deployed to the USCENTCOM AOR. Finally, headquarters AETC maintained a Crisis Action Team on heightened alert throughout 2002.



A security forces installation patrolman from the 455th Air Expeditionary Group, mans an entry control point at Bagram Air Base, Afghanistan.



Capt Cynthia Warwick (right) and SSgt Chad Smith (left), both from the 81st Medical Surgical Squadron at Keesler AFB, prepare a syringe with local anesthesia while deployed with the 28th Medical Group in support of Operation Enduring Freedom.

APPENDIX A

COMMANDERS

Army Air Corps Flying Training Command
(Established 23 January 1942)

Lt Gen Barton K. Yount ..... 28 Jan 42 –

Army Air Forces Flying Training Command
(Redesignated *ca.* 15 March 1942)

Lt Gen Barton K. Yount .....

Army Air Forces Training Command
(Redesignated 7 July 1943)

Lt Gen Barton K. Yount .....– 26 Sep 45
Maj Gen James P. Hodges.....27 Sep 45 – 12 Apr 46
Lt Gen John K. Cannon .....13 Apr 46 –

Air Training Command
(Redesignated 1 July 1946)

Lt Gen John K. Cannon .....– 13 Oct 48
Lt Gen Robert W. Harper .....14 Oct 48 – 30 Jun 54
Maj Gen Glenn O. Barcus .....1 Jul 54 – 25 Jul 54
Lt Gen Charles T. Myers.....26 Jul 54 – 31 Jul 58
Lt Gen Frederic H. Smith, Jr. ..... 1 Aug 58 – 31 Jul 59
Lt Gen James E. Briggs..... 1 Aug 59 – 31 Jul 63
Lt Gen Robert W. Burns..... 1 Aug 63 – 10 Aug 64
Lt Gen William W. Momyer ..... 11 Aug 64 – 30 Jun 66
Lt Gen San Maddux, Jr..... 1 Jul 66 – 31 Aug 70
Lt Gen George B. Simler.....1 Sep 70 – 9 Sep 72
Lt Gen William V. McBride.....9 Sep 72 – 31 Aug 74
Lt Gen George H. McKee .....1 Sep 74 – 28 Aug 75
General John W. Roberts..... 29 Aug 75 – 31 Mar 79
General Bennie L. Davis .....1 Apr 79 – 28 Jul 81
General Thomas M. Ryan, Jr.....29 Jul 81 – 22 Jun 83
General Andrew P. Iosue..... 23 Jun 83 – 27 Aug 86
Lt Gen John A. Shaud ..... 28 Aug 86 – 5 Jun 88
Lt Gen Robert C. Oaks .....6 Jun 88 – 24 Jun 90
Lt Gen Joseph W. Ashy.....25 Jun 90 – 9 Dec 02
General Henry Viccellio, Jr..... 10 Dec 92 –

Air Education and Training Command
(Redesignated 1 July 1993)

General Henry Viccellio, Jr..... – 19 Jun 95
General Billy J. Boles .....20 Jun 95 – 16 Mar 97
General Lloyd W. Newton .....17 Mar 97 – 21 Jun 00
General Hal M. Hornburg ..... 22 Jun 00 – 9 Nov 01
Lt Gen John D. Hopper, Jr. .....10 Nov 01 – 14 Dec 01
General Donald G. Cook .....15 Dec 01 – present

APPENDIX B

TRAINING PRODUCTION[a]

FY	UPT	UNT[b]	TECH[c] TRNG	FIELD TRNG	BMT	OCS/OTS[d]	AFROTC[e]
1942	14,279	1,762	105,000	N/A	273,000	23,000	N/A
1943	46,832	8,422	576,000	70,000	1,400,000	47,342	N/A
1944	87,283	17,915	417,000	144,063	968,000	27,927	N/A
1945	41,062	20,088	267,000	321,004	112,533	9,755	N/A
1946	4,925	1,953	32,289	49,000	148,165	2,411	N/A
1947	369	18	62,704	14,000	51,227	351	N/A
1948	701	91	31,220	22,000	68,961	363	1,472
1949	813	438	48,325	28,500	122,267	486	2,960
1950	2,100	147	82,141	42,907	112,429	276	4,395
1951	2,031	1,574	143,541	39,938	225,240	3,029	7,031

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a Does not include foreign students, except UNT, FY42-FY61.

b Only previously rated USAF officers entered training from FY47-FY49. Figures from FY47-48 are aerial observer bombardment course graduates. Figure from FY49 includes graduates of both aerial observer bombardment and navigator-bombardier course courses. Figures from FY50-87 are UNT for USAF personnel. See also note h.

c Includes flexible gunnery production for FY42-FY45, which was considered flying rather than technical training.

d Includes aviation cadets, officer candidate school, officer basic military school, officer training school, and all indoctrination courses for new professional officers. OTS began 15 November 1959; OCS closed 1 July 1963.

e Congress authorized AFROTC in 1946, but the first graduates did not enter active duty until 1948.

SOURCES: All undergraduate pilot training (UPT) and undergraduate navigator training (UNT) production from ATC Historical Reference Papers, "Major Changes in Undergraduate Pilot Training 1939-1990," 1 Dec 90; "Major Changes in Undergraduate Navigator Training, 1940-1990," Oct 91; and ATC and AETC histories. Field and mobile training production from ATC monograph, Thomas A. Manning, *The World Is Our Classroom: A Brief History of the Air Force Field Training Program*, n.d., and AETC histories. Technical training (TECH TRNG), basic military training (BMT), officer candidate school (OCS) and officer training school (OTS), and Air Force Reserve Officer Training Corps (AFROTC) production from ATC and AETC histories. Production figures for 1942 are estimated. Field Training figure for FY42 is total number of students at BMT centers January-June 1942, and figure for FY43 is total number of students at BMT centers July 1942-June 1943. The length of training varied. Mobile training began in July 1942, in FY43. Source: *Army Air Forces Statistical Digest: World War II* (Dec 45).

FY	UPT	UNT	TECH TRNG	FIELD TRNG	BMT	OCS/OTS	AFROTC
1952	2,718	1,954	387,523	52,468	216,040	4,899	8,244
1953	5,265	3,471	263,531	69,801	147,660	16,261	11,259
1954	4,754	4,480	156,230	84,061	87,065	11,589	13,717
1955	6,159	5,360	143,312	96,979	165,246	11,638	12,186
1956	6,053	3,367	147,305	107,407	149,755	10,154	10,535
1957	5,726	3,203	137,390	111,294	150,100	6,473	5,743
1958	3,980	2,564	94,559	163,464	62,305	5,636	4,234
1959	2,483	1,889	81,357	206,594	77,411	6,923	3,782
1960	2,185	1,756	94,109	191,153	95,439	4,360	3,495
1961	1,842	2,465	111,583	200,295	126,683	1,333	3,270
1962	1,362	1,268	128,344	209,773	116,857	3,775	3,402
1963	1,491	1,177	130,893	281,191	108,871	6,605	3,392
1964	1,790	1,031	115,873	324,249	101,927	4,721	3,962
1965	2,118	1,081	104,422	376,452	94,599	3,582	4,509
1966	2,066	913	133,659	394,001	161,653	2,736	4,790
1967	2,838	845	167,766	404,693	108,584	7,961	5,896
1968	3,256	863	156,930	484,832	100,186	6,658	5,708
1969	3,483	891	311,242	391,732	123,092	4,850	4,936
1970	3,846	999	262,475	325,841	92,214	5,472	4,524
1971	3,525	1,076	163,240	247,381	105,323	4,224	4,415
1972	3,495	1,257	188,776	186,995	98,593	3,930	4,165
1973	3,173	1,386	279,287	203,897	99,758	3,203	3,893

FY	UPT	UNT	TECH TRNG	FIELD TRNG	BMT	OCS/OTS	AFROTC
1974	2,275	1,384	240,962	162,007	78,232	2,331	3,489
1975	2,106	1,261	224,127	142,222	82,026	1,678	3,615
1976	1,688	1,048	173,110	150,287	94,723	723	2,550
1977[f]	1,741	523	103,146	142,194	73,715	888	2512
1978	1,125	502	127,316	157,416	69,360	1,556	2,556
1979	1,081	674	117,584	156,421	61,786	3,991	2,504
1980	1,582	677	116,570	155,848	74,653	4,595	2,716
1981	1,729	749	137,663	159,301	79,047	2,899	3,149
1982	1,957	972	148,883	172,134	65,800	2,734	3,485
1983	1,904	1,019	148,608	147,677	64,171	2,824	3,550
1984	2,044	909	148,180	186,248	67,636	2,574	3,284
1985	1,934	837	131,583	188,159	65,189	3,094	3,265
1986	1,786	717	170,533	171,342	67,708	2,621	3,297
1987[g]	1,505	666	179,361	175,363	58,554	1,594	2,885
1988	1,603	639	167,039	194,108	46,740	943	2,768
1989	1,724	536	152,797	178,389	44,098	1,137	2,773
1990	1,694	654	148,971	121,277	40,841	596	1,895
1991	1,671	450	128,718	104,048	32,133	627	2,184
1992	1,125	197	113,506	93,310	36,841	437	1,825
1993	869	151	75,641	11,929	28,063	367	2,206

[f] Includes production during the three-month transition period (July-September 1976) when the federal government moved the start of the fiscal year from 1 July to 1 October.

[g] FY87 figure includes graduates of UNT and SUNT.

FY	UPT	UNT[h]	TECH[i] TRNG	FIELD[j] TRNG	BMT	OCS/OTS	AFROTC
1994	647	45	69,115	10,134	29,075	623	1,785
1995	538	119	76,647	10,618	30,309	801	1,692
1996	601	94	97,901	50,762	30,924	620	1,522
1997	703	214	107,898	44,135	32,005	477	1,737
1998	908	252	105,780	41,667	31,524	1,987	2,020
1999	1,080	279	123,049	38,510	32,961	2,239	1,997
2000	1,180	155	121,709	38,003	36,542	2,546	2,118
2001	1,183	152	115,146	33,902	37,981	3,246	2,230
2002	1,256	175	118,892	38,059	40,143	3,208	2,502
TOTAL	315,242	111,754	9,415,461	9,121,435	7,603,963	305,879	220,026

h Figures for FY97-01 include USAF graduates of Airlift/Tanker/Marine and both USAF and US Navy graduates of Strike and Strike Fighter courses. Figure for FY02 includes USAF and USN graduates of Joint Electronic Warfare Officer, Strike, and Strike Fighter courses. There were no USAF graduates of Airlift/Tanker/Marine in FY00-02.

i Figures for FY93-95 are the production figures for Type 1, 2, 3, 5, and 6 training for USAF military, civilian, and Reserve/Guard from the AETC command histories, Appendix Q. Figures for FY96-02 are the production figures for all personnel completing Type 1, 2, 3, 5, and 6 training for all personnel from the AETC command histories, Appendix Q.

j Figures for FY93-95 are the production figures for Type 4 training for USAF military, civilian, and Reserve/Guard from the AETC command histories, Appendix Q. Figures for FY96-02 are the production figures for all personnel completing Type 4 training from the AETC command histories, Appendix Q.

APPENDIX C

TRAINING INSTALLATIONS

The Air Corps or Army Air Forces activated many of the training bases listed prior to the activation of the Army Air Forces Training Command (AAFTC) on 7 July 1943. Those bases came under AAFTC control on that date. Abbreviations are: AB—air base; AETC—Air Education and Training Command; AFB—Air Force base; AFS—Air Force station; AAB—Army air base; AAC—Army air center; AAF—Army air field; ANG—Air National Guard; ATC—Air Training Command.

ADAMS FIELD, Little Rock, Arkansas. Leased then activated 15 Aug 42. Conducted flying training until inactivated Oct 44.

AJO AAF, Ajo, Arizona. Activated as Ajo Field 22 Aug 41. Redesignated Ajo AAF prior to activation of AAFTC. Conducted flying training until inactivated on 7 Oct 46.

ALBANY, GEORGIA (See Turner Field)

ALBUQUERQUE, NEW MEXICO (See also Kirtland Field)

ALOE AAF, Victoria, Texas. Activated 27 Oct 42. Conducted flying training until inactivated 31 Oct 45.

ALTUS AFB, Altus, Oklahoma. Activated as Army Air Forces Advanced Flying School, 17 Jun 42. Redesignated Altus AAF 8 Apr 43. Conducted flying training until inactivated 15 May 45. Redesignated Altus AFB, activated 8 Jan 53, and assigned to Tactical Air Command. Reassigned to Strategic Air Command 21 Jun 1954 and to Military Airlift Command 1 Jul 68. Reassigned to Air Education and Training Command 1 Jul 93.

AMARILLO AFB, Amarillo, Texas. Activated as Amarillo AAF 20 Apr 42. Conducted technical training until inactivated 30 Jun 46. Activated as Amarillo AFB 1 Mar 51. Conducted technical training until 27 Aug 68 and basic training until 11 Dec 68. Inactivated 1 Jan 69 and passed to Sheppard AFB, Texas, until disposal action completed when it transferred to civilian control on 16 Feb 71.



During World War II, large hotels were used in several cities for the housing and training of troops. This is the Congress Hotel in Chicago, Illinois.

AMERICUS, GEORGIA (See Souther Field)

ANNISTON AAF, Eastoboga, Alabama. Activated 19 Oct 42. Conducted flying training until inactivated 30 Jun 45. Activated 1 Jul 49. Conducted flying training until transferred to Air Materiel Command 1 Aug 50.

APALACHICOLA AAF, Apalachicola, Florida. Activated 21 Feb 42. Conducted flexible gunnery training until transferred to Army Division Engineers 2 Feb 47.

ARCADIA, FLORIDA (See Carlstrom Field and Dorr Field)

ARLEDGE FIELD, Stamford, Texas. Activated 1 Apr 41. Conducted contract flying training until inactivated 8 Sep 44.

ATLANTIC CITY CENTER, Atlantic City, New Jersey. Activated 29 Jun 42. Conducted basic military training for officers and enlisted and was a classification center until inactivated 5 Jan 44.

AUGUSTA, GEORGIA (See Bush Field)

AUTAUGAVILLE FIELD, Autaugaville, Alabama. Activated 17 Mar 41. Conducted flying training until inactivated 10 Dec 45.

AVENGER FIELD, Sweetwater, Texas. Activated 30 Jul 42. Conducted contract flying training for Women Airforce Service Pilots (WASP) until inactivated 9 Dec 44.

AVON PARK AIRPORT, Avon Park, Florida. Activated 4 Oct 41. Conducted contract flying training until inactivated 16 Oct 44.

AZTEC, ARIZONA (See Datelan AAF)

BAINBRIDGE AB, Bainbridge, Georgia. Activated as Bainbridge AAF 7 Aug 42. Conducted flying training and contract flying training until inactivated 15 Dec 45. Redesignated Bainbridge AB and activated 11 Jul 51. Conducted contract flying training until inactivated 31 Mar 61.

BAKERSFIELD, CALIFORNIA (See Minter Field)

BALLINGER, TEXAS (See Bruce Field)

BARKSDALE AFB, Bossier City, Louisiana. Activated as Barksdale Field 18 Nov 30 and assigned to the Army Fourth Corps Area. Transferred to GHQAF 1 Mar 35 and to Southeastern Air Corps Training Center 15 Oct 40. First Air Corps navigator school established 1 Nov 40. Transferred to Air Force Combat Command 6 Dec 41, Third Air Force 10 Feb 42, and then Continental Air Forces 6 Jun 45. Transferred to Army Air Forces Training Command 1 Nov 45. Conducted flying training and was HQ AAFTC location from 25 Feb 46 until 17 Oct 49. Redesignated Barksdale AFB 13 Jan 48. Transferred to Strategic Air Command 30 Sep 49.

BARTOW AB, Bartow, Florida. Conducted medium bombardment crew training under Third Air Force during World War II until inactivated 28 Dec 45. Activated 1 May 51. Conducted contract flying training until inactivated 19 May 61.

BEALE AFB, Marysville, California. Activated as Camp Beale 1 Oct 42. Declared surplus by War Department 31 May 47. Activated 10 Feb 48 and assigned to ATC. Redesignated Beale Bombing and Gunnery Range 7 Oct 49. Not an active base, but used as bombing and gunnery range. Activated and transferred to Continental Air Command 1 Apr 51. Redesignated Beale AFB 1 Dec 51. Transferred to Stategic Air Command 1 Jul 56.

BELLEVILLE, ILLINOIS (See Scott AFB)

BENNETTSVILLE AIRPORT, Bennettsville, South Carolina. Activated 6 Oct 41. Conducted contract flying training until inactivated 16 Oct 44.

BIG SPRING AAF, Big Spring, Texas. (See Webb AFB)

BLACKLAND AAF, Waco, Texas. Activated 2 Jul 42. Conducted advanced 2-engine flying training until 4 Feb 45. Became a subpost of Waco AAF until inactivated 31 Oct 45.

BLYTHE FIELD, Blythe, California. Activated 29 Jun 42. Conducted contract flying training until inactivated 4 Aug 44.

BLYTHEVILLE AFB, Blytheville, Arkansas. Activated as Blytheville AAF 10 Jun 42. Conducted flying training until transferred to Continental Air Forces on 16 Jun 45. Redesignated Blytheville AFB 10 Jun 53.



A gunnery student from Buckingham Field, Florida, practices air-to-air firing with a 30-caliber machine gun from the rear seat of an AT-6.

BOCA RATON AAF, Boca Raton, Florida. Activated 1 Jun 42 as a radar school. Overseas replacement depot established 8 Nov 43 for radar personnel. Conducted technical training until 5 May 47. Between Sep-Nov 47 radar school moved to Keesler. Transferred to the Corps of Engineers 1 Mar 48.

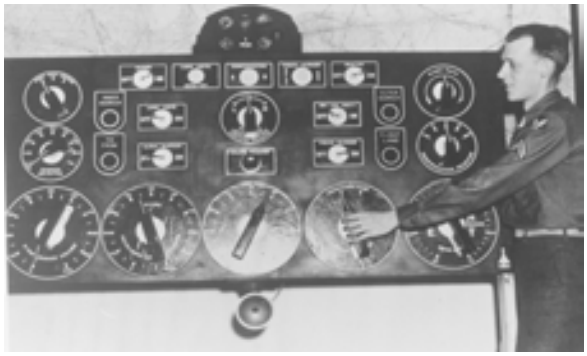
BONHAM, TEXAS (See Jones Field)

BRADY, TEXAS (See Curtis Field)

BROOKS AFB, San Antonio, Texas. Activated as Brooks AAF 16 Feb 1918. Conducted balloon and airship training, flying training and observation training until transferred to Continental Air Forces on 30 Nov 45. Redesignated Brooks AFB on 24 Jun 48. Transferred to ATC on 1 Oct 59. Conducted flying training and technical training until 1 Nov 61, when it transferred to Air Force Systems Command.

BRUCE FIELD, Ballinger, Texas. Activated 4 Oct 41. Conducted contract flying training until inactivated 16 Oct 44.

BRYAN AFB, Bryan, Texas. Activated as Bryan AAF 26 Jun 42. Conducted flying training until inactivated in Feb 47. Activated as Bryan AFB 1 Jul 51. Conducted flying training until 12 Jun 58 and then inactivated 1 Oct 58. Transferred to Air Materiel Command 1 Apr 60.



An instructor uses a mock-up instrument trainer controls to make a point at the Instructor Pilot Instrument School at Bryan Field, Texas.

BUCKINGHAM AAF, Fort Myers, Florida. Activated 5 Jul 42. Conducted flying training and flexible gunnery training until inactivated 30 Sep 45.

BUCKLEY FIELD, Denver, Colorado. Activated 1 Jul 42. Conducted technical training and basic training until 1 Jan 45 when it became a subpost of Lowry Field. Transferred to the Navy and redesignated Buckley Naval Air Station. Redesignated Buckley Air National Guard Base 13 May 59 and transferred from Navy to Air Force and assigned to ATC. Transferred to Continental Air Command 1 Aug 63.

BUSH FIELD, Augusta, Georgia. Activated 25 Aug 41. Conducted contract flying training until inactivated 8 Sep 44.

CAMDEN, ARKANSAS (See Harrell Field)

CAMDEN, SOUTH CAROLINA (See also Woodward Field)

CAMPBELL AAF, Clarksville, Tennessee. Activated 1 Jun 42. Conducted flying training until inactivated 31 Oct 45. Transferred to Tactical Air Command 31 Mar 46.

CAPE GIRARDEAU AIRPORT, Cape Girardeau, Missouri. Activated 25 Dec 42. Conducted contract flying training until inactivated 24 Mar 44.

CARLSBAD FIELD, Carlsbad, New Mexico. Activated 12 Oct 42. Conducted contract flying training and bombardier training until inactivated 30 Sep 45. Transferred to Corps of engineers 15 Jul 46.

CARLSTROM FIELD, Arcadia, Florida. Activated 22 Mar 41. Conducted contract flying training until inactivated 30 Jun 45.

CHANDLER, ARIZONA (See Higley Field)

CHANUTE AFB, Rantoul, Illinois. Activated as Chanute Field May 1917. Conducted flying training in World War I and converted to technical training in 1921, retaining that mission to the present. Also conducted specialized four-engine flying training between Sep 43 and Sep 44. Redesignated Chanute AFB on 13 Jan 48. Closed 1 Oct 93.

CHEYENNE, WYOMING (See Francis E. Warren AFB)

CHICKASHA, OKLAHOMA (See Wilson-Bonfils Field)

CHICO AAF, Chico, California. Activated 6 Jan 41. Conducted flying training until transferred to Fourth Air Force 25 Apr 44.

CHILDRESS AAF, Childress, Texas. Activated 20 Jan 43. Conducted bombardier and flying training until inactivated 30 Nov 45.

CIMARRON FIELD, Oklahoma City, Oklahoma. Activated 1 Apr 41. Conducted contract flying training until inactivated 27 Jun 44.

CLARKSDALE FIELD, Clarksdale, Mississippi. Activated 5 Jul 42. Conducted contract flying training until inactivated 16 Oct 44.

CLEWISTON, FLORIDA (See Riddle Field)

CLOVIS AFB, Clovis, New Mexico. Activated as Clovis AAB 25 Sep 1942 and assigned to Contential Air Forces (which became Strategic Air Command on 21 Mar 46). Redesignated Clovis AAF 8 Apr 43 and Clovis AFB 13 Jan 48. Transferred to ATC from Strategic Air Command 1 Apr 50. Conducted contract flying training. Transferred to Tactical Air Command 23 Jul 51. Redesignated Cannon AFB 8 Jun 57.

COCHRAN FIELD, Macon, Georgia. Activated 5 Aug 41. Conducted contract flying training until inactivated in Mar 45.

COFFEYVILLE AAF, Coffeyville, Kansas. Activated 11 Nov 42. Conducted flying training until transferred to Third Air Force 31 May 44.

COLEMAN AIRPORT, Coleman, Texas. Activated Oct 41. Conducted contract flying training until inactivated 16 Oct 44.

COLUMBUS AFB, Columbus, Mississippi. Activated 23 Jul 41 as Columbus AAF. Conducted flying training and contract flying training until transferred to Air Technical Service Command on 6 Jun 45. Reassigned to Air Training Command on 23 Nov 45. Conducted flying training. Redesignated Columbus AFB on 24 Jun 48. Conducted contract flying training from 20 Dec 50 until transferred to Strategic Air Command on 1 Apr 55. Reassigned to Air Training Command on 1 Jul 69. Conducted flying training until the present.

COLUMBUS, OHIO (See Lockbourne AAF)

CONNALLY AFB, Waco, Texas. (See James Connally AFB)

COOLIDGE AAF, Coolidge, Arizona. Activated 26 Sep 41. Conducted advanced two-engine flying training. Transferred to Air Transport Command 15 May 44. AAF Training Command continued to use the field until 28 Aug 46.

CORAL GABLES AIRPORT, Coral Gables, Florida. Activated 15 Aug 40. Conducted contract navigation training until inactivated 31 Oct 44.

CORDELE MUNICIPAL AIRPORT, Cordele, Georgia. Activated 12 Aug 40. Conducted advanced two-engine contract flying training until inactivated 28 Dec 44. Transferred to the Corps of Engineers 30 Jan 46.

CORSICANA FIELD, Corsicana, Texas. Activated 1 Apr 41. Conducted contract flying training until inactivated 16 Oct 44.

COURTLAND AAF, Courtland, Alabama. Activated 19 Oct 42. Conducted flying training until inactivated 30 Jun 45.

CRAIG AFB, Selma, Alabama. Activated as Craig Field 27 Aug 40 and designated as advanced single-engine school 31 Dec 40. Conducted flying training until inactivated 31 Dec 45 and transferred to Air University 1 Feb 46. Transferred from Air University as Craig AFB 1 Sep 50. Conducted flying training until inactivated and closed 31 Aug 77.

CUERO MUNICIPAL AIRPORT, Cuero, Texas. Activated 1 Apr 41. Conducted contract flying training until inactivated 4 Aug 44.

CURTIS FIELD, Brady, Texas. Activated 15 Dec 42. Conducted contract flying training until inactivated 30 Sep 45.

DATELAN AAF, Aztec, Arizona. Activated 15 Dec 42. Conducted flying training until transferred as a subpost of Williams Field 1 Oct 46.

DECATUR AIRPORT, Decatur, Alabama. Activated 5 Oct 41. Conducted contract flying training until inactivated 28 Dec 44.

DEL RIO, TEXAS (See Laughlin AFB)



Aircraft mechanics work on L-4 aircraft at Denton Texas, in October 1943.

DEMING AAF, Deming, New Mexico. Activated 15 Nov 42. Conducted bombardier training until transferred to Second Air Force 31 Dec 44.

DENTON AIRPORT, Denton, Texas. Activated 10 Jun 42. Conducted contract liaison pilot training until inactivated 3 Dec 43.

DENVER, COLORADO (See Lowry AFB and Fort Logan Field)

DESOTO PARISH AIRPORT, Mansfield, Louisiana. Leased and activated 3 Jun 46. Conducted flying training until lease canceled and returned to owner 1 Oct 49.

DODGE CITY AAF, Dodge City, Kansas. Activated 11 Dec 42. Conducted flying training until inactivated 31 Jul 45.

DORR FIELD, Arcadia, Florida. Activated 4 Oct 41. Conducted contract flying training until inactivated 16 Oct 44.

DOS PALOS AIRPORT, Dos Palos, California. Activated 24 Jun 43. Conducted contract flying training until inactivated 28 Dec 44.

DOTHAN, ALABAMA (See Napier Field)

DOUGLAS AAF, Douglas, Arizona. Activated 2 Nov 42. Conducted flying training until inactivated 31 Oct 45.

DOUGLAS AIRPORT, Douglas, Georgia. Activated 4 Oct 41. Conducted contract flying training until inactivated 28 Dec 44.

EAGLE PASS AAF, Eagle Pass, Texas. Activated 30 Jun 42. Conducted flying training until inactivated 1 May 45.

EAST ST LOUIS, ILLINOIS (See also Parks Airport)

EDWARD GARY AFB, San Marcos, Texas. Activated as San Marcos Field 15 Dec 42. Conducted navigator training until 30 Nov 45. Placed in inactive status. Activated in May 46. Conducted liaison and helicopter flying and technical training until 1 Mar 49 when it became an auxiliary field to Randolph AFB. Inactivated 31 Mar 49. Placed on active status 15 Jan 51 and redesignated San Marcos AFB 1 Feb 51. Conducted flying training. Redesignated Gary AFB on 10 May 53. Redesignated Edward Gary AFB 1 Sep 55. Conducted flying training until inactivated 14 Dec 56. Transferred to the Department of the Army on 15 Dec 56.

ELLINGTON AFB, Houston, Texas. Established 1 Nov 17 as Ellington Field. Provided bombing instruction during World War I. Inactive 1922-1940. Activated 17 Aug 40. Conducted advanced twin-engine, navigator, and bombardment training until inactivated 15 Apr 46. Transferred to Air Defense Command 10 Apr 47. Reassigned as Ellington AFB 31 Mar 49. Conducted navigator training until transferred to Continental Air Command on 1 Apr 58.

EL RENO, OKLAHOMA (See Mustang Field)

ENID FIELD, Enid, Oklahoma. (See Vance AFB).

FALCON FIELD, Mesa, Arizona. Activated 12 Nov 42. Conducted contract flying training for the British until inactivated in Aug 45.

FORT BROWN, Brownsville, Texas. Transferred to AAF Training Command 7 Jul 43. Conducted flexible gunnery training until inactivated 1 Feb 46. Transferred to the Corps of Engineers 25 Apr 46.



B-26s sit on a snow-covered apron at the advanced twin-engine school at Dodge City AAF, Kansas.

FORT GEORGE E. WRIGHT FIELD, Spokane, Washington. Transferred to AAF Training Command 14 Dec 46. Processing center for officers pending discharge. Transferred to Strategic Air Command 16 Jul 47.

FORT LOGAN FIELD, Denver, Colorado. Transferred to AAF and established Clerical School #1 and Administrative Inspector's School 1 Jul 42. Conducted technical training until transferred to Air Service Command 15 Apr 44

FORT MYERS, FLORIDA (See Buckingham AAF)

FORT STOCKTON FIELD, Fort Stockton, Texas. Activated 1 Jun 42. Conducted contract flying training until inactivated 12 Mar 44.

FORT SUMNER AAF, Fort Sumner, New Mexico. Activated 6 Jun 42. Conducted flying training until transferred to Second Air Force 16 Aug 44.

FORT WORTH AAF, Fort Worth, Texas. Activated 30 Jun 42 as Tarrant AAF. Redesignated Fort Worth AAF 29 Jul 42. Conducted four-engine flying training until transferred to Second Air Force 21 Nov 45. Redesignated Carswell AFB 29 Jan 48.

FORT WORTH, TEXAS (See Hicks Field)

FOSTER AFB, Victoria, Texas. Activated as Foster Field 15 May 41. Conducted flying training until inactivated 31 Oct 45. Redesignated Foster AFB and activated on 1 Sep 52. Conducted flying training until transferred to Tactical Air Command 1 Jul 54.

FRANCIS E. WARREN AFB, Cheyenne, Wyoming. Activated as Fort Francis E. Warren 1 Jan 30. Transferred from the Department of Army on 1 Jun 47 and assigned to ATC. Redesignated Francis E. Warren AFB 7 Oct 49. Conducted technical training until transferred to Strategic Air Command 1 Feb 58.

FREDERICK AAF, Frederick, Oklahoma. Activated 23 Sep 42. Conducted flying training until inactivated 31 Oct 45. Transferred to the Corps of Engineers 21 Sep 46.

FREEMAN AAF, Seymour, Indiana. Activated 1 Dec 42. Conducted flying training and helicopter training until inactivated 30 Apr 44.



Women Airforce Service Pilots towed targets at Eagle Pass AAF, Texas, in 1944.

FRESNO FIELD, Fresno, California. Activated 29 October 42. Conducted basic military training until 1 Sep 43 when it inactivated and training transferred to Buckley AAF.

GAINESVILLE AAF, Gainesville, Texas. Activated 20 Sep 41. Conducted flying training until inactivated 31 Oct 46. Transferred to the Corps of Engineers 16 Aug 47.

GARDEN CITY AAF, Garden City, Kansas. Activated 6 Feb 43. Conducted flying training until transferred to Air Service Command 15 Dec 44.

GARDNER FIELD, Taft, California. Activated 2 Jun 41. Conducted contract flying training until inactivated 28 Feb 45.

GARNER FIELD, Uvalde, Texas. Activated 4 Oct 41. Conducted contract flying training until inactivated 30 Jun 45.

GARY AFB, San Marcos, Texas. (See Edward Gary AFB)

GEIGER FIELD, Spokane, Washington. Transferred to AAF Training Command 9 May 46. Conducted aviation engineer training until 15 May 47. Transferred to Strategic Air Command 15 Sep 47.

GENEVA, NEW YORK (See Sampson AFB)

GEORGE FIELD, Lawrenceville, Illinois. Activated 10 Aug 42. Conducted two-engine flying training until transferred to Troop Carrier Command 15 Aug 44. Placed in standby status 1 Sep 44

GILA BEND AAF, Gila Bend, Arizona. Activated 22 Aug 41. Conducted fixed gunnery training until transferred to a subpost of Williams Field 15 Oct 46. Transferred to the Corps of Engineers 31 Jan 47.

GLENDALE, ARIZONA (See Thunderbird Field #1)

GOLDSBORO, NORTH CAROLINA (See also Seymour Johnson Field)

GOODFELLOW AFB, San Angelo, Texas. Activated as the San Angelo Air Corps Basic Flying School 17 Aug 40. Redesignated Goodfellow Field 11 Jun 41. Conducted flying training until inactivated 1 May 47. Activated 1 Dec 47. Redesignated Goodfellow AFB 13 Jan 48. Conducted flying training until transferred to USAF Security Service 1 Oct 58. Reassigned to ATC 1 Jul 78. Conducted technical training until the present.

GOODWIN AIR FIELD, El Dorado, Arkansas. Leased and activated 15 Mar 48. Conducted flying training until lease canceled and returned to owner 1 Oct 49.

GRAHAM AB, Marianna, Florida. Activated as Marianna AAF 8 Aug 42. Conducted flying training and contract flying training until transferred to Third Air Force 12 Oct 44. Redesignated as Graham AB and activated 27 Jan 53. Conducted flying training and contract flying training until inactivated and returned to civilian control on 31 Aug 61.

GREENSBORO CENTER, Greensboro, North Carolina. Activated 1 Mar 43. Conducted basic military training until Apr 44. Became overseas replacement depot until transferred to AAF Personnel Distribution Command 1 Jul 44. Transferred from Strategic Air Command to Air Training Command 30 Apr 46. Continued as an overseas replacement depot until transferred to Air Defense Command 15 Aug 46.

GREENVILLE AFB, Greenville, Mississippi. Activated as Greenville AAF 23 Jun 41. Conducted contract flying training until inactivated in Mar 45. Redesignated Greenville AFB and activated 1 Dec 50. Conducted contract flying training until mid-Oct 60 and technical training from Nov 60 until inactivated 1 Apr 65. Base returned to civilian control 27 Oct 66.

GREENVILLE, TEXAS (See Majors AAF)

GREENWOOD AAF, Greenwood, Mississippi. Activated 1 Oct 42. Conducted flying training until Transferred to Air Transport Command 18 Jan 45.

GRIDER FIELD, Pine Bluff, Arkansas. Activated 1 Apr 41. Conducted contract flying training until inactivated 16 Oct 44.

GULF COAST MILITARY ACADEMY, Gulfport, Mississippi. Activated as an Air Force installation 16 Jul 51. Headquarters, Technical Training Air Force until unit inactivated 1 Jun 58. Base transferred to Keesler AFB as Keesler Training Annex #3. Transferred to US Navy 31 Dec 72.

GULFPORT AAF, Gulfport, Mississippi. Activated 7 Jul 42. Conducted technical training and basic training until transferred to Third Air Force 31 Mar 44 with joint use by Technical Training Command for marine training of Emergency Rescue School located at Keesler. Activated 16 Jul 51. Conducted flying training until transferred to the Air National Guard 1 Feb 54.

GUNTER AFS, Montgomery, Alabama. Activated as Army Air Corps Basic Flying School 27 Aug 40. Redesignated Gunter Field 10 Feb 41. Conducted flying training until transferred to AAF School (later Air University) 13 Dec 45. Redesignated Gunter AFS 1 Jul 73. Reassigned, along with Air University, to ATC 15 May 78. Reassigned to Air University when it became a separate major command 1 Jul 83. Redesignated as Maxwell AFB, Gunter Annex 10 Mar 92. Reassigned along with Air University to AETC 1 Jul 93.

HAMPTON, VIRGINA (See Langley Field)

HARRELL FIELD, Camden, Arkansas. Activated 7 Aug 42. Conducted contract flying training until inactivated 15 Apr 44.

HARLINGEN AFB, Harlingen, Texas. Activated as Harlingen AAF 16 Jun 41. Conducted flexible gunnery training until 1 Oct 45. Redesiganted as a basic training center 1 Nov 45 and conducted basic training until inactivated 1 Feb 46. Activated as Harlingen AFB 17 Mar 52. Conducted flying training and navigator/observer training until inactivated 1 Jul 62.

HARVEY PARKS AIRPORT, Sikeston, Missouri. Activated 14 Sep 40. Conducted contract flying training until inactivated 16 Oct 44.

HATBOX FIELD, Muskogee, Oklahoma. Activated 16 Sep 40. Conducted contract flying training until inactivated 27 Jun 44.

HELENA, ARKANSAS (See also Thompson-Robbins Field)

HEMET AIRPORT, Hemet, California. Activated 14 Sep 40. Conducted contract flying training until inactivated 28 Dec 44.

HENDRICKS FIELD, Sebring, Florida. Activated 23 Mar 42. Conducted four-engine flying and combat crew training until inactivated 31 Dec 45.

HEREFORD AAF, Hereford, Arizona. Activated 2 Nov 42. Conducted flying training until inactivated 15 May 45. Transferred to Corps of Engineers 5 Oct 46.

HICKS FIELD, Fort Worth, Texas. Activated 16 Aug 40. Conducted contract flying training until inactivated 27 Jun 44.

HIGLEY FIELD, Chandler, Arizona. (See Williams AFB)

HOBBS AAF, Hobbs, New Mexico. Activated 2 Nov 42. Conducted flying training until inactivated 30 Oct 45.

HONDO AB, Hondo, Texas. Activated as Hondo Army air field 4 Jul 42. Conducted navigator, flying, and contract flying training until inactivated 31 Dec 45. Redesignated Hondo AB and activated 5 Jun 51. Conducted contract flying training until inactivated and returned to civilian control 31 Oct 58.

HOUSTON, TEXAS (See Ellington AFB)

IMMOKALEE AAF, Immokalee, Florida. Activated 5 Jul 42. Conducted flying training and flexible gunnery training until inactivated 30 Sep 45.

INDEPENDENCE AAF, Independence, Kansas. Activated 12 Oct 42. Conducted flying training until inactivated 1 Nov 45.

JACKSON AAB, Jackson, Mississippi. Activated 1 May 42. Conducted specialized flying training for the Netherlands East Indies until transferred to Third Air Force 1 Jul 44.

JACKSON AIRPORT, Jackson, Tennessee. Activated 5 Jul 42. Conducted contract flying training until inactivated 27 Jun 44.



A stone gate marks the entrance to administrative and school buildings at Harvey Parks Airport near Sikeston, Missouri.

JACKSON, MISSISSIPPI (See Robbins Field)

JAMES CONNALLY AFB, Waco, Texas. Activated as Waco AAF 16 Sep 41. Conducted flying training until inactivated 15 Dec 45. Redesignated Waco AFB and activated 1 Aug 48. Redesignated Connally AFB 10 Jun 49. Redesignated James Connally AFB 8 Jan 51. Conducted flying training until transferred to Tactical Air Command 1 Jan 66.

JEFFERSON BARRACKS, St Louis, Missouri. Activated 3 Sep 40. Conducted basic military training until Nov 43. Overseas replacement depot established 8 Nov 43. Transferred to Seventh Service Command 30 Apr 44.

JONES FIELD, Bonham, Texas. Activated 4 Oct 41. Conducted contract flying training until inactivated 16 Oct 44.

KAUFMAN MUNICIPAL AIRPORT, Terrell, Texas. Activated 12 Nov 42. Conducted contract



Basic trainees use a structure known as a "Jacob's Ladder" as a part of physical training at Jefferson Barracks, Missouri.

flying training until 30 Sep 45.

KEARNS CENTER, Kearns, Utah. Activated 1 May 42. Conducted basic military training and technical training until 30 Sep 43. Overseas replacement depot established 8 Nov 43. Transferred to AAF Personnel Distribution Command 1 Jul 44. Transferred from Strategic Air Command to Air Training Command 30 Apr 46. Continued as an overseas replacement depot until inactivated 15 Aug 46.

KEESLER AFB, Biloxi, Mississippi. Activated 12 Jun 41 as Army Air Corps Station No. 8. Redesignated Keesler Field 25 Aug 41. Redesignated Keesler AFB 13 Jan 48. Conducted technical and flying training to the present.

KELLY AFB, San Antonio, Texas. Activated as Camp Kelly 7 May 1917. Redesignated Kelly Field 30 Jul 1917. Conducted Air Service mechanics training and pursuit, bomber, and observation flying training until transferred to Air Service Command 11 Mar 43. Redesignated Kelly AFB 29 Jan 48.

KING CITY, CALIFORNIA (See also Palo Alto Airport)

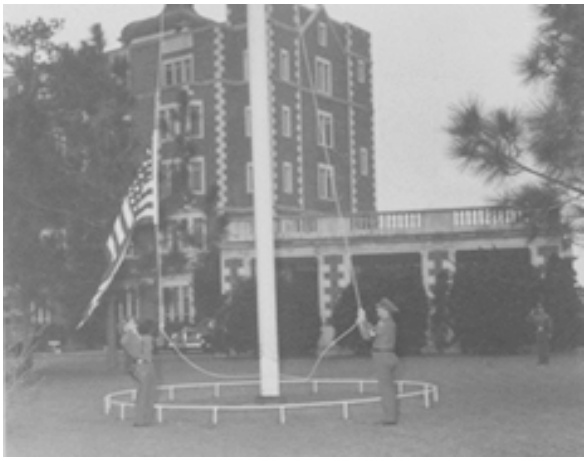
KINGMAN AAF, Kingman, Arizona. Activated 16 Jan 43. Conducted flying training until inactivated 1 Aug 45.

KINSTON AIR FIELD, Kinston, North Carolina. (See Stallings AB)

KIRTLAND AFB, Albuquerque, New Mexico. Activated as Albuquerque AAF 8 Mar 41. Transferred to Army Air Forces Flying Training Command 6 Dec 41. Redesignated Kirtland Field 24 Feb 42. Conducted flying and bombardier training until transferred to Second Air Force 1 Mar 45. Redesignated Kirtland AFB 13 Jan 48.

KNOLLWOOD FIELD, Knollwood, North Carolina. Transferred to Army Air Forces Technical Training Command on 10 Mar 42. Housed Headquarters, Technical Training Command until transferred to Air Technical Service Command 10 Aug 43.

LACKLAND AFB, San Antonio Texas. Activated as the San Antonio Aviation Cadet Center, 26 Jun 42 and classification center and preflight school established. Transferred to AAF Personnel Distribution Command 30 Jun 45. Redesignated San Antonio District, AAF Personnel Distribution Command, 1 Jul 45. Returned to Army Air Forces Training Command and redesignated AAF Military Training Center, 1 Feb 46. Redesignated



A retreat ceremony takes place outside the Pine Needles Hotel at Knollwood, North Carolina, the AAF Technical Training Command headquarters.

Indoctrination Division, Air Training Command, 16 Oct 46; Lackland AB, 11 Jul 47; and Lackland AFB, 13 Jan 48. Conducted basic military training for both officer and enlisted personnel, as well as, technical training--a mission that continues to the present.

LAFAYETTE AIRPORT, Lafayette, Louisiana. Activated 5 Jul 42. Conducted contract flying training until inactivated 24 Mar 44.

LA JUNTA AAF, La Junta, Colorado. Activated 2 Nov 42. Conducted flying training until inactivated 30 Jul 45.

LAKELAND MUNICIPAL AIRPORT, Lakeland, Florida. Activated 14 Sep 40. Conducted contract flying training until inactivated 1 Oct 45.

LAMESA AIRPORT, Lamesa, Texas. Activated 10 Jun 42. Conducted basic glider training and contract liaison pilot training until inactivated 26 Feb 44.

LANCASTER AIRPORT, Lancaster, California. Activated 28 Jul 42. Conducted contract basic pilot training. Replaced by Oxnard's primary school which moved to Lancaster 27 Jun 44. Conducted contract flying training until inactivated 1 Nov 45.

LANCASTER, CALIFORNIA (See War Eagle Field)

LANGLEY FIELD, Hampton, Virginia. Transferred from First Air Force to Army Air Forces Training Command 15 Sep 44. Conducted radar observer school until transferred to Army Airways

Communications System 1 Dec 45. Later redesignated Langley AFB.

LAREDO AFB, Laredo, Texas. Activated as Laredo AAF 1 May 42. Conducted flexible gunnery and flying training until inactivated 15 Dec 45. Redesignated Laredo AFB and activated 2 Jun 52. Conducted flying training until inactivated 30 Sep 73.

LAS VEGAS FIELD, Las Vegas, Nevada. (See Nellis AFB)

LAUGHLIN AFB, Del Rio, Texas. Activated on 26 Sep 42 as advanced flying school. Redesignated as bombardier school but never held that training. Established B-26 transition school 10 Nov 42 and designated Laughlin AAF 3 Mar 43. Redesignated Laughlin Field 11 Nov 43. Conducted flying training until transferred to Air Materiel Command 30 Oct 45 and placed in inactive status. Transferred to ATC 10 Oct 51. Activated and redesignated as Laughlin AFB 1 May 52. Conducted flying training until transferred to Strategic Air Command 1 Apr 57. Reassigned to ATC 1 Apr 62. Conducted flying training to the present.

LAWRENCEVILLE, ILLINOIS (See George Field)

LEMOORE AAF, Lemoore, California. Activated 20 Dec 41. Conducted flying training until transferred to Fourth Air force 1 Jun 44.

LIBERAL AAF, Liberal, Kansas. Activated 1 Jun 41. Transferred to AAF Training Command 25 Apr 43. Conducted flying training and specialized four-engine flying training until inactivated 30 Sep 45. Transferred to the Corps of Engineers 6 Oct 46.

LINCOLN AAF, Lincoln, Nebraska. Activated in Jul 39. Conducted flying training, basic military training and technical training until transferred to Second Air Force 15 Apr 44. Transferred to AAF Training Command 15 Mar 45. Became a combat crew processing center until inactivated 15 Dec 45. Transferred to Corps of Engineers 23 Nov 46.

LITTLE ROCK AFB, Little Rock, Arkansas (See also Adams Field). Activated Oct 85. Transferred to AETC on 1 Apr 97. Conducted flying training until the present.

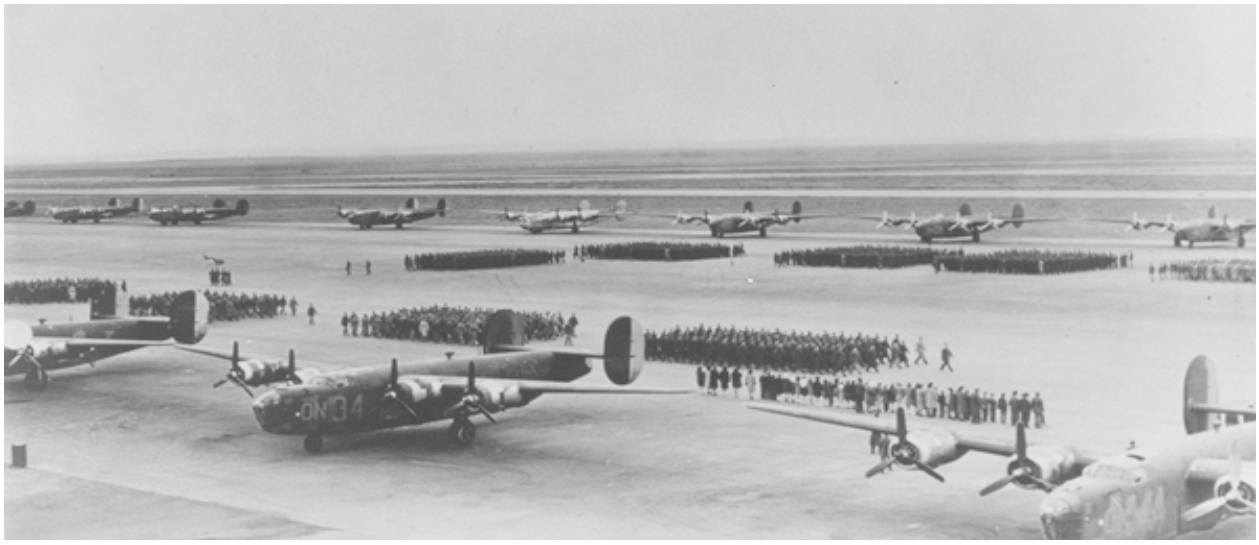
LOCKBOURNE AAF, Columbus, Ohio. Activated 23 Dec 42. Conducted flying training until inactivated 2 Sep 45.

LOVE FIELD, Dallas, Texas. Activated Jul 39. Conducted flying and technical training until inactivated in May 45.

LOWRY AFB, Denver Colorado. Activated 27 Aug 37 as Denver Branch, Air Corps Technical School. Redesignated Lowry Field 11 Mar 38. Redesignated Lowry AFB 24 Jun 48. Conducted technical training until the present. Closed 1 Oct 94.

LUBBOCK, TEXAS (See Reese AFB and South Plains AAF)

LUKE AFB, Phoenix, Arizona. Activated as Litchfield Park Air Base 15 Feb 41. Redesignated Luke Field 6 Jun 41. Conducted flying training until inactivated 31 Oct 46. Transferred to the Corps of Engineers 1 Sep 47. Reassigned as a subinstallation of Williams Field 3 Dec 46-5 Mar 51. Redesignated



Troops pass in review on the flight line at Liberal AAF, Kansas, between rows of B-24 "Liberators."



Matagorda Island, off the Texas gulf coast, was home for a pursuit gunnery school in the early 1940s.

Luke AFB 10 Jun 49. Activated and assigned to Air Training Command 1 Jan 51. Conducted combat crew training until transferred to Tactical Air Command 1 Jul 58. Transferred to AETC on 1 Jul 93.

MACON, GEORGIA (See Cochran Field)

MADISON, WISCONSIN (See Truax AAF)

MAJORS AAF, Greenville, Texas. Activated 26 Jun 42. Conducted flying training until transferred to Second Air Force 30 Nov 44.

MALDEN AB, Malden, Missouri. Activated as Malden AAF 6 Jan 43. Conducted contract flying training and flying training until transferred to Troop Carrier Command 15 Jun 44. Activated as Malden AB 11 Jul 51. Conducted contract flying training until inactivated 1 Sep 60.

MARANA AB, Marana, Arizona. Activated as Marana AAF 29 Aug 42. Conducted contract flying training and flying training until inactivated 12 Sep 45. Activated as Marana AB 1 Sep 51. Conducted contract flying training until inactivated 22 Oct 57.

MARFA AAF, Marfa, Texas. Activated 5 Dec 42. Conducted flying training until inactivated 1 Aug 45.

MARIANNA AAF, Marianna, Florida. (See Graham AB)

MATAGORDA ISLAND, Texas. Activated 15 May 41. Gunnery range for bases in southern Texas until inactivated 31 Oct 45.

MATAGORDA PENINSULA, Texas. Activated 15 May 41. Bombing range for bases in southern Texas until inactivated 31 Oct 45.

MATHER AFB, Sacramento, California. Activated as Mather Field 21 Feb 1918. Transferred from Air Force Combat Command to Army Air Forces Flying Training Command 23 Jan 42. Conducted navigation and flying training until transferred to Air Transport Command 1 Oct 44. Reassigned to Army Air Forces Training Command 20 Dec 45. Redesignated Mather AFB 13 Jan 48. Conducted navigation and flying training to the present. Closed 1 Oct 93.



Austin Hall housed Headquarters, Army Air Forces Eastern Flying Training Command at Maxwell Field, Alabama, in 1941.

MAXWELL AFB, Montgomery, Alabama. Activated 9 Apr 1918 as Engine and Plane Repair Depot #3. Redesignated Maxwell Field 8 Nov 1922. Transferred from the Air Corps Tactical School to Southeast Air Corps Training Center 15 Jul 31, which later became AAF Training Command. Conducted flying training until transferred to AAF School (later redesignated Air University) 29 Nov 45. Redesignated Maxwell AFB 13 Jan 48. Transferred to ATC 15 May 78. Conducted professional military education until Air University again became a separate major command on 1 Jul 83. Transferred to Air Education and Training Command 1 Jul 93 when Air University became a subordinate of this command. Conducted professional military education until the present.

McBRIDE AIRPORT, McBride, Missouri. Activated 28 Jan 42. Conducted contract flying training until inactivated 24 Mar 44.

McCONNELL AFB, Wichita, Kansas. Designated Wichita AFB and activated 7 Jun 51. Redesignated McConnell AFB on 12 Apr 54. Conducted B-47 combat crew training until transferred to Strategic Air Command on 1 Jul 58.

McCOY AFB, Orlando, Florida. (See Pinecastle AFB)

MERCED AAF, Merced, California. Activated as Merced Army Flying School 20 Sep 41. Redesignated Merced AAF on 8 May 43. Conducted flying training and advanced flying training for Women Airforce Service Pilots until transferred to Continental Air Forces on 1 Jul 45. Redesignated Castle AFB 13 Jan 48.

MESA AB, Chandler, Arizona. (See Williams AFB)

MESA, ARIZONA (See Falcon Field)

MIAMI AIRPORT, Miami, Oklahoma. Activated 12 Nov 42. Conducted contract flying training for the British until inactivated 30 Sep 45.

MIAMI BEACH BASIC TRAINING CENTER, Miami Beach, Florida. Activated 27 Mar 42. Conducted basic military until 1 Jul 44 and officer candidate training until inactivated 20 Aug 44.

MIDLAND AAF, Midland, Texas. Activated 2 Aug 41. Conducted multi-engine flying training bombardier training until Sep 42 when it became a bombardier school only. Conducted bombardier training until inactivated 1 Jun 46.

MINTER FIELD, Bakersfield, California. Activated 5 Jun 41. Conducted flying training until inactivated 31 Jan 46. Transferred to the Corps of Engineers 21 Dec 46.

MISSION, TEXAS (See Moore AB)

MONROE, LOUISANA (See Selman Field)

MOODY AFB, Valdosta, Georgia. Activated as Moody AAF 26 Jun 41. Conducted flying training

until transferred to First Air Force 1 May 45. Transferred to Army Air Forces Training Command 1 Nov 45. Conducted flying training until transferred to Tactical Air Command 1 Sep 47. Redesignated Moody AFB 13 Jan 48. Transferred to Continental Air Command 1 Dec 48. Transferred to Strategic Air Command 1 Apr 51. Transferred to ATC 1 Sep 51. Conducted combat crew and flying training until transferred to Tactical Air Command 1 Dec 75.

MOORE AB, Mission, Texas. Activated as Moore Field 20 Sep 41. Conducted flying and technical training until inactivated 31 Oct 45. Activated 22 Jan 54. Redesignated Moore AB 1 Jul 55. Conducted contract flying training until inactivated 31 Mar 61. Returned to civilian control 15 Jul 63.

MOTON FIELD, Tuskegee, Alabama. Activated 23 Aug 41. Conducted contract flying training until inactivated 31 Dec 45.

MOULTRIE, GEORGIA (See Spence AB)

MUSKOGEE, OKLAHOMA (See Hatbox Field)

MUSTANG FIELD, El Reno, Oklahoma. Activated 16 Jan 43. Conducted flying training until inactivated 28 Dec 44.

NAPIER FIELD, Dothan, Alabama. Activated 20 Dec 41. Conducted flying training until inactivated 1 Nov 45.

NAPLES AAF, Naples, Florida. Activated 5 Jul 42. Conducted flying training and flexible gunnery training until inactivated 30 Sep 45.

NASHVILLE AAC, Nashville, Tennessee. Activated 1 Jun 42. Functioned as a AAF Classification Center until inactivated 1 Apr 44.



The Air Corps turned to civilian vocational schools in 1939 to help train airplane mechanics. Parks Air College in East St Louis, Illinois, was one of seven such schools under contract to the Air Corps for that purpose.

NELLIS AFB, Las Vegas, Nevada. Activated as Las Vegas AAF 20 Dec 41. Conducted flying training until inactivated 31 Dec 46. Activated 30 Aug 47 as a subinstallation of Mather AFB. Assigned as a subinstallation of Williams AAF 1 Apr 48 to provide advanced training for fighter pilots. Redesignated Nellis AFB and activated 30 Apr 50. Conducted flying and combat crew training until transferred to Tactical Air Command 1 Jul 58.

NEWBURGH, NEW YORK (See Stewart Field)

NEW ORLEANS AIRPORT, New Orleans, Louisiana. Activated 18 Mar 45. Conducted AAF Tropical Weather School until transferred to AAF Weather Service 1 Nov 45.

NEWPORT AAF, Newport, Arkansas. Activated 1 Nov 42. Conducted flying training until transferred to the Navy Department 19 Aug 44.

NOBLE AAF, Perry, Oklahoma. Activated 11 Feb 42. Conducted flying training until transferred to the Corps of Engineers 28 Oct 46.

OCALA FIELD, Ocala, Florida. Activated in Nov 41. Conducted contract flying training until inactivated 8 Sep 44.

OKLAHOMA CITY, OKLAHOMA (See also Cimarron Field)

ONTARIO AIRPORT, Ontario, California. Activated 14 Sep 40. Conducted contract flying training until inactivated in Dec 43. Activated Jun 44. Conducted contract flying training until inactivated 16 Oct 44.

ORANGEBURG MUNICIPAL AIRPORT, Orangeburg, South Carolina. Activated 4 Oct 41. Conducted contract flying training until inactivated 1 Sep 45.

ORLANDO, FLORIDA (See Pinecastle AFB)

OXNARD AIRPORT, Oxnard, California. Activated 12 Sep 40. Conducted contract flying training until inactivated 27 Jun 44.

PALO ALTO AIRPORT, King City, California. Activated 22 Mar 41. Conducted contract flying training until inactivated 16 Oct 44.

PAMPA AAF, Pampa, Texas. Activated 3 Aug 42. Conducted flying training until transferred as a subpost of Liberal, Kansas, on 28 Dec 44.

Inactivated 30 Sep 45. Transferred to the Corps of Engineers 29 Jan 47.

PANAMA CITY, FLORIDA (See Tyndall AFB)

PARKS AFB, Pleasanton, California. Originally designated as Camp Parks. Redesignated Parks AFB and activated on 1 Aug 51. Conducted basic training and air base ground defense training until transferred to Continental Air Command 1 Jan 57.

PARKS AIRPORT, East St Louis, Illinois. Activated on 1 Aug 39. Conducted contract flying training until inactivated 12 Mar 44.

PECOS AAF, Pecos, Texas. Activated 28 Aug 42. Conducted flying training until inactivated 31 May 45.

PERRIN AFB, Sherman, Texas. Activated as Perrin AAF 20 Sep 41. Conducted flying training until inactivated 31 Oct 46. Redesignated Perrin AFB and activated 1 Apr 48. Conducted combat crew and flying training until transferred to Air Defense Command 1 Jul 62.

PHOENIX, ARIZONA (See Luke AFB)

PINE BLUFF, ARKANSAS (See Grider Field)

PINECASTLE AFB, Orlando, Florida. Activate 10 Sep 51. Conducted combat crew training until transferred to Strategic Air Command 1 Jan 54. Later redesignated McCoy AFB.

PITTSBURG AIRPORT, Pittsburg, Kansas. Activated 25 May 42. Conducted contract liaison pilot training until inactivated 20 Oct 44.

PLEASONTON, CALIFORNIA (See also Parks AFB)

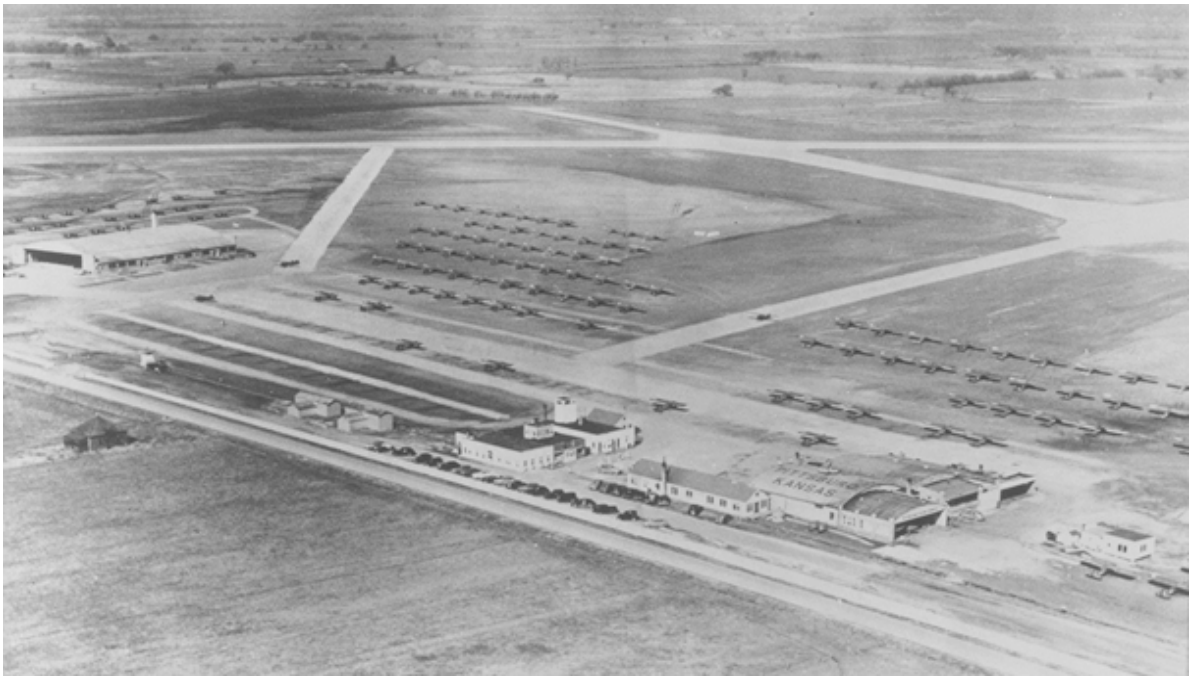
PONCA CITY AIRPORT, Ponca City, Oklahoma. Activated 12 Nov 42. Conducted contract flying training for the British until inactivated 15 Apr 45.

RANDOLPH AFB, San Antonio, Texas. Activated as Aviation Field, San Antonio, 18 Aug 1928. Redesignated Randolph Field 27 Sep 28. Redesignated Randolph AFB 13 Jan 48. Conducted flying training, combat crew training, navigator training, and flying instructor training until the present.

RANTOUL, ILLINOIS (See Chanute AFB)

REESE AFB, Lubbock, Texas. Established on 26 Jun 41. Named Air Corps Advanced Flying School, Lubbock, 11 Aug 41. Redesignated Lubbock Army Flying School 6 Feb 42; Lubbock AAF 26 Apr 43; and Lubbock AFB 13 Jan 48. Conducted flying training until inactivated 31 Dec 45. Activated 1 Aug 49. Redesignated Reese AFB 19 Nov 49. Conducted flying training until inactivated 1 Oct 97.

RIDDLE FIELD, Clewiston, Florida. Activated 12 Nov 42. Conducted contract flying training until



MacFarland Flying Service School provided advanced liaison training at Pittsburg, Kansas, in 1944.

inactivated 31 Dec 45.

ROBBINS FIELD, Jackson, Mississippi. Activated 14 Sep 40. Conducted contract flying training until inactivated 15 Apr 44.

ROSWELL AAF, Roswell, New Mexico. Activated 20 Sep 41. Conducted flying and bombardier training until transferred to Second Air Force 1 Nov 45. Later redesignated Walker AFB.

SAMPSON AFB, Geneva, New York. Activated 15 Nov 50. Conducted basic military training until transferred on inactive status to Air Materiel Command 1 Oct 56.

SAN ANGELO AAF, San Angelo, Texas. Activated 1 Jun 42. Conducted bombardier and specialized two- and four-engine pilot training until inactivated 30 Nov 45. Transferred to the Corps of Engineers 30 Jun 46.

SAN ANGELO, TEXAS (See Goodfellow AFB)

SAN ANTONIO AVIATION CADET CENTER, San Antonio, Texas (See Lackland AFB)

SAN MARCOS AFB, San Marcos, Texas. (See Edward Gary AFB)

SANTA ANA AAF, Santa Ana, California. Activated 1 Jan 42. Conducted aircrew classification and preflight training until inactivated 2 Sep 45.

SANTA MARIA AIRPORT, Santa Maria, California. Activated 14 Sep 40. Conducted contract flying training until inactivated 27 Jun 44.

SCOTT AFB, Belleville, Illinois. Activated as Scott Field 20 Sep 1917. Transferred from Air Corps Technical Service 26 Mar 41. Conducted technical training until Oct 57. Redesignated Scott AFB 13 Jan 48. Headquarters Air Training Command from 17 Oct 49 until transferred to Military Air Transport Service 1 Oct 57.

SCOTTSDALE, ARIZONA (See Thunderbird Field #2)

SEBRING, FLORIDA (See Hendricks Field)

SELMA, ALABAMA (See Craig AFB)

SELMAN FIELD, Monroe, Louisiana. Activated 14 Aug 42. Conducted preflight, navigation, and navigation instructor training until inactivated 31 May 46. Transferred to the Corps of Engineers 31 Jul 46.

SEQUOIA FIELD, Visalia, California. Activated 4 Oct 41. Conducted contract flying training until inactivated in Oct 44.

SEYMOUR, INDIANA (See Freeman AAF)

SEYMOUR JOHNSON AFB, Goldsboro, North Carolina. Activated as Seymour Johnson Field 12 Jun 42. Conducted basic military and technical training until transferred to First Air Force 30 Apr 44. Overseas replacement depot established 8 Nov 43. Aviation cadet pre-technical school continued to operate until Jun 44. Redesignated Seymour Johnson AFB 1 Jan 53.

SHAW AFB, Sumter, South Carolina. Activated as Shaw Field 14 Aug 41. Conducted flying training until transferred to First Air Force 1 Apr 45. Redesignated Shaw AFB 13 Jan 48.

SHEPPARD AFB, Wichita Falls, Texas. Activated as Technical School at Wichita Falls 11 Feb 41. Redesignated Sheppard Field 15 Apr 41. Conducted basic military training, technical training, flying training, glider pilot training, and was a replacement training center until inactivated 31 Aug 46. Redesignated Sheppard AFB and activated 1 Aug 48. Conducted basic training 1948-49, technical training from 1949 to present, and flying training 1966 to the present.

SHERMAN, TEXAS (See Perrin AFB)

SIKESTON, MISSOURI (See Harvey Parks Airport)

SIOUX FALLS AAF, Sioux Falls, South Dakota. Activated 11 Jul 42. Conducted technical training until inactivated 1 Aug 45.



R-4 and R-6 helicopters fly together at Sheppard Field, Texas, in June 1945.

SMYRNA AAF, Smyrna, Tennessee. Activated 1 Jun 42. Conducted flying training until inactivated 31 Oct 45. Transferred to Tactical Air Command 31 Mar 46.

SOUTH PLAINS AAF, Lubbock, Texas. Activated 11 Sep 42. Conducted advanced glider training until inactivated and transferred to Air Service Command 1 May 45.

SOUTHER FIELD, Americus, Georgia. Activated 21 Mar 41. Conducted contract flying training until inactivated 16 Oct 44.

SPENCE AB, Moultrie, Georgia. Activated as Spence Field 12 Jul 41. Conducted contract flying training and flying training until inactivated 15 Dec 45. Redesignated Spence AB and activated 15 May 51. Conducted contract flying training until inactivated and returned to civilian control 31 Mar 61.

SPOKANE, WASHINGTON (See Fort George Wright Field and Geiger Field)

STALLINGS AB, Kinston, North Carolina. A US Navy pilot training base during World War II. Activated as Kinston Air Field on 17 Oct 51. Redesignated Stallings AB 28 Jun 53. Conducted flying training and contract flying training until inactivated 27 Nov 57.

ST LOUIS, MISSOURI (See Jefferson Barracks)

ST PETERSBURG AIRPORT, St. Petersburg, Florida. Activated 27 Jun 42. Conducted flying training until inactivated 31 Jul 43.

STAMFORD, TEXAS (See Arledge Field)

STEAD AFB, Reno, Nevada. Stead ANG Base redesignated Stead AFB 1 Aug 51. Transferred to ATC from Strategic Air Command 1 Sep 54. Conducted helicopter and liaison flying training and survival training until 15 Jun 66 when the base inactivated. Returned to civilian control 6 Nov 69.

STEWART FIELD, Newburgh, New York. Activated and established basic-advanced flying school 22 May 42. Conducted flying training and specialized flying training for US Military Academy cadets until inactivated 1 Jul 46. While the flying program was under the technical control of the Commanding General Training Command, the field belonged to the United States Military Academy, West Point, New York.

STOCKTON FIELD, Stockton, California. Activated 4 Jan 41. Conducted flying training until inactivated 1 Nov 45.

STROTHER AAF, Winfield, Kansas. Activated 12 Nov 42. Conducted flying training until transferred to Second Air Force 31 May 44.

STUTTGART AAF, Stuttgart, Arkansas. Activated 15 Aug 42. Conducted flying training until transferred to Third Air Force 31 Jan 45.

SWEETWATER, TEXAS (See Avenger Field)

TAFT, CALIFORNIA (See Gardner Field)

TARRANT AAF, Fort Worth, Texas. (See Fort Worth AAF)

TEMPLE AAF, Temple Texas. Activated 2 Jul 42. Conducted flying training until inactivated 31 Oct 45.

TERRELL, TEXAS (See Kaufman Municipal Airport)

THOMPSON-ROBBINS FIELD, Helena, Arkansas. Activated 4 Oct 41. Conducted contract flying training until inactivated 4 Aug 44.

THUNDERBIRD FIELD #1, Glendale, Arizona. Activated 12 Jul 41. Conducted contract flying training until inactivated 30 Jun 45.

THUNDERBIRD FIELD #2, Scottsdale, Arizona. Activated 26 Jun 42. Conducted contract flying training until inactivated 16 Oct 44.

TIFTON AAF, Tifton, Georgia. Activated 12 August 40. Conducted advanced two-engine flying training until inactivated 28 Dec 44. Transferred to the Corps of Engineers 21 Sep 46.

TOMAH AAF TECHNICAL SCHOOL, Tomah, Wisconsin. Activated 30 Nov 42. Conducted technical training until transferred to Air Service Command 30 Apr 44.

TROY MUNICIPAL AIRPORT, Troy, Alabama. Activated 11 Jan 42. Conducted flying training until transferred to the Corps of Engineers 1 Apr 46.

TRUAX AAF, Madison, Wisconsin. Activated 7 Dec 41. Conducted technical training until inactivated 15 Dec 45.

TUCSON AIRPORT, Tucson, Arizona. Activated 25 Jun 42. Conducted contract flying training until inactivated in Sep 44.

TULARE AIRPORT, Tulare, California. Activated 22 Mar 41. Conducted contract flying training until inactivated 1 Aug 45.

TULSA MUNICIPAL AIRPORT, Tulsa, Oklahoma. Activated 1 Aug 39. Conducted contract flying and technical training until inactivated 4 Aug 44.

TURNER FIELD, Albany, Georgia. Activated 12 Aug 40. Conducted navigator and advanced two-engine flying training until inactivated 15 Aug 46.



The AT-7 was used as a navigator trainer at Turner Field, Georgia, during World War II.

TUSCALOOSA, ALABAMA (See Van de Graaff Field)

TUSKEGEE, ALABAMA (See Moton Field)

TUSKEGEE AAF, Tuskegee, Alabama. Activated 11 Jan 42. Conducted flying training until transferred to the Corps of Engineers 14 Apr 46.

TWENTY NINE PALMS AIRPORT, Twenty Nine Palms, California. Activated 1 Jan 42. Conducted contract glider training until 16 Feb 43. Conducted contract flying training from Mar 43 until inactivated 19 Apr 44.

TYNDALL AFB, Panama City, Florida. Established as Tyndall Field 16 Jun 41. Conducted flexible gunnery and flying training until transferred to Continental Air Forces 28 Feb 46. Transferred to Tactical Air Command 21 Mar 46 and to Air University 15 May 46. Redesignated Tyndall AFB 13 Jan 48. Transferred to ATC 1 Sep 50. Conducted combat crew training and flying training until transferred to Air Defense Command 1 Jul 57. Transferred to Air Education and Training Command 1 Jul 93.

UNION CITY AIRPORT, Union City, Tennessee. Activated 5 Jul 42. Conducted contract flying training until inactivated 15 Apr 44.

UVALDE, TEXAS (See Garner Field)

VAL VERDE COUNTY AIRPORT, Del Rio, Texas. Activated 26 Sep 42. Conducted flying training until transferred to the Corps of Engineers 11 Jan 46.

VALDOSTA, GEORGIA (See Moody AFB)

VANCE AFB, Enid, Oklahoma. Activated as Air Corps Basic Flying School, Enid, 20 Sep 41. Redesignated Enid Army Flying School 11 Feb 42; and Enid AAF 7 May 43. Conducted flying training until inactivated 31 Jan 47. Redesignated Enid AFB and activated 1 Aug 48. Redesignated Vance AFB 9 Jul 49. Conducted flying training until the present.

VAN DE GRAAFF FIELD, Tuscaloosa, Alabama. Activated 1 Sep 40. Conducted contract flying training until inactivated 8 Sep 44.

VERNON AIRPORT, Vernon, Texas. Activated 23 Sep 42. Conducted flying training until inactivated 31 Mar 45. Transferred to Corps of Engineers 5 May 45.

VERNON, TEXAS (See Victory Field)

VICTORIA, TEXAS (See Aloe AAF and Foster AFB)

VICTORVILLE ARMY FLYING SCHOOL, Victorville, California. Activated 26 Jun 41. Redesignated Victorville AAF on 23 Apr 43. Conducted specialized single-engine flying training, bombardier training, and beginning in 1945, radar aircrew training until transferred to Air Service Command on 1 Nov 45. Redesignated George AFB 2 Jun 50.

VICTORY FIELD, Vernon, Texas. Activated 4 Oct 41. Conducted contract flying training until inactivated 4 Aug 44.

VIDALIA-LYONS AIRFIELD, Vidalia, Georgia. Activated 12 Aug 40. Conducted advanced two-engine flying training until inactivated 28 Dec 44. Transferred to Tactical Air Command 1 Sep 47.

VISALIA, CALIFORNIA (See Sequoia Field)

WACO AAF, Waco, Texas. (See also James Connally AFB)



P-40s await salvage at Walnut Ridge Army Air Field, Arkansas.

WACO, TEXAS. Air Training Command established HQ Flying Training Air Force 1 May 51. Served as headquarters until transferred to Tactical Air Command and the facilities used for HQ Eighteenth Air Force 13 Aug 57. (See also Blackland AAF and James Connelly AFB)

WALNUT RIDGE AAF, Walnut Ridge, Arkansas. Activated 15 Aug 42. Conducted flying training until transferred to the Department of Navy 20 Jul 44.

WAR EAGLE FIELD, Lancaster, California. Activated 28 Jul 42. Conducted contract flying training until inactivated 1 Oct 45.

WEBB AFB, Big Spring, Texas. Activated as Big Spring AAF 26 Jun 42. Conducted bombardier, flying training, and glider training until inactivated 30 Nov 45. Also trained Free French cadets during World War II. Activated as Big Spring AFB on 1 Jan 52. Redesignated as Webb AFB 18 May 52. Conducted flying training until inactivated 30 Sep 77.

WICHITA FALLS, TEXAS (See Sheppard AFB)

WICHITA, KANSAS (See McConnell AFB)

WICKENBURG FIELD, Wickenburg, Arizona. Activated 3 Jun 42. Conducted contract flying training until inactivated 19 Apr 44.

WILLIAMS AFB, Chandler, Arizona. Activated as Mesa Military Airport, 19 Jun 41. Redesignated Higley Field Oct 41 and Williams Field 24 Feb 42. Conducted flying training, flexible gunnery training, and radar observer training. Redesignated Williams AFB 13 Jan 48. Conducted flying training until transferred to Tactical Air Command 1 Jul 58. Transferred to ATC 1 Oct 60. Conducted flying training until the present. Closed 1 Oct 93.

WILSON-BONFILS FIELD, Chickasha, Oklahoma. Activated 4 Oct 41. Conducted contract flying training until inactivated 1 May 45.

WINFIELD, KANSAS (See Strother AAF)

WOODRING FIELD, Enid, Oklahoma. Activated 11 Feb 42. Conducted flying training until transferred to the Corps of Engineers 2 Jul 46.

WOODWARD FIELD, Camden, South Carolina. Activated 22 Mar 41. Conducted flying training until inactivated 4Aug 44.

YUCCA AAF, Yucca, Arizona. Activated 1 Dec 41. Conducted flexible gunnery training until transferred to Army Division Engineers 23 Dec 45.

YUMA AAF, Yuma, Arizona. Activated 15 Dec 42. Conducted contract flying training, flexible gunnery training, and radar observer training for the last few months of operation until inactivated 1 Nov 45.

APPENDIX D

HQ Air Education and Training Command Official Wing Emblems








NINETEENTH AIR FORCE
















94th AIRLIFT WING




VALOR HONOR


162D FIGHTER WING


173D FIGHTER WING


178TH FIGHTER WING


WE LEAD


314TH AIRLIFT WING








PROTECTORES LIBERTATIS


ABUNDANCE OF STRENGTH


SECOND AIR FORCE


17th TRAINING WING


37th TRAINING WING


81st TRAINING WING


82d TRAINING WING


344th TRAINING GROUP