



A Brief History of



the



82d Training Wing



and



Sheppard AFB

United States Army



Air Corps Technical School

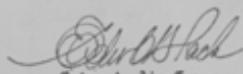
It is known that
Private David H. Anderson, 15070042,
Air Corps, Unassigned, Sheppard Field

has satisfactorily completed the prescribed

Airplane Mechanics

at the Air Corps Technical School,
Sheppard Field, Texas, under the authority of

Done on the twenty-sixth day of February,
in the year of our Lord one thousand nine hundred and forty-two.


Colonel, Air Corps,
Commandant, Air Corps Technical School.

FRONT COVER PHOTOS – Clockwise from top left

Senator Morris Sheppard
Basic Training Field Training Exercise, 1948
B-36 Maintenance Training, 1950s
Private David R. Anderson's Diploma, Sheppard's first graduate, 1942
Space and Missile Training, *ca.* 1961
Medical Training, 1970s
Plumber Training, 1960s

82d TRAINING WING SHIELD SIGNIFICANCE



Emblem: First approved for use by the 82d Fighter Group on 4 November 1957. The wing has used this emblem since February 1973. Effective 16 November 1994, HQ USAF approved a revised version of the emblem, one without a roundel. The above drawing shows the newly revised emblem.

Description: Per bend or azure, three lightning flashes conjoined per bend issuant from dexter chief throughout argent, gules, and yellow, between in chief three fleurs-de-lis blue two and one and in base, eleven mullets in bend of the first six and five; all within a diminished bordure of the like.

Significance: Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The conjoined lightning bolts represent the three parts of the air defense team and together symbolize aerial striking power. The colors of the lightning flash denote the colors of the 82d Fighter Group's original squadrons. The fleurs-de-lis reflect the three distinguished unit citations which the group received in World War II and which have since been temporarily bestowed on the wing. The stars signify the battle honors awarded to the group for World War II service and now temporarily bestowed on the Wing.

Motto: *Adorimini* – Up and at' em!

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A SHORT HISTORY of the 82D TRAINING WING

In the 1950s Air Force leaders made the decision to bestow the lineage and honors of World War II combat groups with the group's similarly numbered wing, the reason being the wings didn't have any history to speak of. Thus, the 82d's World War II history is actually that of the 82d Fighter Group.

The Beginning

On December 7th, 1941, the US became an active participant in World War II and the military expanded at a rapid pace. Thus, on 13 January 1942 the War Department constituted the 82d Pursuit Group (Interceptor) and activated it at Harding Field, Baton Rouge, Louisiana, on 9 February 1942. (From 9 February 1942 to 9 September 1945 the primary components of the group were the 95th, 96th, and 97th Pursuit [later, Fighter] Squadrons.) At the end of April 1942, when it had sufficient personnel and equipment, the 82d moved to Muroc, California, and started formation flying, gunnery, and bombing training with P-38 Lightning aircraft, and on occasion stood strip alert because of concerns over a possible Japanese invasion. In May the War Department re-designated the 82d as a fighter group. On 6 May, the group suffered its first causality when SSgt Rudolph Dear, a flying sergeant, bailed out of a crippled P-38; his parachute did not fully deploy. And as was usual during the period, the squadrons operated from differing locations in the Los Angeles area.

Off to Africa

Group personnel left California in September 1942 and arrived in Ireland in October where it received additional training in preparation for further movement to Africa. A month later, on 8 November, the Allies launched their invasion of North Africa. By December 1942, Axis forces had repelled the Allied advance, and the long winter campaign had begun. It was at this time that the 82d Fighter Group moved to Algeria to serve with Twelfth Air Force.

Between Christmas (the day the 82d's conducted its first combat mission) and New Year's Day, the group operated from Tafaraoui, Algeria, and conducted two convoys escort missions and an antisubmarine patrol. On 1 January 1943, the air echelon moved to Telergma, Algeria; the ground echelon joined them in February 1943.

The 82d soon distinguished itself in dogfights with enemy fighters. On 20 March 1943, while escorting B-25s in a sea search off Cape Bon, a group of P-38s engaged the enemy in an air battle. Even though they were outnumbered, by 50 enemy fighters, the 82d emerged with 11 confirmed kills, 2 probables, and 2 damaged, while not losing a single bomber.

In April 1943, the group moved to Tunis to take part in the final phase of the North African campaign. On 11 April, it destroyed 32 JU-52s during a fighter sweep against enemy transport planes that were coming from Italy to supply the mission on a large transport off Cape Zebid and on 8 May executed a bombing attack on the airdrome at Pantelleria.

The Tunisian campaign ended on 13 May 1943. Between their arrival in Algeria and end of the campaign, 82d Fighter Group pilots flew 152 combat missions and 2,439 combat sorties, escorted B-17, B-25, and B-26 bombers, and encountered 751 enemy aircraft, destroyed 199 of them, and lost 64 P-38s (to all causes).

From July to August 1943, the 82 FG supported the liberation of Sicily, flew bomber escort missions against Naples, Rome, and other targets, and prepped the battlefield for the upcoming invasion of Salerno, Italy. The latter included leading a low-level, long-range mission against enemy airfields in the Foggia, Italy area on 25 August. The 82d received its first Distinguished Unit Citation for this mission.

A week later, on 2 September 1943, during a bomber escort mission against railroad marshalling yards near Naples, 82d pilots encountered a large force of enemy fighters after the bombers dropped on the target. In the melee that followed, pilots downed 23, possibly another 5, and damaged 8, with no bombers lost. However, 10 pilots didn't make it back, with 8 of those killed. The War Department awarded a second Distinguished Unit Citation to the 82d Fighter Group.

On 5 September 1943, the allies invaded mainland Italy at Salerno, and for nearly three weeks the group supported Fifth Army. Pilots patrolled the beachhead at Salerno and flew a round-the-clock schedule (some flew up to four sorties a day), dive-bombing enemy transports, communications, and gun positions. They also flew low altitude reconnaissance missions through the Foggia area reporting crucial enemy activities. With sufficient space for airbases, aircraft started moving to Italy. This included the 82d, which flew their last sorties from Grombalia, Tunisia on 30 September.

The 82d Moves to Italy

By 3 October the group had relocated to San Pancrazio, Italy. The movement of the 82d to Italy and its assignment to Fifteenth Air Force was part of the airpower buildup to provide fighter protection for the bombers of the Fifteenth Air Force. From October 1943 to early June 1944, the vast majority of missions the 82d participated in consisted of long-range bomber escort missions against. The remainder of the year brought some variety. On 10 June, 46 pilots took off, bound for the oil refinery complexes at Ploesti, Romania, one of the most heavily defended locations in Europe. Instead of escorting bombers, the 82d would bomb the target from low-level in hopes of increasing accuracy. Eight pilots were killed in the raid, another two shot down, and another 15 or so returned with battle damaged aircraft. The 82d Fighter Group received their third Distinguished Unit Citation for this mission.

The following month, on 8 July, the group flew an Operation FRANTIC mission. While flown in support of a bombing mission, instead of returning to their base in Italy, they flew to Russia. The reasoning for this is it allowed the bombers to strike deeper into enemy territory. Also, instead of escorting the bombers, pilots flew a sweep in advance of the main body of bombers; either to strafe aircraft on the ground or as they were scrambled against the bomber stream. Pilots downed 21 aircraft without loss to themselves.

On 28 August 1944, the 82d flew the first "droop snoot" mission in Fifteenth Air Force. The "droop snoot" was a P-38 with the guns removed from the nose, a clear nose installed, and a bombardier carried with a bomb site. In turn, this aircraft led a formation of other (normally) P-38s on bombing missions from medium to low altitude. The thought was bombing accuracy would improve.

During November 1944, the 82d again interacted with Russian forces. In this case, ground attack missions in support of forces in Yugoslavia pushing back German units. On one of these missions, flown on the 7th, the pilots strafed the Germans as requested, but because the Russians had advanced since the previous day (this was not relayed to the pilots), they accidentally shot Russian troops as well. This included a staff car, killing a Lieutenant General. Russian ground troops called in some Russian fighters, and before anyone realized what happened, two of the 82d P-38s went down with their

pilots. Only knowing they were under attack, the others engaged their attackers and quickly shot down four, and by this time both sides realized what had happened and disengaged. This marked the only incident in the war where US and Russian forces fought each other.

With winter weather settling in, missions drew down drastically during December 1944 and January 1944. In typical GI humor, pilots started referring to their unit as the 82d Fighter Training Group because of the lack of operational missions. When weather lifted and missions commenced in earnest, while bomber escort missions still occurred, the main focus for the 82d Fighter Group centered on ground attack missions, especially trains, marshalling yards, vehicle convoys, and bridges. On 8 May 1945, the war for the 82d was over when President Harry Truman announced the war in Europe had ended.

While the war in Europe ended on 8 May 1945, the 82d Fighter Group remained in Italy until it was inactivated on 9 September 1945. During the time, the group accumulated an impressive record; in addition to the three Distinguished Unit Citations, personnel earned 13 campaign streamers. They'd flown missions over Algeria, Tunisia, Sicily, Italy, Rumania, Poland, Austria, Czechoslovakia, Hungary, France, Yugoslavia, and Germany.

The Wing's Activation

On 12 April 1947, the War Department activated the 82d Fighter Group at Grenier Field in New Hampshire, and assigned it to Strategic Air Command. The group was outfitted with F-51 aircraft, and it trained in long range fighter and fighter escort operations. A few months later, in August 1947, the Air Force decided to test a new type of organization called wing-base. Under this plan, a number of combat wings were established, including the 82d Fighter Wing on 28 July 1947; however, the Air Force did not organize (assign personnel) to the wing until 15 August. On the same day, the 82d Fighter Group became a subordinate component of the wing. The purpose for the test centered on determining the best way to organize medical and support functions with operations and maintenance. One has to remember that the Army Air Forces consisted predominately of the latter.

For the period of 4 April to 29 June 1948, the 82d deployed to Ladd AFB, Alaska, where they practiced intercepting "enemy" bombers, rendezvoused and escorted bomber formations, and aerial gunnery.

The wing test continued until 1 August 1948, by which time the Air Force had decided to adopt this type of organization as its standard. As a result, on the same date the Air Force activated a permanent 82d Fighter Wing, still with the 82d Fighter Group assigned as a subordinate organization. The wing continued to operate at Grenier until its inactivation on 2 October 1949.

Flying Training

On 22 June 1972, HQ USAF re-designated the 82d Fighter Wing as the 82d Flying Training Wing and Air Training Command activated the wing on 1 February 1973 at Williams AFB in Arizona. Its mission was to conduct undergraduate pilot training in T-37 and T-38 aircraft.

For the first few years, Undergraduate Pilot Training continued much the same, but on 29 September 1976, the Air Force started a test program within the 82d that placed ten women in pilot training with Class 77-08. (The class graduated on 2 September 1977.) Another two test classes followed, each proving successful. On 3 April 1978, Air Force leaders ended the test and stated screening criteria for both men and women would be the same.

Over the next decade changes came. One centered on simulators. Gone were the Link trainers and in came those with movement and visual clues, whether via live motion pictures of terrain boards or, later on, computer generated graphics. Another came in the form of introducing specialized blocks near the end of training. Depending upon which aircraft the students would most likely go to, they entered training that better prepared them, such as low-level training for those going to attack or fighter aircraft, or refueling track work for those most likely going to tankers or transports. Finally, students again got a say in their assignments. This came in the form of selecting their aircraft in order of their class standing, if their top choice was available.

In 1991 Congress approved the second round of base closures, as identified by the Base Realignment and Closure Commission. On that list was Williams AFB, with closure being no later than 30 September 1993. The last class the 82 FTW trained, Class 93-04, entered training in early January 1992 and graduated a little over a year later. Over that time, aircraft and people moved and units inactivated. This included the 82d Flying Training Wing, which Air Training Command inactivated on 31 March 1993. The flag lowered for the last time on 30 September 1993; the individuals who first raised the flag in as Eagle Scouts in July 1943, Max Killian and Glen Guthrie, lowered the flag at the closing ceremony.

Technical Training

However, that was not the end of the relationship between Air Training Command and the 82d. On 1 July 1993, HQ USAF re-designated the 82d Flying Training Wing as the 82d Training Wing (82 TRW). At the same time, the wing was assigned to Air Training Command and Second Air Force. The 82d's new home was Sheppard Air Force Base. It took over the training mission of the Sheppard Training Center, inactivated the same day the wing activated. Courses included those for aircraft maintenance, civil engineer, communication, comptroller, field training, loadmaster, and medical.

By the mid-1990s, the shake up from the Chanute and Lowry AFB closings and movement/consolidation of some training courses at Sheppard (predominately aircraft maintenance) had settled down. In fact, the mission and courses were fairly stable for the remainder of the decade. However, the September 11, 2001 attacks changed the nation, and Sheppard was no exception.

While previous wars had changed the pace of training at Sheppard, the new conflicts in Afghanistan and Iraq changed the face of training. Airmen increasingly found themselves on the front lines in combat situations, and Sheppard increased its focus on delivering Airmen who were not just technically skilled, but also ready for combat. New programs were put in place to hone key warrior skill sets and improve combat physical fitness, building on changes to Air Force basic military training. Without the benefit of additional personnel or funding, Sheppard initiated training on skills ranging from the proper handling of unexploded ordnance to apprehending flight line intruders.

Sheppard also supported the combat mission directly, with thousands of its Airmen graduates deploying in support of operations in Iraq and Afghanistan since 2001. Sheppard instructors have provided vital training to the fledgling Air Forces of the two nations, and medical personnel, security forces, civil engineers, pilots and other specialists have provided their expertise to support combat operations.

In 2005, a new round of Base Realignment and Closure actions directed all enlisted medical training to transfer to Fort Sam Houston, Texas. Planning commenced on this front, but other activities called for action. One example consisted of maintenance training for the Air Force's fifth-generation air dominance fighter--the F-22 *Raptor*. Armament, avionics and crew chief specialists

train on a series of devices so similar in appearance and function to an actual airframe that students complete training at much higher standards than traditional aircraft maintenance graduates—and at a fraction of the cost. Reports from the field indicate recent Sheppard armament graduates are so skilled they assist cross-trainees experienced on other airframes in learning F-22-specific tasks.

In the ensuing years of 2006 and onwards, wing personnel also forged ahead in developing training courses, both in-residence and field, for the F-35 *Lightning II*. Changes were made to nuclear munitions courses to better prepare students for their role in maintaining, accounting for, and securing the US' deterrent force. Studies commenced in reducing the number of detachments that conducted Air Force-only training and placing them at Sheppard or to streamline training by placing responsibility for a pipeline under one wing, such as for Explosive Ordnance Disposal.

In 2010, the 882d Training Group began its relocation, with the move scheduled for completion in 2011; as one class ended at Sheppard, another began at Fort Sam. Additionally, Medical Readiness Training - which prepares medics to operate in a combat environment - moved to Camp Bullis, an Army field training location about 25 miles from Fort Sam Houston. On 30 September 2011, the 882 TRG inactivated and its squadrons aligned under the 937 TRG, part of the 37 TRW at Lackland AFB, Texas. In 2011, the 82 TRW also gained the EOD preliminary course from the 37 TRW; the 366 TRS now had control over the entire EOD training pipeline. The Aircraft Metals technology course also moved to Sheppard from the Aberdeen Proving Grounds, Maryland, reducing the number of 361 TRS detachments.

Also, while the missions and landscape of the 82 TRW have changed over the years, the most dramatic changes in recent years have occurred inside the classroom, as technology becomes an increasingly important aspect of training. Advances such as electronic technical orders, highly realistic training simulators and computer-based training increased the speed, safety and effectiveness of training. One thing that hasn't changed is the global presence of the wing. Besides the field training detachments around the globe, the wing sends out mobile training teams or hosts students from every continent (except Antarctic), leaving it's imprint and impact globally.

Towards the Future

Although we honor the past, we also look to the future. Tomorrow's graduates will carry the Air Force into the future as they train to support the F-22 and F-35, or the increasingly critical mission of Remotely Piloted Aircraft. Or as they train in a joint environment, EOD technicians increasingly work in a joint environment, and as the battlefield changes, they adapt to the new threats. Civil engineer students go on and face similar challenges and communications changes to a cyber-based career field. And the transfer of enlisted medical training opens opportunities to bring new missions to Sheppard, even as we continue to lead the way in developing new technologies to improve the efficiency and quality of training for the 21st Century.

WING CHRONOLOGY

- 9 Feb 42 Activated 9 February at Harding Field; total of 6 enlisted personnel in entire group until May.
- 1 May 42 Group arrived at Muroc (now Edwards AFB), California. They trained in formation flying, bombing, and strafing with P-38s.
- 6 May 42 SSgt Rudolph Dear (an enlisted pilot) was killed in a training mission when his parachute did not fully deploy. SSgt Dear was the first member of the 82nd to die.
- 18 May 42 The 82d moved to the Los Angeles area. 95th Fighter Squadron to Los Angeles; 96th assigned to Glendale; 97th to Long Beach. Practiced scrambles for potential invasion of Southern California
- 26 Sep 42 The 82nd Fighter Group boarded the Queen Mary and set sail the following day
- 13 Nov 42 The first of the group's P-38s arrived in Northern Ireland
- 23 Dec 42 Group pilots completed ferrying the group's P-38s from Northern Ireland to Algeria. It proved less than pleasurable. Weather conditions were bad, and some flights came under attack over the Bay of Biscay. An A-20 crew providing navigation for the formation was shot down, along with an 82d pilot (who evaded capture and returned to England). Two pilots claim a victory over the attacking aircraft. Other aircraft were lost when pilots ran out of fuel. Upon arrival, the 82 FG gave half its P-38s to the 1st and 14th Fighter Groups because of the two groups' heavy combat losses.
- 25 Dec 42 Official combat operation started when pilots provided cover for an Allied convoy.
- 7 Jan 43 Lt Harrel Helton is the 82d's first KIA.
- 17 Jan 43 82d flew first full-group mission; anti-shipping strike south of Sicily.
- 15 Feb 43 Lt Dixie Sloan became the 82d's first ace.
- 23 Mar 43 The group proved diligent in their escort roll after the B-25s the group's pilots were escorting came under heavy attack. Pilots shot down 11 enemy fighters, but did not lose a single bomber.
- 1 Apr 43 The 82 FG flew its 100th mission; a fighter sweep.
- 11 Apr 43 Another productive day. Pilots destroyed 32 Ju-52 transports attempting to resupply the Afrika Corps in North Africa.
- 16 Apr 43 A sad day, as five 82d pilots were lost during the course of two missions.
- 10 Jul 43 Allies invade Sicily; 82d Fighter Group flies cover. Group pilots earn 10 victories. Lt George Fitzgibbons the 82 FG's only loss (became a POW).
- 19 Jul 43 First USAAF raid on Rome; 82d participated.
- 22 Jul 43 At Marylebone airfield, a fuel truck caught fire. Sgt John Barber (ground crew) drove the burning truck away from the flight line and was awarded the Soldier's Medal.
- 17 Aug 43 Sicilian campaign ends.
- 5 Sep 43 Invasion of mainland Italy starts. The 82d staged out of Sicily through 16 Sep and flew 999 sorties during 96 missions. Some pilots flew up to four sorties a day.

- 12 Sep 43 Two pilots, Capt Strozier and Lt Schoenberg, flew a low-level reconnaissance mission to determine the location and strength of enemy forces as the allies attempted to break out from the beach head.
- 30 Sep 43 The 82d flew its last mission from North Africa.
- 14 Oct 43 500th mission flown; an average of nearly 1.8 missions per day since entering combat on Christmas Day, 1942.
- 30 Dec 43 Col MacNicol, 82 FG commander, was returning from England when a B-24 he was riding in crashed on takeoff. He was killed. He'd been in England advising Eighth Air Force on P-38 operations.
- 20 Mar 44 The 82d received its first P-38J aircraft. It provided pilots with an additional 600 miles of range; 2300 miles compared to the P-38F/H's 1700 miles.
- 10 Jun 44 Another attack on the Romano-Americano oil refinery at Ploesti, Romania. What made this attack unique is it was a fighter-only bombing mission, led by the 82 FG. As with the bombing mission, losses were high compared to the effects gained. Of 46 P-38s from the 82d, 10 failed to return (with 8 pilots KIA), and at least another 13 damaged to one degree or another.
- 8 Jul 44 Today's mission was both an unusual type for the 82d and unusually productive. It was a fighter sweep, flown ahead of the bombers en route to Vienna. Its purpose was to "flush out" and destroy enemy fighters that had been scrambled to intercept the bombers. This rare opportunity was to provide the group with one of its best scoring days of the entire war; 21 enemy aircraft destroyed, 1 probably destroyed and 3 damaged, without loss. The mission resulted in three 82nd pilots attaining "Ace" status.
- 22-26 Jul 44 Pilots and maintainers from the 82 FG participated in Operation FRANTIC 3. Operation FRANTIC, undertaken with the Soviet Union, allowed crews to strike targets they normally couldn't hit because of range limitations. Instead of returning to their home base, crews flew to Russian bases to rearm and refuel. FRANTIC 3 was unique in that it only consisted of fighters. On 22 July, the 82d participated with other fighter groups in hitting airfields at Zilistea (Jiliste) and Buzău, Romania, and landed at bases in the USSR. On 25 July they flew a mission to attack the airfield at Mielec, Poland and return to the USSR. On 26 July they attacked airfields in the Bucharest-Ploiesti, Romania area, and returned to bases in Italy.
- 4 Aug 44 During another shuttle mission to Russia, the group attacked the Foscani Airdrome, Romania. Capt Richard E. Willsie had one engine shot out and with the other losing coolant crash landed in a field. Fellow pilot 2Lt Richard T. Andrews landed and picked up Capt Willsie. Both discarded their parachutes, Willsie sat on Andrews' lap, and flew another 2.5 hours to the base in Russia.
- 15 Aug 44 The 82d started conversion to the P-38L. It was fitted with hydraulic aileron boost (a first) and featured electrically-operated dive brakes under the wings.
- 28 Aug 44 Eighty-second Fighter Group pilots flew Fifteenth Air Force's first P-38 "droop snoot" mission. The aircraft had a modified glass nose and carried a bombardier. They led formations of other P-38s on bombing missions.

- 29 Oct 44 Lt Eldon Coulson shot down a captured P-51 Mustang – quite possibly the first US pilot to receive official credit for shooting down an American airplane.
- 7 Nov 44 Impressed with the 82 FG's interdiction performance the previous day, the Russians asked for more support for their units in Yugoslavia. However, they failed to relay they had advanced about 60 miles. Because of that, pilots strafing retreating German forces accidentally attack a Soviet convoy, which killed a Soviet Lt. General; Soviet Yaks are scrambled and shot down Lt. Phil Brewer and Lt. Sid Coulson; 82nd pilots shoot down four Yaks before both sides finally recognize each other as friendly
- 12 Nov 44 Group pilots first engagement with an Me-262 jet fighter. No one claimed any damage.
- 15 Dec 44 Nicknamed "82nd Fighter Training Wing" due to low number of operations and low morale
- 15 Dec 44 Foggia Heights Academy begins – an educational program to create skills useful for civilian jobs, including classes in law, business, French, art and anatomy.
- 22 Apr 45 With the war winding down and bomber mission growing fewer in number, the 82 FG flew mainly tactical missions. Today, 12 of 20 missions were armed reconnaissance assignments over Northern Italy.
- 6 May 45 The group flew its last mission, a supply drop over Yugoslavia.
- 8 May 45 Personnel of the 82d Fighter Group listened to a radio address by President Truman, who announced the long-awaited news: The war in Europe was OVER!
- 9 Sep 45 Eighty-second Fighter Group inactivated in Italy.
- 15 Aug 47 Air Force leaders activated the 82d Fighter Wing. Along with 29 other wings, 82d personnel tested the wing concept, which consolidated operational and support elements under one commander. Under the Army, these support units fell under a separate commander, the only specialties belonging to Army Air Force units being pilots, other aircrew members, maintainers, and a select number of intelligence and weather personnel.
- 1 Aug 48 The wing concept proving successful; HQ USAF ended the test and made the 82d Fighter Wing a permanent organization.
- 4 Apr-
29 Jun 48 Wing personnel deployed to Ladd AFB, Alaska, to conduct training, including rendezvous and join-up with bombers and intercepting enemy aircraft.
- 2 Oct 49 Eighty-second Fighter Wing is inactivated.
- 18 Aug 55 Eighty-second Fighter Group activated at New Castle Airport, Wilmington, Delaware. Equipped with F-94 *Starfires*, the group provides air defense for the eastern US.
- 8 Jan 58 Group inactivated, but had been unmanned since 8 October 1957.
- 01 Feb 73 The Air Force assigned the 82d Flying Training Wing to Air Training Command, and ATC activated the wing at Williams to conduct undergraduate pilot training (UPT) in T-37 and T-38 aircraft.
- 29 Sep 76 The first women entered undergraduate pilot training. Ten female students were in Class 77-08. Fit issues with flight suits, oxygen masks, and parachutes required workarounds.

- 1 Oct 76 Operating Location A, 82 FTW, activated at March AFB, California. The purpose consisted of providing support to Strategic Air Command via the Accelerated Copilot Enhance program, which provided tanker and bomber copilots with flight time to gain more experience on instruments.
- 30 Nov 76 Capt Connie J. Engel became the first woman to solo in the T-37.
- 2 May 77 1st Lt Christine E. Schott became the first woman to solo in the T-38
- 2 Sep 77 Class 77-08 graduated; 46 individuals earned their wings, including the ten women. These women became the first to receive Air Force wings. Capt Engel was a distinguished graduate and earned the ATC Commander's Cup.
- 18 Oct 77 Class 78-08 became the first to utilize the T50 instrument simulator, which replicated the T-37.
- 16 Feb 78 The final and third test class of women students entered with Class 79-03. (The second group entered training with Class 78-03.)
- 20 Mar 78 Capt Connie Engel, Class 77-08, returned to the 97th Flying Training Squadron as a T-38 instructor.
- 3 Apr 78 Test program for women entering undergraduate pilot training terminated. Screening criteria would be the same for both sexes.
- 7 Sep 78 Four-ship tactical formation training was introduced in the T-38 portion of the UPT syllabi.
- 29 May 79 With a full complement of new T50 and T51 (for the T-38) simulators installed, which offered motion capabilities, the 82 FTW phased out its Link simulators. The new simulators used terrain boards and computer generation to provide visual inputs.
- 20 May 80 Wing members hosted 17 people from the Peoples Republic of China. They toured the instrument simulator building and spoke with instructors and students. Ma Zhanmin, China Air Force Vice Chief of Staff, returned the next day to speak further with pilots and to look at the runway supervisory unit.
- 30 Sep 80 Another change to the UPT program came out. This one introduced specialized tracks at the end of the T-38 phase for students identified qualified for fighter/attack/reconnaissance aircraft and those bound for tanker/transport/bombers.
- 6 Oct 81 T-38 62-3618, delivered to Williams AFB on 17 December 1962, became the first T-38 to exceed 10,000 flight hours.
- 2 Nov 85 Wing leaders sponsored a civilian fly-in in an effort to educate them about military aviation operations in Arizona and unique requirements and safety challenges. Over 1,000 people attended the fly-in.
- 7 Jul 86 Air Training Command announced the 82 FTW's team of maintainers and pilots earned first place in the command's Turkey Shoot.
- 1 Oct 87 Pilot training entries increased. A new class began every three and a half weeks instead of every six weeks. Class length increased from 49 to 52 weeks.
- 1 Jun 88 Air Training Command activated the 98th and the 99th Flying Training Squadrons to test a four-squadron organization. The test showed the wing needed a fifth squadron to provide operational support. On 1 September 1989, ATC activated the 100th Flying Training Squadron.

- 1 Feb 90 Aircraft maintenance switch from military to contractor started.
- 30 Mar 90 Last military maintenance conducted launch and recovery sortie took place.
- 2 Apr 91 Students had more say in their assignments when ATC reintroduced a merit-based assignment system. This allowed students to select their assignment in order of class standing.
- 28 Jun 91 Commencing with Class 91-11, students could select helicopters as one of their assignments.
- 28 Jun 91 The Base Closure Commission voted to close Williams AFB.
 - 1 Jul 91 Operational control of the wing's ACE location at March AFB transferred to Strategic Air Command. ATC maintained possession of the aircraft and provided maintenance personnel.
- 15 Jan 92 82 FTW's last UPT class, 93-04, entered training.
- 17 Jun 92 T-37 training ceased when Class 93-04 concluded Phase II training.
- 20 Jan 93 The last T-38 training sorties occurred - a four-ship formation flight. Two days later, Class 93-04 graduated 32 pilots.
- 31 Mar 93 82d Flying Training Wing inactivated and last four T-38 aircraft departed Williams AFB. Williams AFB closed on 30 September.
 - 1 Jul 93 HQ USAF redesignated the 82d Flying Training Wing as the 82d Training Wing and assigned the designation to Air Education and Training Command. HQ AETC activated the 82d Training Wing at Sheppard AFB and assigned it to Second Air Force. The wing's new mission was to conduct technical training.
- 23 Mar 94 HQ AETC activated the 782d Training Group and assigned it to the 82d Training Wing. At the same time, the 396th Technical Training Group was redesignated as the 82d Training Group, the 82d Medical Group became the 882d Training Group, and the 82d Field Training Group became the 982d Training Group.
- 30 Mar 94 The wing began providing mission ready technician training, first in the C-141 crew chief course and, a day later, in the F-16 crew chief course. The C-141 program graduated its first class in August, followed in September by the F-16 class.
- 12 Jan 95 The wing graduated its last helicopter maintenance class.
- 05 Jun 95 Seven-level training began when the wing established an F-15/F-111 Advanced Troubleshooting Techniques course.
- 30 Jun 95 Between June 1993 and June 1995, Sheppard increased its base population by more than 10 percent--more than at any time since the Korean War.
- 11 Jul 95 The wing recorded another first when it used its video teletraining capability to broadcast a C-130 Self Contained Navigational Systems course to the field
- 3 Jun 96 Physicians Assistant Course graduated last class at Sheppard. The training was transferred to Fort Sam Houston, TX.
- Jan 99 Sheppard became the first AETC base to deploy the Technical Training Management System. The 82d, 782d and 882d Training Groups used the system for scheduling and student management of 197 courses.

- 16 Nov 99 The 363 TRS put their M61A1 cannon demonstrator on display at a ribbon cutting ceremony. It enhanced training.
- 24- Leaders from the 882 TRG hosted the Health Care Interservice Training Board to
26 Oct 00 discuss future interservice training opportunities in the medical field.
- 20 Jan 01 The 362 TRS developed and provided training for a new course and career field. The 8-week-long 21 Munitions Maintenance Officers Course covered topics from basic maintenance to advanced storage area and flight line munitions management.
- 1 Jun 01 In an effort to stop the high attrition and washback rates in Biomedical Equipment Training, training officials implemented a new training device. The new training tool, nicknamed BRAINCHILD, utilized a handheld palm computer that enabled students to focus on immediate learning objectives.
- Oct 01 The US Army withdrew from the Dental Training Program at Sheppard AFB and moved to Fort Sam Houston, Texas. The Army cited the high cost of the program as the driving factor for the move.
- 1 May 02 A new wing staff agency, Training Operations, began to provide the wing commander a single point of contact for training issues. A number of functions performed at the group level now preside at wing level. They included: Wing and Learning Development Center, International Student Management Center, registrars, the guard and reserve liaison, and faculty development, which now came under the 82 TRW.
- 28 Aug 02 Sheppard AFB graduated the last class of Basic Loadmaster. The BLM course arrived at Sheppard in the late 1950s from Pensacola, Florida, and moved to Little Rock AFB, Arkansas, and Altus AFB, Oklahoma.
- 12 Dec 02 The final comptroller class graduated at Sheppard as the school moved to Keesler AFB, Mississippi. Comptroller training had come to Sheppard in September 1954.
- Jan 03 The 882d Medical Group's Medical Readiness Training Section developed a 5-day formal Expeditionary Medical Readiness Course for the Air Force Reserve Command to be taught at Sheppard.
- 21 Apr 03 The 82 TRG created a new Maintenance Course for Operational Commanders. The group designed the course to teach flying squadron commanders the limitations and capabilities of aircraft maintenance organizations.
- 5 Nov 04 Members of the 882d Training Group attended the Association of Military Surgeons in San Antonio, Texas, to demonstrate state-of-the-art medical equipment used in the Expeditionary Medical Support Course.
- 29 Jan 05 On this date a United States maintenance team with, representatives from Sheppard, arrived in Warsaw, Poland as part of a contingent of USAF officials and Lockheed Martin to develop a plan to train Polish maintenance technicians on the F-16 aircraft.
- 13 May 05 Sheppard AFB learned that the Secretary of Defense was recommending to the Base and Realignment and Closure committee to consolidate all medical service training at Fort Sam Houston. This included the 882d Training Group at Sheppard.
- 1 Sep 05 The first load of students from Keesler AFB, Mississippi, displaced as a result of Hurricane Katrina, arrived at Sheppard where they were met by the commander of the 82 TRW, Brig Gen James A Whitmore.

- 8 Dec 05 The last class of 11 Dental Technician students from the Navy graduated from the 882d Training Group.
- Jan 06 Medical readiness training prepares medical students to read road signs in Arabic during 12-hour aero medical evacuation exercise.
- 24 Jun 06 Two Iraqi officers graduated from the Aircraft and Maintenance Officers Course.
- 31 Jul 06 Members of the 373d Training Squadron, Detachment 5, located at Charleston Air Force Base, South Carolina, began providing 24 Royal Australian Air Force mechanics training on the C-17 Globemaster III aircraft.
- 12-14 Sep 06 Royal Saudi Air Force Maj Gen All M. Al-aseeri visited the 82d Training Group and 782d Training Group during a 3-day tour.
- 7-9 Dec 06 AVM Muhammad Hassan from Pakistan visited 82 TRG, 80 FTW, and 82 TRW during a 3-day tour.
- 15 Dec 06 The 82 TRW's Public Affairs Office published the last issue of the Sheppard Senator.
- 21 Feb 07 Two quick thinking Military Training Leaders responded quickly to save the life of a young airman who collapsed during physical therapy. After assessing that the Airman's heart had stopped, they quickly obtained an Automatic External Defibrillator and applied it to the Airman.
- 6 Mar 07 Air Marshal Barry Thornton, Commander in Chief, Royal Air Force visited Sheppard AFB.
- 16 Jul 07 Sheppard received the first F-22A fuselage trainer to be used in training in 2008.
- 20-24 Aug 07 An Environment, Safety and Occupational Health Compliance Assessment and Management Program was held at Sheppard. Of significance, there were no major hazardous waste findings. This was a first within AETC.
- 19-20 Sep 07 A kick-off meeting took place at Sheppard pertaining to the 982 TRG providing F-35 *Lightning II* maintenance training in the future.
- 19 Oct 07 The 82 TRW officially opened the F-22 training facility with a ribbon cutting ceremony, capped off with several tours.
- 14-16 Nov 07 Maj Gen Polly Peyer, Director of Resources, Office of the Deputy Chief of Staff for Logistics, Installations and Mission Support at Air Staff visited Sheppard AFB about nuclear weapons training issues.
- 7 Jan 08 Eight Airman (seven active duty and one Air National Guard cross-trainee) were the first individuals to start initial skills training as F-22A Raptor crew chiefs.
- 30-31 Jan 08 Individuals from the 82 TRW's Training Operations Oversight- Technology office hosted a meeting with Air Force, contract and academic personnel to discuss a study hoping to identify the way ahead for developing and integrating the right type of technology into the technical training environment.
- 8 Feb 08 The Blue Ribbon Review of Nuclear Weapons Policies and Procedures panel released its report on the state of the Air Force's nuclear enterprise program. It called for changes or improvements in numerous, including initial skills training.
- 14-17 Feb 08 Personnel from the 381st Training Squadron (381 TRS) completed teaching the Contingency Aeromedical Staging Facility course during a joint-service medical

exercise conducted at Barking Sands Pacific Missile Range, Kauai, Hawaii. It was one of three courses used to validate the course.

- 26 Feb 08 Air Education and Training Command (AETC) provided \$1,000,000 to the 82 TRW to start development of a munitions storage virtual trainer. Munitions officers, both conventional and nuclear, would use the simulator as a final practicum.
- 11 Mar 08 The Air Staff announced the Air Force's end strength would increase by 16,000 during Fiscal Years 2009-2011. This impacted the wing via the need to provide enlisted and officer training.
- 1 Apr 08 Instructors started a Beta test on Second Air Force's Warrior Ethos program. The program called for instructors to provide daily heritage briefings to enlisted students, but they would not gain any additional instructional time.
- 7 Apr 08 While not the first to enter initial skills training, the eight airmen who graduated from the F-22A aircraft armament system were the first to complete initial skills training in a Raptor-specific course.
- 24 Apr 08 An Air Staff requirement came out directing the 82 TRW, and more specifically the 82d Training Group (82 TRG) to develop a Mission Generation Road Course for logistics, maintenance and operations personnel below the squadron commander level.
- 24 May 08 Twenty-eight teams of Air Force, Army and Navy students participated in a Joint Warrior Challenge. The primary purpose of the event centered on members from each service hopefully learning about each other and their respective service.
- 3-5 Jun 08 Lt Gen Leo Marquez (retired), former Deputy Chief of Staff for Logistics and Engineering, visited the 82 TRW and spoke to Airmen in Training, the majority of them going into the aircraft maintenance fields. He stressed to the enlisted personnel the importance of their career and the satisfaction they should get from it and that there will always be a need for aircraft technicians.
- 25 Jun 08 Personnel associated with the Comprehensive Assessment of Nuclear Sustainment panel visited the 82 TRW. They presented details to go with the Blue Ribbon Review's recommendations.
- 3 Jul 08 Senator Kay Bailey Hutchison (republican, Texas) visited Sheppard where she met with senior leaders and toured facilities, noticeably the Raptor Maintenance Training Facility.
- 10 Jul 08 Balfour Beatty Communities (BBC), the contractor who oversaw Sheppard's privatized housing, renamed the three housing areas following a contest. Wherry housing became Wind Creek Village, Bunker Hill became Heritage Heights and Capehart became Freedom Estates.
- 16 Jul 08 Brigadier General Richard T. Devereaux, 82 TRW commander, finalized the Weekend Warrior Challenge program. The program required non-prior service enlisted personnel to conduct a certain amount of physical fitness, warrior development of community support events per month. It evolved into the Warrior Ethos program.
- 18-19 Aug 08 Flooding and facility damage occurred on Sheppard following a system that dropped at least 5.5 inches of rain within a 24-hour period, with an additional 3 inches over the next 12 to 24 hours. In addition, three families were evacuated from their on-base houses in the Wind Creek Estates area. Over the next few days wing leaders ordered

delayed reporting, went to work on the heavily damaged facilities and supplied manning and material to the local communities to aid in their rescue and recovery efforts while carrying out the training mission unabated.

- 20 Aug 08 Analyst from the 82 TRW's Training Operations agency made inputs to Second Air Force concerning the wing's students awaiting, out of and ineffective training rates, while later inputs would included washback and elimination rates.
- 22-24 Sep 08 General Flowers, along with all wing commanders under 2 AF, converged on converged on Sheppard for a 2 AF commander's conference.
- 9-10 Oct 08 General Norton A. Schwartz, Air Force Chief of Staff, accompanied his NATO counterparts during a visit to Sheppard AFB. The primary purpose of the visit centered on going the 80 FTW and observing the Euro-NATO Joint Jet Pilot Training Program.
- 16 Oct 08 After 14 years of waiting, 82 TRW personnel converted a B-52H *Stratofortress* (received on 9 May 2008) into a ground instructional trainer aircraft. While similar to the B-52G, which had been used for maintenance training, differences, especially with engines, limited the amount of hand-on training students received. With the increased amount of training to the students instructors could better prepare students for their first assignment.
- 12 Dec 08 Crew chiefs in training with the 362 TRS underwent combat skills training as part of their specialty training to better prepare them for when they went to their operational assignments and eventual deployment to a combat zone. They received training specific to their specialty, such as augmenting security forces for flight line security and preparing cargo pallets.
- 27 Apr 09 Instructors taught the first Nuclear Fundamentals Course following completion of an updated Munitions Officers Fundamentals Course. The new/updated courses resulted from the Blue Ribbon Review of the Air Force's nuclear enterprise.
- 18 May 09 Students who arrived on and after this date utilized common access card-enabled logons to access the Air Force network.
- 18 May 09 As part of the Alternative Fuel Certification Office (AFCO), Air Force Petroleum Agency's, work on certifying a blend of synthetic and standard JP-8 fuel, the AFCO started a test using the 82 TRW's Type III Hydrant System. The reason they selected the 82 TRW for the test centered on the wing possessing a closed loop Type III hydrant. Closed loop in the sense that it didn't deliver fuel to operations aircraft. The test, which also included refueling and defueling (training) fuel trucks, ran until early November 2009.
- 16 Jun 09 In an effort to keep abreast of the latest technology available and see how it related to the technical training environment, 82 TRW personnel hosted the eighth annual Technology Exposition. Vendors from across the country attended the exposition to both show their wares and to learn how it either applied to the wing's mission or to see what they could modify/develop for the wing.
- 14 Jul-14 Aug 09 A mobile training team, with instructors from the 373 TRS' Detachments 5, 12, and 14, traveled to Papa, Hungary, where they trained C-17 flying crew chiefs assigned to the Strategic Airlift Consortium's Heavy Airlift Wing.

- 20 Jul 09 Instructors in the 364 TRS taught the last Voice Network Systems course. The AFSC these personnel manned would soon merge with other specialties as Air Force leaders reshaped the communications and information field into a cyber community.
- 1 Aug 09 The civil engineering contractor and Fitness Center, Trainer Development and Technical Training Support Services flight most efficient organizations took over full responsibility for their areas, completing the wing's A-76 transformation.
- 19 Aug 09 Technical Sergeant Michael J. Biss II became the first 882 TRG person assigned to the group's advanced team at Fort Sam Houston, Texas. While others preceded him, they worked in the joint Medical Education Training Center Transition Office.
- 15 Sep 09 With consolidated communications centers becoming the norm, AETC relocated the 82 TRW's telephone operator services from Sheppard AFB to Kelly Annex, Lackland AFB, Texas. While individuals still called a Sheppard-specific operator number for assistance with various telephone needs, call center operators were linked to Sheppard's switch via the internet to access and handle transactions.
- 16 Sep 09 Mr. David M. Ferry, from the 82d Training Group, oversaw the disposal of eight Ground Instructional Training Aircraft excess to the wing's needs under a test program. The test process allowed Mr. Ferry to work with the Navy and contract out the disposal process. Besides drastically cutting the disposal time down (months instead of years), the price cost just \$12,000 compared to \$250,000 for the previous method. Part of the savings came from the time reduction; the other came from allowing the contractor to sell material as scrap when done. The test proved successful and Mr. Ferry planned on using the method again.
- 30 Sep 09 Personnel from the 982 TRG provided information to AETC concerning relocating F-15 Mission Ready Airman training from the 325th Fighter Wing (325 FW) at Tyndall AFB, Florida to the 4 FW at Seymour Johnson AFB, South Carolina. The move resulted from the planned drawdown of the 325 FW's F-15 fleet by 30 September 2010.
- 5 Oct 09 Instructors taught the first Nuclear Accountability Course, another change called for by the Air Force nuclear enterprise studies.
- 24 Dec 09 With the students gone on a holiday break and training shut down, a storm dropped 14 inches of snow in north Texas, the worst storm in approximately 30 years. Brig Gen Mannon closed the base for the next six days.
- 1 Jan 10 Instructors from the 373 TRS, Detachment 10 at Grand Forks AFB, ND arrived at Sheppard in preparation for conducting KC-135 Conversion Training to Chilean Air Force maintenance personnel. Resident training lasted until 17 February. The instructors then traveled to Chile and finalized training in mid-April. While in Chile, instructors participated in humanitarian missions following an earthquake in Chile
- 19 Feb 10 AETC issued a formal request for the 373 TRS, Detachment 10 to establish an MQ-4 *Global Hawk* training detachment at Grand Forks.
- 23-26 Mar 10 Personnel from 372 TRS, Detachment 19, located at Eglin AFB, Florida, hosted a Lockheed Martin Joint Strike Fighter Training Delivery Demonstration team. An F-35 Course Control Document Review meeting was held simultaneously.
- 22 Apr 10 The 82 TRW received an F-15C to use as a ground instructional training aircraft. The delivery of the newer F-15, along with F-16Cs, B-52Hs, and A-10Cs, vastly aided in

training. The predominate beneficiaries consisted of those in armament and crew chief courses, as it allowed students access to the airframes they would actually work and reduced the amount of difference training when they arrived at follow-on training or their initial base of assignment.

- 11 Jun 10 A test class of F-15 Mission Ready Airmen, graduated from hands-on-training at Seymour Johnson AFB, NC. The course had been conducted for years at Tyndall AFB, Florida, but with Tyndall scheduled to lose their F-15s, the training required a new home. The same issue affected F-16C MRA training at Luke AFB, Arizona.
- 4 Aug 10 Students entered two medical courses, Biomedical Equipment Technician and Dental Lab, at Fort Sam Houston, Texas. The courses came under control of the 882 TRG. The 2005 Base Realignment and Closure Commission directed the movement of all enlisted medical training to Fort Sam by the end of September 2011.
- 6 Aug 10 Contractors completed repairs and modifications to the F-22 Landing Gear Trainer in late July 2010. The modifications allowed *Raptor* armament students to load the small diameter bomb (SDB) as part of their training. Today, students used the modified trainers for the first time.
- 4 Nov 10 882 TRG leaders accepted the Air Force dorm at Ft Sam. The dorm would house initial skill students in training at the Medical Education and Training Campus.
- 19 Nov 10 After delays and a class withdrawn from training caused by building modification and equipment challenges, the 361 TRS restarted the Aircraft Metals Technology course. This was the first class taught at Sheppard; 361st instructors previously taught the course at the Aberdeen Proving Grounds. The move occurred because of BRAC 2005 actions that affected the Army.
- 18 Mar 11 Following delays to the F-35 *Lighting II*, and resultant airframe delivery slips, ACC requested the 82 TRW delay the start of F-35A Maintenance Initial Skills Course until January 2014, a year's delay.
- 14 Apr 11 The 361 TRS graduated 24 students from the Aircraft Metals Technology. Despite on-going equipment challenges, instructors developed workarounds and met all training objectives and standards.
- 3-5 May 11 Personnel from the 362 TRS hosted the Remotely Piloted Aircraft (RPA) Crew Chief mini-Specialty Training Requirements Team/Utilization and Training Workshop. The purpose was to develop requirements for the 2A3X3F career field and thus stop sending RPA students through non-RPA courses.
- 5-26 May 11 A total of 25 NCO/SNCO/CGO-equivalent (and one Colonel-equivalent) military members from seven nations (Chad, Morocco, Mauritania, Nigeria, Mali, Senegal, and Tunisia) attended the initial Trans-Sahara Maintenance Management Course, sponsored by the 363 TRS. African Command, via Seventeenth Air Force, requested the course as an initial building block to collaboration and partner capacity. AETC identified and tasked two subject matter experts fluent in French to develop and teach the course.
- 31 May 11 Instructors from the 366 TRS taught the wing's first EOD Preliminary Course. The course, previously taught at Lackland under the 37 TRW's tutelage, brought the EOD training pipeline under one wing. Ten candidates entered the course, with the six

completing the preliminary portion on 27 June. The students traveled to Eglin AFB for further training.

3 Nov 11 The 82 TRW received funding for the Aircraft Maintenance and Munitions Officer Courses Munitions Storage Virtual Trainer (MSVT). The trainer, in development for three years and awaiting funding for almost 2 years, allowed 363 TRS instructors a way of providing a realistic final practicum to their students.

LINEAGE AND HONORS

Lineage

82d Fighter Group

- 13 Jan 42: Constituted as 82d Pursuit Group (Interceptor)
- 9 Feb 42: Activated
- 15 May 42: Redesignated as 82d Fighter Group
- 9 Sep 45: Inactivated
- 12 Apr 47: Activated
- 15 Aug 47: Assigned to the newly-activated 82d Fighter Wing
- 2 Oct 49: Inactivated
- 20 Jun 55: Redesignated as 82d Fighter Group (Air Defense)

82d Fighter / Flying Training / Training Wing

- 28 Jul 47: Established as 82d Fighter Wing
- 15 Aug 47: Organized at Grenier Field, New Hampshire.
- 2 Oct 49: Inactivated
- 22 Jun 72: Redesignated as 82d Flying Training Wing
- 1 Feb 73: Activated
- 31 Mar 93: Inactivated
- 1 Jul 93: Redesignated as 82d Training Wing and activated

Honors

82d Fighter Group

Campaign Streamers

Air Combat, European-African-Middle Eastern Theater	Tunisia
Sicily	Naples-Foggia
Rome-Arno	North Apennines
Po Valley	Air Offensive Europe
Normandy	Northern France
Southern France	Rhineland
Central Europe	

Distinguished Unit Citations

Italy, 25 Aug 43	Italy, 2 Sep 43
Ploesti, Rumania, 10 Jun 44	

82d Flying Training / Training Wing

Air Force Outstanding Unit Awards

1 Jan 78 - 30 Apr 79	1 May 83 - 30 Apr 85
1 Jul 93 - 30 Jun 94	1 Jul 94 - 30 Jun 95
1 Jul 05 - 30 Jun 06	1 Jul 06 - 30 Jun 08
1 Jul 08 - 30 Jun 10	

Stations

82d Fighter Group

Harding Field, LA	9 Feb 42
Muroc, CA	30 Apr 42
Los Angeles, CA	May 42
Glendale, CA	16 Aug-16 Sep 42
Eglington, Northern Ireland	5 Oct 43
Telergma, Algeria	Jan 43
Berteaux, Algeria	28 Mar 43
Souk-el-Arba, Algeria	13 Jun 43
Grombalia, Tunisia	3 Aug 43
(Operated in Sicily 6-18 Aug 43)	
San Pancrazio, Italy	ca. 3 Oct 43
Lecce, Italy	11 Jan 44
Vincenzo Afld, Italy	11 Jun 44
Lesina, Italy	ca. 30 Aug-9 Sep 45
Grenier Field (later AFB), NH	12 Apr 47-2 Oct 49
(Deployed to Ladd AFB, AK 4 Apr-29 Jun 48)	

82d Fighter / Flying Training / Training Wing

Grenier Field (later, AFB), NH	15 Aug 47-2 Oct 49
Williams AFB, AZ	1 Feb 73-31 Mar 93
Sheppard AFB, TX	1 Jul 93-

Assignments

82d Fighter Group

III Interceptor Command	9 Feb 42
IV Interceptor (later Fighter) Command	ca. 30 Apr 42
VIII Fighter Command	2 Oct 42
XII Fighter Command	10 Oct 42
(Attached to North West Africa Strategic Air Force ca. Feb 43)	
(Attached to 47th Bombardment Wing, Feb-Oct 43)	
47th Bombardment Wing	1 Nov 43
5th Bombardment Wing	13 Jan 44
306th (later Fighter) Bombardment Wing	27 Mar 44
305th Bombardment Wing	3 Sep 44-9 Sep 45
Fifteenth Air Force	12 Apr 47
66th Fighter Wing, Very Long Range (Provisional)	12 Apr 47
82d Fighter Wing	15 Aug 47-2 Oct 49
(Attached to Yukon Composite Wing, 4 Apr-29 Jun 48)	

82d Fighter / Flying Training / Training Wing

Strategic Air Command	15 Aug 1947
(Attached to 307 Bombardment Wing, 15 Aug 47-15 Dec 48)	
Fifteenth Air Force	16 Dec 48
First Air Force	22 Aug-2 Oct 49
Air Training Command	1 Feb 73-31 Mar 93
Second Air Force	1 Jul 93-

Operational Components

82d Fighter Group

95th Pursuit Squadron (Interceptor) (later, Fighter Squadron)	9 Feb 42-9 Sep 45 12 Apr 47-2 Oct 49
96th Pursuit Squadron (Interceptor) (later, Fighter Squadron)	9 Feb 42-9 Sep 45 12 Apr 47-2 Oct 49 (not operational 12 Apr-15 Jun 47)
97th Pursuit Squadron (Interceptor) (later, Fighter; Fighter-Interceptor Squadron)	9 Feb 42-9 Sep 45 12 Apr 47-2 Oct 49 (not operational 12 Apr-13 Jun 47)

82d Fighter / Flying Training Wing

82d Fighter (later, 82 Operations) Group	15 Aug 47-2 Oct 49 (detached 4 Apr-29 Jun 48) 15 Dec 91-31 Mar 93
96th Flying Training Squadron	1 Feb 73-15 Dec 91
97th Flying Training Squadron	1 Feb 73-15 Dec 91
98th Flying Training Squadron	1 Jun 88-15 Dec 91
99th Flying Training Squadron	1 Jun 88-15 Dec 91

Aircraft Assigned

82d Fighter Group

P-38	1942-45
P/F-51	1947-49
F-94	1955-1957

82d Fighter / Flying Training Wing

P/F-51	1947-49
T-37	1973-92
T-38	1973-93

Commanders

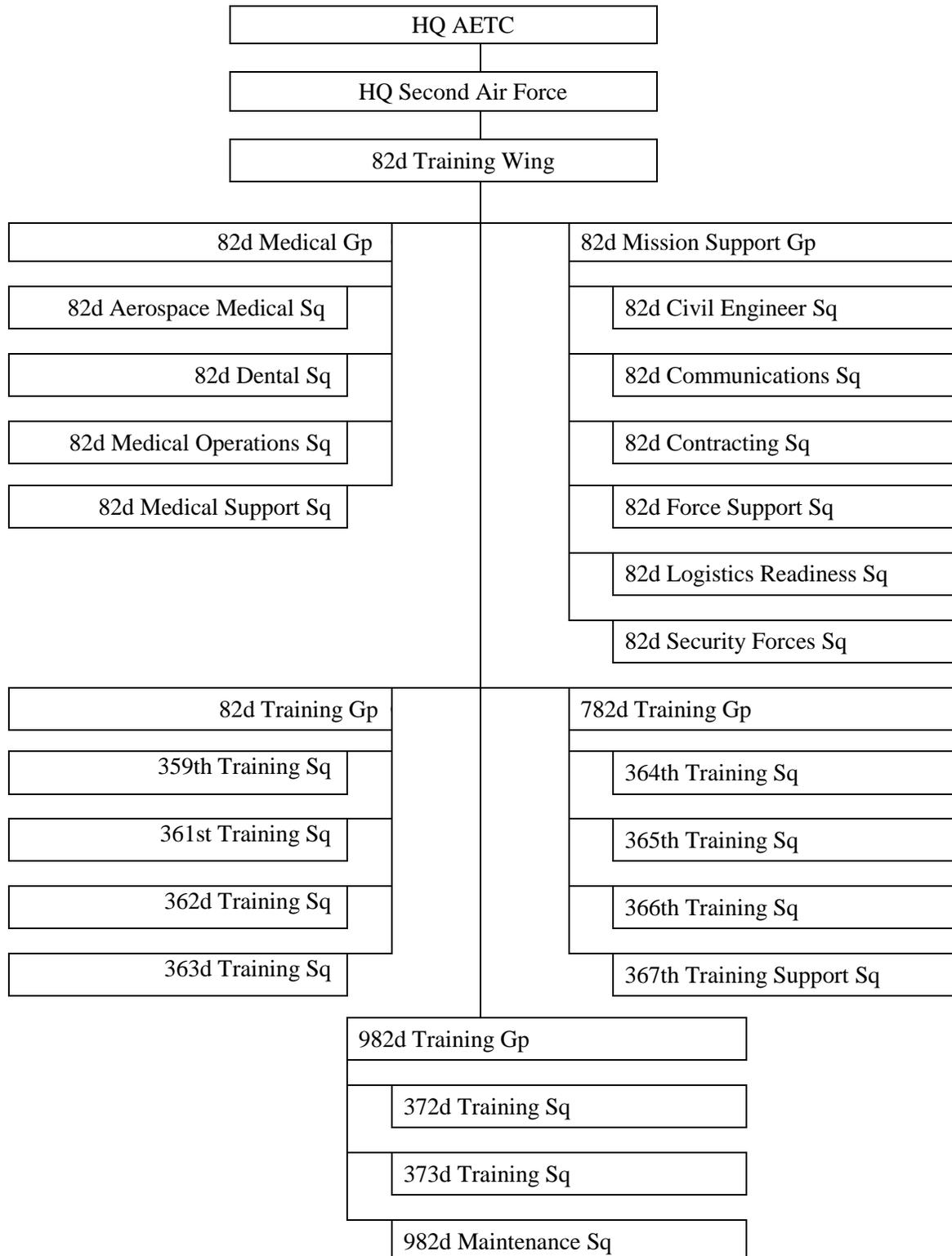
82d Fighter Group

1st Lt Charles T. Duke	Feb 42
Col Robert Israel, Jr.	ca. 1 May 42
Col Robert Israel, Jr.	ca. 1 May 42
Lt Col William E. Covington, Jr.	17 Jun 42
Col John W. Weltman	4 May 43
Lt Col Ernest C. Young	2 Aug 43
Lt Col George M. MacNicol	26 Aug 43
Col William P. Litton	ca. 1 Jan 44
Lt Col Ben A. Mason, Jr.	4 Aug 44
Col Clarence T. Edwinson	28 Aug 44
Col Richard A. Legg	22 Nov 44
Col Joseph S. Holtoner	4 Jun 45
Lt Col Robert M. Wray	16 Jul 45

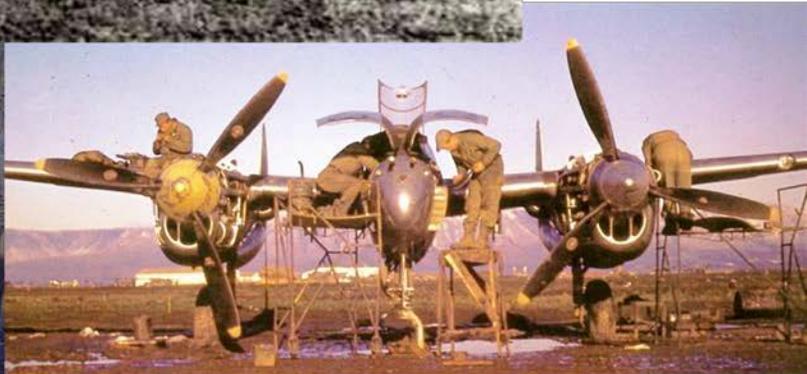
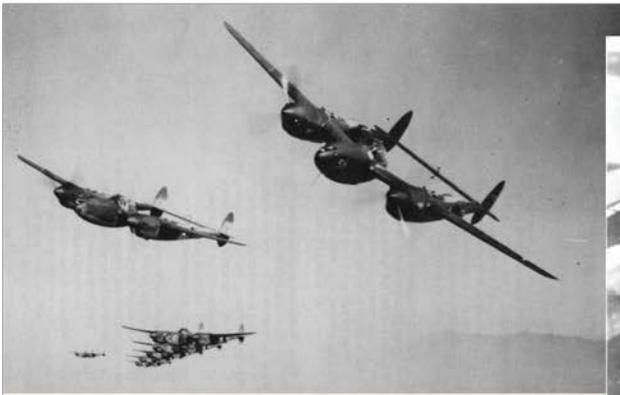
(inactive 9 Sep 45 to 12 Apr 47)

Maj Leland R. Raphun	ca. 1 Apr 47
Lt Col Gerald W. Johnson	2 Jun 47
Col Henry Viccellio	14 Jun 47
82d Fighter Wing	
Col Edwin L. Tucker	15 Aug 47
Col Henry Viccellio	19 Jan 48
Col William B. Offutt	16 Feb 48
Col Henry Viccellio	8 Jul 48
Col William P. Litton	ca.1 Oct 49
82d Flying Training Wing	
Col Warren C. Moore	Feb 73
Brig Gen Norman C. Gaddis	16 Feb 74
Col William E. Brown, Jr.	17 Jun 74
Col William S. Henderson, Jr.	1 Mar 75
Col Carl G. Baily	12 Jun 76
Col Larry T. Cooper	11 Jun 77
Col William J. Breckner, Jr.	17 Jul 79
Col Larry D. Dillingham	3 Mar 80
Col William L. Hiner	1 Jun 82
Col John E. Jackson, Jr.	13 Apr 84
Col Terry C. Isaacson	10 Sep 85
Col William F. Flanagan	22 Sep 87
Col Bernard Stecklein	6 Apr 88
Col Kurt B. Anderson	15 Jun 89
Col Roger A. Alexander	6 Aug 92
82d Training Wing	
Maj Gen Dale C. Tabor	1 Jul 93
Brig Gen William L. Worthington, Jr.	25 Oct 93
Brig Gen Michael E. Zettler	5 Jun 95
Brig Gen Scott C. Bergren	10 Feb 97
Brig Gen Sharla J. Cook	10 Apr 99
Brig Gen Michael A. Collings	13 Jul 01
Brig Gen Arthur J. Rooney, Jr.	27 Feb 02
Brig Gen James Whitmore	1 Jul 04
Brig Gen Richard T. Devereaux	25 Aug 06
Brig Gen O.G. Mannon	17 Jul 08
Brig Gen Darryl W. Burke	16 Jun 10

Organizational Structure
(as of 31 December 2011)



82d FIGHTER GROUP PHOTOS



Top left: Pilots in flight over Muroc AAF (now Edwards AFB), California; Willsie and Andrews demonstrate their seating arrangement following their 4 Aug 1944 flight; 82 FG pilots on a low level mission; pilots coming out of the parachute department after drawing their equipment; typical flightline maintenance scene; Maj Ben Mason stands next to his battle-damaged P-38.

82d FIGHTER / FLYING TRAINING / TRAINING WING PHOTOS



Top left: An 82d Fighter Wing sortie about to launch from Grenier AFB, NH; the women of Class 77-08, the first Air Force pilot training class with females; Capt Connie Engel's classmates help her get in the pool after her first solo (she was the first female to solo in 77-08); a surgical technician undergoes training in the 882d Training Gp; 82d Security Forces Sq personnel on patrol during the storm of 2009.

A SHORT HISTORY of SHEPPARD AIR FORCE BASE

For eight decades, Sheppard Air Force Base has been one of the Air Force's premier training bases, one of the few to host both technical and flying training missions. Today Sheppard produces more technical training graduates—67,000 per year—than any other Air Force tech training base. In fact, it still produces almost half of all technical training graduates. Sheppard also plays a critical international role in developing U.S. and allied airpower, producing highly trained combat pilots for the NATO Alliance, as well as foreign enlisted and officer personnel in a variety of disciplines, from every permanent inhabited continent on the globe.

Sheppard's Birth

In the crisis-laden months prior to Pearl Harbor, the Air Corps' rapid expansion threatened to overwhelm the small peacetime Army Air Corps Training School headquartered at Chanute Field in Illinois. In mid-1940, the school encompassed three Army bases: Lowry Field, Colorado, responsible for photography, armament, and clerical courses; Scott Field, Illinois, which taught communications; and Chanute, home to all other technical training courses.

In July 1940, Maj Oscar Beal and Capt Joe A. Miller, both stationed at Chanute, landed at Kell Field, Wichita Falls, Texas' municipal airport. Their trip was made in response to a letter that Maj Gen Rush B. Lincoln, Commander of Air Corps Technical Training Command, received from Washington. That letter directed General Lincoln to provide an evaluation of Call Field as a potential location for a technical training school. (Call Field had been an Army World War I flight training base located on what is now called Call Field road.) During their brief stop, the two officers met with Fulcher Armstrong, Kell Field manager, and toured the local area to examine possible sites for a large Army Air Corps training school.

Buoyed by the arrival of the two Army surveyors, the Chamber of Commerce solicited funds to acquire options on a number of tracts of land. The city acquired six-month options on 650 acres of land in the immediate vicinity of Wichita Falls. The task of determining the site most suitable for an Air Corps flying base fell to John C. Boyd, the Chamber of Commerce's Industrial Division Manager. He identified two plots of land near the Missouri-Kansas-Texas Railroad owned by Joseph A. Kemp and Frank Kell, two prominent area businessmen, plus two additional sites near the rail line on the southern and eastern edges of the city.

On 28-29 November 1940, General Lincoln met with local business leaders and toured the four potential sites. The area that most impressed him was several hundred acres of flat land near the present day Sheppard hospital. He liked the flat landscape because it was near the 3,000-foot runway at Kell Field, which could provide Air Corps personnel and pilots easy access to the proposed installation.

On 6 December 1940, Sidney Kring, Wichita Falls Chamber of Commerce manager, flew to Chanute Field to present the city's formal bid for a technical school. The effort proved successful. On 19 March 1941, the city learned that the War Department had given its final approval for an Air Corps technical training center. About a month later, on 17 April, Army Chief of Staff Gen George C. Marshall announced that the new installation would be named Sheppard Field, in honor of Texas Senator Morris Sheppard, who had died eight days earlier.

In May 1941, the first contingent of men arrived at Sheppard Field to design and supervise construction of administrative, technical, hospital, and housing facilities. A 20-man permanent party, led by Capt Frank Henley and Lt Edward Kemp (no relation to Joseph Kemp) arrived from Chanute Field on 14 June 1941 to establish a Post Headquarters and Air Corps Supply Depot. The same day the Army Adjutant General's Office officially designated the encampment as Sheppard Field, Wichita Falls, Texas. Two days later, Col Edward C. Black became Sheppard's first commander.

The notorious North Texas winds and weather caused some construction delays. Until wooden barracks could be constructed, early arrivals at Sheppard lived in a tent city on the west side of Wichita Falls, near the old Wichita Engineering Company. Initially, the War Department planned to use the training facilities solely for an aviation mechanics school. However, on 19 June 1941, the War Department approved a revised training plan that provided Sheppard Field with a dual mission. Along with its Aviation Mechanics School, the base would also serve as a basic training center. In addition to the 16,122 soldiers originally projected for the aviation mechanics program, basic training added another 10,000.

With a pressing need for aircraft maintainers, Sheppard officials were ordered to begin training on 13 October 1941, four days before Army officials dedicated the base, and less than two months before the Japanese attacked Pearl Harbor. Two hundred twenty students were in the first aviation mechanics course. However, many of the training materials and mechanics tools had not arrived; school officials improvised by borrowing tools from the community, and instructors used barracks as classrooms. In some cases, two or more branches of the Airplane and Engine Mechanics School operated out of a single barrack.

The school trained Airmen to maintain virtually every system used in fighters and medium bombers, and as the threat of war loomed nearer, the planned graduation of 5,000 mechanics a year quickly grew to 40,000 per year. And this in addition to War Department starting basic training at Sheppard on 14 October; the Replacement Training Center commenced basic training with an initial core of 400 students.

World War II Starts

By the time the United States entered the war on 7 December 1941 the fifth class of aviation mechanics increased to 800, while the sixth class, which entered training on 19 December, grew to 900. Under a wartime emergency, Colonel Black added a sixth day of instruction to each of the two eight-hour shifts. By February 1942, all of the post buildings had been erected, including the six academic buildings and five hangars on the north side of the field, while in April 1942, training officials started classes every six days, versus two weeks, to meet training requirements. In October, the school implemented a third shift to accommodate the more than 7,700 aviation mechanics that Sheppard trained during World War II.

Basic training also experienced a rapid growth. During the first three weeks of January 1942, the number of new recruits jumped from 5,500 to 19,000. To keep pace with the significant increase in training requirements, the War Department, in March 1942, authorized an additional \$1.6 million for the construction of more than 30 new buildings at Sheppard Field.

In September 1942, glider mechanic training commenced, and glider pilot training started about a year later. This stemmed from the planned use of gliders during the invasion of mainland Europe. The CG-4A, the Army's standard glider, could transport either 15 fully-equipped soldiers or a quarter-ton truck with crew. Mechanics were needed who could perform routine maintenance and, in

an emergency, rebuild wrecked gliders. About 90 instructors, mostly aircraft mechanic graduates, taught an average of 1,440 glider mechanic students per day, with a new class starting every 10 days.

A Liaison Pilot School (predominately for artillery officers, who would act as spotters once graduated), helicopter training for both mechanics and pilots, and flight engineer courses for B-29 and C-82s, followed. Production began to slow in 1944, until the anticipated invasion of Japan called for increased demand for trained Airmen. By war's end in August 1945, more than 42,000 aircraft mechanics, 1,800 glider mechanics and 445,000 basic trainees had passed through Sheppard's gates, including Free French mechanics.

Sheppard Field Inactivates...

Training continued, albeit at a much reduced rate. However, Sheppard's manning peaked at 46,000 in October 1945, when the base served as an Army Air Forces separation center. In March 1946, Sheppard Field instructors learned their installation would be inactivated as part of the post-war reduction of military forces and infrastructure. For the local community, the news was not welcome. During the waning days of the great depression, Sheppard Field had helped buoy the area's depressed agriculture and oil-based economy. In its 57 months of operation, the field had pumped more than \$100 million into the local economy. On 31 August 1946, Sheppard closed its gates when the War Department placed Sheppard on inactive status. The 3706th Army Air Forces (later, Air Force Base) Unit remained at Sheppard as the caretaker unit. The War Department turned over some buildings to government agencies and non-profit organizations like Midwestern State University, then known as Hardin College, which used some of the dormitories. Vegetation quickly invaded what buildings remained.

... and Reactivates

The ecstatic jubilation that followed the end of World War II faded quickly, however, as the west entered the Cold War with the Soviet Union. On 1 August 1948, twenty-one months after its closure, Air Force leaders reopened Sheppard, now as an Air Force Base. Initially, the base provided basic military training, augmenting the over-taxed facility at Lackland Air Force Base. In January 1949, aircraft maintenance training and helicopter flight training returned to Sheppard as the basic training mission wound down. At the beginning of April, Sheppard's official mission switched from basic training to aircraft maintenance. Along with this came the influx of training airframes, such as the A-26, B-25, B-29, and P-47; the first and last proved especially useful in training foreign students. Over time, new types of aircraft arrived, such as the C-124 *Globemaster II* and B-36 *Peacemaker*.

Sheppard Becomes a Permanent Installation (and the Korean War Starts)

As a result of the increase in specialized training and the number of graduates, Sheppard began to take on an air of permanency. On 18 January 1950, to the delight of the local community, Secretary of the Air Force Stuart Symington announced he had selected the installation to be a permanent Air Force base. The designation seemed appropriate, as once again the base saw the number of its students and instructors rapidly increase in response to the outbreak of the war in Korea. This immediately accelerated all training activities at Sheppard. Between December 1950 and July 1951, the base's in-training load increased from nearly 11,000 to over 15,000. Despite going to a three-shift training schedule, Sheppard could not accommodate the influx of new students. For example, in

the three-month period ending 30 September 1951, the aircraft mechanics course fell short some 1,000 graduates. But with the end of the conflict, training fell off sharply, and by mid-1954, Sheppard's population stood at 9,644, with only 2,919 students in training—the lowest number since the base opened in October 1941.

Enter the Cold War

In conjunction with the Korean War, a growing chill in the Cold War and advances in weapons technology brought about changes in military strength and projection policy. As a result, the US established a large peacetime military. For Sheppard, this included new construction for family housing and training facilities, along with runway repairs. As the Air Force's composition changed, a combination of additional technical specialties, such as intercontinental ballistic missiles maintenance, and transfer of support functions from the Army, such as civil engineering, communication, comptroller, or transportation meant Sheppard became home to new training courses. Sheppard also hosted Airmen from America's allies, old and new, from every continent. They not only included future aircraft mechanics, but intelligence analysts and other specialties.

An operational mission came to Sheppard on 15 January 1960 when Strategic Air Command activated a bomb wing. This included aerial refueling and bombardment squadrons with KC-97s and B-52s. Crews trained ceaselessly and sat alert until SAC inactivated the wing in April 1966. However, a detachment maintained an alert presence, at the site now known to us as "the SAC ramp" until the early 1970s. Because of the importance placed on the US' nuclear deterrence mission, by 1965 Sheppard had graduated over 47,000 specialists from its ICBM courses in a matter of eight years.

Even before the SAC wing left, helicopter training returned to Sheppard in mid-1965. But when the bomb wing left, it opened up facilities for other use. Air Training Command stood up a flying training wing to train US and German Air Force pilots in the T-37 and T-38 aircraft. Before the end of the decade, students came from other countries, predominately Nicaragua, Turkey, and Ecuador. Base closures and mission realignments at other bases also brought new missions to Sheppard, including the move of virtually all Air Force Medical training from Gunter Air Force Base, Alabama. About this same time, Amarillo AFB closed, meaning more aircraft maintenance courses at Sheppard, along with consolidating the vast majority of field training responsibilities at Sheppard. By the late 1960s, Air Training Command focused on increased production demands brought about by the Vietnam war. In fact, about 80 percent of Sheppard's helicopter pilot training graduates received assignments to Southeast Asia.

The 1970s brought a change to the flying training mission, which previously fell under the Sheppard Technical Training Center. First, in 1971 helicopter pilot training moved to Fort Rucker, Alabama. Then in 1972, Air Training Command activated the 80th Flying Training Wing. Student composition also changed as students from Iran, El Salvador, Ecuador, Saudi Arabia and other nations began training under the security assistance program. Finally, in 1978, the North Atlantic Treaty Organization member nations selected Sheppard as their preferred location for the Euro-NATO Joint Jet Pilot Training program, or ENJJPT. Training aircraft remained the same expect for the eventual addition of the AT-38B, which the 80th used in the introduction to fighter fundamentals course.

Sheppard's composition and mission remained steady again for most of the next decade, except for the transfer of all Inter-Continental Ballistic Missile training to Vandenberg Air Force Base, California. Then in the late 1980s, Base Realignment and Closure actions brought more changes.

The closures of Lowry and Chanute Air Force Bases and a change in training philosophy brought virtually all Air Force aircraft maintenance training to Sheppard, while some courses, such as comptroller and some communication courses, moved elsewhere. The introduction of new courses meant the construction of many new specialized facilities over the next several years.

Exit the Cold War

Even greater changes took place on 1 July 1993 when HQ USAF re-designated Air Training Command as Air Education and Training Command (AETC). At that time, AETC activated two numbered air forces: Second Air Force to manage technical training and Nineteenth Air Force to oversee flying training. At the same time, AETC inactivated all of its training centers and replaced them with wings. Instead of Sheppard Training Center, Sheppard's host unit was now the 82d Training Wing.

Sheppard's missions and composition was fairly stable for most of the next decade, but in 2005, a new round of Base Realignment and Closure actions directed all enlisted medical training to transfer to Fort Sam Houston, Texas. The majority of the 882d Training Group began relocating in 2010, with the completed in September 2011; as one class ended at Sheppard another began at Fort Sam.

Currently, Sheppard's host wing consists of three training groups. The 82d and 782d Training Groups offer resident technical training in all aspects of aircraft maintenance and repair, armament and munitions, civil engineering, and supplemental courses in communications. Annually, more than 18,000 military, civilian, and allied students attend more than 380 technical courses provided by these groups at Sheppard, with another 5,550-plus at other locations. Overshadowing the aforementioned groups in terms of graduates is the 982d Training Group, which produces over 35,000 graduates a year. With "The World Is Our Classroom" as its motto, the 982d develops and conducts Air Force Specialty Code-awarding and advanced weapon system training worldwide on aircraft weapons systems, missiles, ground radar, communications, and space systems. Additionally, it provides general courses in ground equipment maintenance, fundamentals of electronics, and technical data usage.

A veteran returning to Sheppard will find it dramatically changed. Everywhere one looks, the base is bursting at the seams with new training and support buildings and renovated training facilities, many the result of the influx of training and students from Chanute and Lowry. Additionally, Sheppard also conducts interservice training for Army and Navy soldiers and sailors, especially the civil engineer career fields. But it's inside the classroom where those who graduated just 15 years ago would see the most drastic change. Today, Sheppard uses a variety of technology in the classroom.

Since its birth, Sheppard has trained more than 1 million people. It has been a critical part of the United States Air Force's evolution from a small, obsolete force in the years before World War II to the most advanced air, space and cyberspace force the world has ever seen. The Air Force's achievements are nothing if not a testament to the importance of training—and much of that training happens right here. Sheppard's graduates have upheld a vital place in the Air Force mission for nearly 70 years, and have taken a small piece of North Texas with them wherever they go.

SHEPPARD CHRONOLOGY

- 1928 Building 2130, "The Little Adobe," was the terminal for Kell Field, the municipal airport for Wichita Falls. In World War II, Kell Field became part of Sheppard Field.
- 28-29 Nov 40 Major General Rush B. Lincoln, Commander, Air Corps Technical Training Command, met with local business leaders, and after touring four potential sites, chose the present site of Sheppard AFB for a new Army Air Corps training base.
- 4 Dec 40 The City of Wichita Falls agreed to provide \$75,000 to obtain land for a US Army air technical training school.
- 1 Feb 41 The War Department signed a lease with Wichita Falls officials for 604 acres of land, including Kell Field, for a training base.
- 17 Apr 41 Army Chief of Staff Gen George C. Marshall announced the new installation would be named Sheppard Field, in honor of Texas Senator Morris Sheppard, who had died eight days earlier.
- 12 Jun 41 Major construction began on a \$4.8 million contract for technical training school facilities and a \$1.76 million contract for a hospital.
- 14 Jun 41 Twenty permanent party personnel arrived from Chanute Field to establish a Post Headquarters and Air Corps Supply Depot.
- 19 Jun 41 The War Department approved a revised training plan for Sheppard Field. Along with its Aviation Mechanics School, Sheppard would also serve as a basic military training center.
- 19 Jun 41 Colonel Edward C. Black assumed command of Sheppard Field.
- 13 Oct 41 Base officials began aviation mechanics training.
- 21 Feb 42 The first aviation mechanics class graduated. World-famous contralto, Marian Anderson, performed at the ceremony.
- 13 Aug 42 Replacement Training Center became the new name for the Basic Training Center.
- 2 Sep 42 Officials established a Glider Mechanic School.
- 17 Apr 43 The first contingent of the Women's Army Auxiliary Corps (WAAC) arrived.
- 19 Apr 43 Sheppard began training B-29 flight engineers. A short time later, Gen "Hap" Arnold ordered the school transferred to Smokey Hill Army Air Base in Salina, Kansas. The runway at Sheppard was not strong enough to withstand the heavy shock of repeated B-29 landings.
- 10 May 43 Sheppard Field established an Aviation Cadet Pre-Flight School.
- Sep 43 The first 100 foreign students attended the airplane mechanics course.
- 6 Sep 43 Central Flying Training Command at Randolph Field, Texas, directed Sheppard Field to establish an Army Air Forces Glider Classification School for pilot training.
- 1 May 44 The War Department established the 3706th Army Air Forces Base Unit (Basic Training Center) to act as Sheppard's host unit.
- 14 Jan 45 The Pilot Liaison School held its first class for 30 field artillery officers destined to become Army liaison pilots.

- May 45 Sheppard gained B-29 flight engineer training from Lowry Field and helicopter pilot, maintenance, and rotary wing courses from Chanute Field. Sheppard also added a new C-82 aircraft mechanic course.
- 1 Jun 45 The 3706th AAF Base Unit (Basic Training Center) became the 3706th AAF Base Unit (Basic Training Center and Flying School--Helicopter and Liaison).
- WW II During the war, approximately 445,000 students completed basic training at Sheppard Field. Another 42,404 became trained aircraft mechanics, and 1,884 graduated from glider mechanics courses.
- 22 May 46 Sheppard began transferring helicopter and liaison training to San Marcos Field, Texas.
- 31 Aug 46 The War Department placed Sheppard Field on temporary inactive status.
- 17 Sep 46 Sheppard activated a separation center for the air, ground, and services branches of the Army. The center discharged more than 18,000 officers and enlisted personnel over a period of 10 weeks.
- 15 Oct 46 The finance office, the last remaining function at Sheppard Field, closed.
- 1 Aug 48 Air Training Command activated Sheppard AFB as a basic training center. The first unit to organize was the 3706th Air Force Base Unit.
- 26 Aug 48 Air Training Command designated and organized the 3750th Basic Training Wing at Sheppard and assigned it to the Indoctrination Division at Lackland. Five group-level organizations reported to the wing: the 3750th Air Base Group, the 3750th Maintenance and Supply Group, the 3750th Station Hospital, and the 3750th and 3760th Basic Training Group.
- 28 Aug 48 Air Training Command discontinued Sheppard's 3706th Air Force Base Unit.
- 1 Apr 49 Air Training Command discontinued the 3750th Basic Training Wing and, in its place, established the 3750th Technical Training Wing.
- 20 Apr 49 Rotary wing aircraft instruction began.
- 2 May 49 The world's largest mass-produced plane, the B-36, came to Sheppard with the Aircraft and Engine Mechanics School, when it transferred from Keesler AFB, Mississippi.
- 4 May 49 The Aircraft and Engine Mechanics School opened.
- 30 Nov 49 First B-36 class starts.
- 18 Jan 50 Sheppard became a permanent Air Force installation.
- Jun 50 With the onset of the Korean War, all training activities accelerated. Within a year, the base population had quadrupled to 37,698
- ca. 15 Dec 50 First class of 37 students graduated from a specialized jet- engine mechanics course.
- Jan 51 Workers completed a 7,000-foot north-south runway capable of handling the largest and fastest aircraft.
- 31 May 52 Over 650 foreign students had completed training at Sheppard under the Mutual Defense Assistance Program and the Mutual Security Act of 1949. Training started on 1 May 1949.

- 26 Jul 53 When the Korean War ended, Sheppard housed two percent of all airmen in the United States Air Force.
- 1954 Comptroller, transportation, and intelligence training transferred from Lowry AFB, Colorado, so Lowry could serve as the temporary home of the Air Force Academy.
- 13 Jun 55 The helicopter maintenance course returned to Sheppard from San Marcos.
- 11 Jul 55 Air Training Command established a Jet Indoctrination School at Sheppard to provide senior Air Force pilots, flight surgeons, and weather observers with familiarization training.
- 3 Oct 55 The Department of Guided Missile Training was instituted as the prime center for the Atlas intercontinental ballistic missile. The first resident class graduated 29 January 1960.
- 1957-1959 Sheppard became the prime center for Jupiter and Thor intermediate range ballistic missiles, as well as the Titan intercontinental ballistic missile.
- 1957-1958 The majority of civil engineering training moved to Sheppard from F. E. Warren AFB, Wyoming.
- 08 Jul 58 The Department of Civil Engineering Training was established.
- 1 Jan 59 Air Training Command redesignated the 3750th Technical Training Wing as Sheppard Technical Training Center.
- 5 Jan 59 Strategic Air Command brought the 4245th Strategic Wing on line at Sheppard. It was equipped with five B-52D models.
- 1959 Communications training moved to Sheppard from F.E. Warren AFB.
- 15 Nov 62 Strategic Air Command disbanded the 4245th Strategic Wing and at the same time activated the 494th Bombardment Wing, Heavy, at Sheppard.
- 3 Apr 64 A tornado struck the base, hospitalizing 12 persons and causing \$1.2 million in damage.
- 2 Sep 64 The first twin-jet CH-3C arrived from Stead AFB, Nevada, to be used in a new helicopter maintenance course at Sheppard.
- 1964 The Department of Intelligence moved back to Lowry AFB.
- Aug 65 An advanced party from Stead AFB arrived in a single H-19B helicopter to set up a new helicopter instructional program.
- 1 Oct 65 Air Training Command activated the 3637th Flying Training Squadron (Helicopter) and assigned it to the center.
- 10 Dec 65 The command activated the 3630th Flying Training Wing and reassigned the 3637th Flying Training Squadron to the wing. The wing conducted helicopter pilot training for US, and, later, foreign students.
- 1 Mar 66 The Medical Service School at Gunter AFB, Alabama, moved to Sheppard. It commenced formal training on 6 April. The school remained in operation at Sheppard through March 1967.
- 2 Apr 66 Strategic Air Command inactivated its 494th Bombardment Wing and transferred its personnel to the 509th Bombardment Wing at Pease AFB in New Hampshire.

- 1 Jul 66 The 3750th Technical School had six resident training departments: Aircraft Maintenance, Communications, Comptroller, Civil Engineering, Missile and Space, and Transportation.
- 1 Jul 66 The Department of Field Training was established as an off- base training department of the 3750th Technical School.
- 24 Aug 66 The 3630th Flying Training Wing began an undergraduate flying training program for German Air Force pilots. In 1967 US pilot trainees began training side-by-side with their German counterparts.
- 1 Apr 68 Department of Biomedical Sciences established as part of medical training.
- 24 Oct 68 A ribbon-cutting ceremony marked the opening of Sheppard's first 1,000-man dormitory--White Hall.
- 7 Jun 71 The USAF Medical Services School was redesignated as the USAF School of Health Care Sciences.
- Jun 71 The USAF Helicopter School moved to Hill AFB, Utah, where it operated under the control of the Military Airlift Command.
- 1 Jul 71 Sheppard assumed operational control over all field training in Air Training Command.
- 10 Aug 72 The 3750th Technical School became the USAF School of Applied Aerospace Sciences.
- 1 Jan 73 Air Training Command activated the 80th Flying Training Wing at Sheppard. It replaced the 3630th Flying Training Wing.
- 1976 Through the Interservice Training Review Organization (ITRO), the services decided to consolidate veterinary training at Brooke Army Medical Center, San Antonio, Texas, and collocate certain civil engineering courses with the Army at Fort Leonard Wood, Missouri.
- 1 Apr 77 Air Training Command inactivated the USAF School of Applied Aerospace Sciences and activated in its place the 3700th Technical Training Wing.
- 10 Apr 79 A devastating tornado struck Wichita Falls, killing 45 people, including two Sheppard civilian employees. The technical training center discontinued its training mission for one week to assist the city in its recovery efforts.
- 12 Jun 80 Secretary of Defense Harold Brown announced the Air Force had selected Sheppard as the site for the cooperative Euro-NATO Joint Jet Pilot Training (ENJJPT) program, which would begin in October 1981.
- 23 Oct 82 The 80th Flying Training Wing graduated its first ENJJPT class.
- 30 Oct 85 The Titan II missile training program ended.
- Jul 89 Recommendations of the Base Realignment and Closure Commission became law. Chanute's closure would have a tremendous effect on Sheppard.
- May 90 The first servicemen to transfer from Chanute to Sheppard as a result of the base closure process arrived in Wichita Falls.
- Apr 91 The Base Realignment and Closure Commission announced a second round of base closures. Included was Lowry AFB. Its training would be dispersed to other ATC

bases, including Sheppard. As a result, Sheppard became the Air Force's primary center for aircraft maintenance and munitions instruction.

- 1 Feb 92 HQ ATC redesignated Sheppard Technical Training Center as Sheppard Training Center; training wings became groups, and groups became squadrons.
- 1 Jul 93 When the Air Force decided to combine education and training under a single command, HQ USAF redesignated ATC as Air Education and Training Command (AETC). HQ AETC inactivated Sheppard Training Center, activating in its place the 82d Training Wing.
- 6 Oct 95 Workers completed construction of a third runway at Sheppard.
- 31 Dec 95 Almost \$260 million in base closure funds went into new construction to support training programs that came in when Chanute and Lowry closed. Officials at HQ AETC estimated Sheppard's student load jumped from about 3,000 in fiscal year 1992 to almost 5,000 in fiscal year 1995.
- 18 Apr 96 Buildings 1954 and 1956 (Propulsion and AGE) were respectively dedicated in honor of Major General Jerry D. Page and General Charles L. Donnelly, Jr., both former commanders at Sheppard.
- 8 Jul 96 Building 922 was dedicated in honor of Esther M. Blake, the first woman to enlist in the Air Force. United States Senator Kay Bailey Hutchinson participated in the dedication.
- 22 Jan 97 Radar Maintenance completed installation of fiber optic modems for Precision Approach Radar making Sheppard the first installation in AETC to use this technology. This innovation reduced equipment downtime from inclement weather by more than 50 percent.
- 28 Apr 99 The 782d Training Group dedicated their new fuels training complex (named Ralph Daniel Hall) in honor of Chief Master Sergeant Ralph Daniel.
- 15 Jul 99 The Biomedical Equipment Course, housed in a new \$14.5 million facility, opened its doors to implement tri-service training for the Army, Navy and Air Force.
- 14 Feb 00 Brig Gen Kris Cook, 82d Training Wing Commander and Col Kurt Cichowski, 80th Flying Training Commander, officially opened Sheppard's new Religious Education Center in building 962. Previously, the Religious Education Center was located in building 1658.
- 17 Feb 00 The First Term Airman Center opened its doors. Its purpose was to provide a structured program to help airmen transition from a basic/technical training environment to a mission-oriented environment, while reinforcing important military lessons learned thus far.
- 29 Jun 01 The 82 TRW's Learning and Development Center opened. The first to be built in Air Education and Training Command, the center was established to improve academic performance for airman in training.
- Oct 01 The 882d Training Group constructed a 400-square-foot Dental Instrument Processing Center. The new processing center enabled both the Air Force and Navy to train students to the current standards for instrument sterilization.

- 29 Oct 01 The 819th Engineering Deployable Heavy Operational Repair Squadron Engineer Squadron from Malstrom AFB, Montana, arrived at Sheppard to begin construction on a new fire station at the end of the runway. The new \$270,000 project was projected to take 65 days to complete.
- 21- Sheppard hosted the Iwo Jima reunion for survivors of the
23 Feb 02 famed World War II in the Pacific.
- Apr 02 Sheppard's Madrigal Youth Center won a National Torch Club Merit Award from the Boys and Girls Club of America.
- 26 Apr 02 Sheppard hosted 58 national civic leaders as part of the Secretary of Defense-sponsored Joint Civilian Orientation Conference. It was a week-long, multiservice orientation program for public opinion leaders to get acquainted with the strength and readiness of the United States armed forces.
- Oct 02 In an effort to accommodate the base's growing population, construction began on a new dining hall on 9th Avenue and Avenue F and a permanent party dormitory on Avenue E.
- 2 Oct 02 General Arthur J. Rooney Jr., 82 TRW Commander, attended a ribbon-cutting ceremony at the new Law Center built to replace the old Legal Center which burned down.
- 28 Apr 03 TSTV-14, Sheppard's new television system, started operations. Sheppard's Commander's Access Channel provided feature programs, base infomercials and national new broadcasts.
- 14 Jun 03 Sheppard AFB opened the new Heritage Center. The center had three exhibit rooms, a conference room, and an archival research room.
- 23 Feb 04 Construction began with the groundbreaking of a new 300-room, \$20.3-million student dormitory. Barnes Hall, between buildings 526 and 726 off of Avenue G. The base planned to build eight such facilities.
- Jan 06 Sheppard safety officials and US Department of Agriculture biologists launched their bird depredation program to ensure aircraft in the Wichita Falls area are protected from bird strikes.
- 17 Feb 06 New parade field is completed.
- 14Apr 06 The last flight of the AT-38 took place at Sheppard; it was replaced by the T-38C aircraft.
- 1 May 06 The landscape of Sheppard changed when officials broke ground on a new, \$27.7 million student dormitory.
- 12 Jun 06 Official dedication of a new military fuels station that provides B20, a biodegradable fuel that burns cleanly for 183 of Sheppard's 203 diesel engine vehicles.
- 5 Dec 06 Housing residents begin signing 1-year leases for housing which was being privatized.
- Jan 07 Maintenance of Sheppard's military family housing was turned over to Government Military Housing (GMH) contractor.
- Feb 07 GMH contracted with the City of Wichita Falls to take over all garbage, street maintenance, water, fire, and police protection for family housing.

- 9 Feb 07 Airfield Operations Complex at completed at a cost of \$7.9 M.
- 22 Sep 07 Sheppard celebrated the 60th Anniversary Air Force Ball in hangar 1045. Over 1,000 people attended.
- 28 Sep 07 Construction of T-6A COMBS Warehouse was completed. It was built to accommodate the T-6A Texan II aircraft which replaced the T-37 "Tweet" used in training by the 80 FTW at a cost of \$2,931.6M.
- 2 Oct 07 Last flight of the T-37 "Tweet" occurred with a four-ship formation take off. The T-37 has been flown at Sheppard since May 1967.
- 19 Oct 07 The 82 TRW officially opened the F-22 training facility with a ribbon cutting ceremony, capped off with several tours of the 122,000 sq ft. facility.
- 11 Jan 08 After a 3-month renovation, the Airman's Club pub reopened. Brig Gen Richard T. Devereaux funded the project to entice airmen (E-1 to E-4) to remain on base. Off base, they tended to make poor decisions concerning alcohol use.
- 29 Jan 08 The inauguration of student maintenance training of the F-22 Raptor at Sheppard.
- 25 Feb 08 As part of a force protection initiative, work started on the Missile Road gate that added a commercial vehicle inspection lane/station, relocated the gate past the visitor's center (now outside the gate) and installed hydraulic barriers.
- 19 May 08 Wing leaders honored Captain William C. Mattis, a B-57 pilot killed in action on 11 March 1965 while supporting ground forces in South Vietnam, by dedicating the most recent 300-room dormitory in his honor. His son and daughter, Doctor Charles W. Mattis and Kathryn Nordman, attended the ceremony. Capt Mattis had attended comptroller courses at Sheppard prior to attending flight school.
- 26 Jun 08 The first 11 of 211 new homes built open with a ribbon cutting ceremony as part of Sheppard AFB to modernize Sheppard's aging family housing.
- 27 Aug 08 Wing leaders announced AETC provided funds to renovate the Solid Rock Café. An increasing number of AiT used the facility (average use tripled between 2006 and 2008), with about 9,000 visits a month now the norm. Because of this, the chaplains, who oversaw the facility, believed usage justified modifications.
- 21 Jan 09 A1C Patricia Lieblein (80th Operations Support Squadron, 80 FTW) and A1C Alexandria Verissimo, 82d Communications Squadron, assisted Col Richard Lipsey, 82d Mission Support Group commander, in opening The Loft, a place dedicated to junior enlisted members permanently assigned to Sheppard.
- 24 Dec 09 With the students gone on a holiday break and training shut down, a storm dropped 14 inches on snow in north Texas, the worst storm in approximately 30 years. Brig Gen Mannon closed the base for the next six days. During the first few hours of the storm base individuals assisted stranded motorist.
- 7 Jul 10 Operating Location B of the Thomas N. Barnes Center activated at Sheppard. It would provide Professional Military Education via an NCO Academy, and was located in Kearby Hall.
- 2 Feb 11 Following a snow storm and a week of low temperatures, melting snow and ice caused damage to numerous facilities. Main issue consisted of room/ceiling damage and inoperable heaters.

- 29 Aug 11 Sheppard leaders released the results of the Air Installation Compatible Use Zone (AICUZ) Study at a public meeting, held in two parts. The first audience consisted mainly of community leaders and the media, the second primarily of citizens.
- 17 Sep 11 A severe thunderstorm that produced high winds damaged Sheppard's electrical distribution system, roofs, windows, HVAC systems, and fences base-wide, with the heaviest storm damage centered along K Avenue. The storm also caused damage to a training aircraft.

SHEPPARD DATA

Names

Technical School at Wichita Falls, *ca.* 11 Feb 41
Sheppard Field, 15 Apr 41
Sheppard Air Force Base, 1 Aug 48

Key Dates

Construction Started, 11 Feb 41
Established, 14 Jun 41
Beneficial Occupancy, 14 Aug 41
Reverted to Care Taker Status, 31 Aug 46
Reopened, 1 Aug 48

Base Operating Units

62d Base HQ and Air Base Sq, 4 Aug 41
3706th AAF Base Unit, 1 May 1944-30 Sep 46
3706th AAF Base Unit, 15 Aug 48
3750th Air Base Gp, 28 Aug 48-30 Jun 93
82d Support Group, 1 Jul 93-

Major Units

Army Air Force (AAF) Basic Training Center #3; 14 Aug 41-30 Sep 46
Air Corps Tech Sch (later, AAF Technical School) [Mechanics #3]; 16 Jun 41-1 Apr 44
31st Training Wg, AAF Technical Training Center; 28 Feb 43-30 Apr 44
32d Training Wg, AAF Technical Training Center; 28 Feb 43-30 Apr 44
63d Training Wg, AAF Technical Training Center; 20 Jul 43-30 Apr 44
AAF Glider School; 1 Oct 43-30 Nov 44
AAF Regional Station Hospital; 7 Jun 44-26 Jun 46
AAF Pilot School [Liaison]; 15 Jan 45-31 May 56
3750th Basic Training Wg (later, 3750th Technical Training Wg [1 Apr 49]; Sheppard
Technical Training Center [1 Jan 59]); Sheppard Training Center [1 Feb 92]; 26 Aug 48-1 Jul
93
4245th Strategic Wg; 5 Jan 59-1 Feb 63
2054th Communications Sq; 1 Oct 62-30 Jun 93
494th Bomb Wg; 1 Feb 63-2 Apr 66
3630th Flying Training Wg; 10 Dec 65-1 Jan 73
USAF Helicopter Pilot School; 15 May 66-1 Aug 72
80th Flying Training Wg; 1 Jan 73-
82d Training Wing; 1 Jul 93-

Major Off-Base and Detached Installations

Amarillo AFB, Amarillo, TX, unk-May 52; 1 Jan 69-16 Feb 71
Electra Aux Fld #2, Electra, TX, a/o 1 Nov 43-30 Jan 46
Frederick MAP, 2.2 mi WSW of Frederick, OK, 1 Mar 66-
Grandfield Helicopter Tng Anx, Grandfield, OK, 16 Jun 65-26 Nov 71
Oklaunion Aux Fld #3, Oklaunion, TX, a/o 1 Nov 43-25 Jun 46
Petrolia Aux Fld #1, Petrolia, TX, a/o 1 Nov 43-25 Jun 1946
Sheppard Helicopter Tng Anx #1, Randlett, OK, 1 Feb 66-15 Aug 71
Sheppard Helicopter Tng Anx #2, Iowa Park, TX, 1 Sep 66-27 Apr 72
Sheppard Med Tng Ax, Burkburnett, TX, 15 May 66-31 Jan 73
Sheppard Small Arms Rg Anx, 1 mi NE of Iowa Park, TX, 28 Dec 55-27 Aug 79

SHEPPARD TECHNICAL TRAINING CENTER SHIELD



Significance: The stylized man represents the end product of the Sheppard Technical Training Center. He is prepared to take his place on the Air Force team and is trained to perform with precision, accuracy, and specialized duties required to maintain and operate Air Force weapons systems and supporting equipment. The state of constant readiness maintained by the Air Force as a predominant force in national defense is symbolized by the missile and aircraft in continuous orbit. The bolt of lightning between the man's feet is representative of the essential connecting link provided by communications in the modern aerospace age. The disks in the foreground portray a memory core which assimilates, stores, and instantly provides intelligence data necessary to the success of the Air Force mission.

BACK COVER PHOTOS – Clockwise from top left

Aircraft Hangars under Construction, 1941 (still in use today)

Squadron K Headquarters, 1943

Students and Snack Truck (aka Roach Coach), 1952

Helicopter / Firefighter Training, 1967

Titan II Missile Training, 1970s

Aircraft Maintenance Training, 1970s

Tornado Damage, 1964

B-29 Cutaway Maintenance Training Aircraft, 1950s

82d Training Wing History Office

Sheppard AFB, Texas

January 2012

