

## 3575 PILOT TRAINING WING



### MISSION

### LINEAGE

3575 PTW (Advanced Multi-Engine)

Redesignated 3575 Pilot Training Wing (Basic Multi-Engine), 27 Jun 1952

Redesignated 3575 Pilot Training Wing (Basic, Single Engine), 15 Feb 1958

Redesignated 3575 Pilot Training Wing (Basic), 1 Sep 1958

Redesignated 3575 Pilot Training Wing, 5 Jan 1961

Inactivated 1 Nov 1972

### STATIONS

Vance AFB, OK

### ASSIGNMENTS

### WEAPON SYSTEMS

### COMMANDERS

Col Chester P. Gilger

### HONORS

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

### EMBLEM

Emblem approved, Apr 1950

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

26 Aug 48 Air Training Command organized the 3575th Pilot Training Wing (Advanced Multi-Engine) at Enid AFB. The wing's mission was to train aviation cadets to become commissioned officers and to graduate rated pilots from multi-engine aircraft using the TB-25 as its mission aircraft after a transition period of flying the AT-6.

In 1949, the base was renamed as Vance AFB. The 3575th Pilot Training Wing operated the base and the advanced multi-engine school. Training activity picked up during the Korean War as students trained on AT-6 and then TB-25 aircraft.

Training did begin on 15 October under the direction of the 3575th Pilot Training Wing (Advanced Multi-Engine), organized on 28 August 1948. The only way ATC was able to provide personnel for the school was by taking individuals from other bases. One of the hardest hit was Randolph, and for a short period of time, Randolph officials claimed they were being "bled to death" to keep Enid open.

27 Jun 52 Air Training Command redesignated the 3575th Pilot Training Wing (Advanced Multi-Engine) as the 3575th Pilot Training Wing (Basic Multi-Engine). Mission aircraft for the 25-week pilot training consisted of the AT-6, T-28, and TB-25.

In 1953, with the end of fighting in Korea, Vance again faced budget cuts and a reduced mission. The school reduced the number of classes and extended the time needed for graduation. Air Training Command added another advanced course to Vance's mission on 15 April 1953 by transferring the B-26 transition pilot training from Perrin AFB, Texas, to Vance. Upon completion of the six-week course in the 43 assigned B-26s, graduates were combat-ready night intruder pilots.

A new program for pilot trainees started in December 1954—the single-phase TB-25 course. The first class (55-S) started in February 1955. Vance phased out the TB-26 aircraft, with Class 55-P being the last class to train in it. The last TB-26 aircraft departed the base on 11 October 1955. Afterward, the flight-training program at Vance included only 100 flying hours in the TB-25 aircraft. A few years later Vance phased out the TB-25.

The first T-33 "Trojan" arrived in June 1956, and by January 1958, the single-engine T-33 jet had completely replaced the TB-25. Along with the change in aircraft, another significant change took place in early 1956. Vance ended the training of aviation cadets, effective with the

graduation of Class 56-I on 23 February 1956. The wing's primary mission became training single-engine pilots.

Vance experienced two significant changes in 1960. Air Training Command announced that Vance would be the first Air Force base to test the concept of using a contractor to provide base support functions. Of the 47 firms interested, Serv-Air, Incorporated, of Raleigh, North Carolina, acquired the contract. On 1 October 1960, Serv-Air, Incorporated, began complete operation of all support activities. The second significant change came with an announcement regarding the closing of civilian contract primary schools. As a result, military basic pilot training bases converted to a consolidated pilot training program by March 1961.

Vance implemented Undergraduate Pilot Training (UPT) on 13 March 1961 when Class 62-F entered preflight training as the first UPT class in the Air Force and the first to train in the T-37 "Tweet." Pilot training for Class 62-F and subsequent classes consisted of preflight training, primary training in the T-37, and basic training in the T-33. Since all the training was accomplished at Vance, students now stayed in one place for their pilot training.

Soon after Vance had implemented UPT, a period of stability developed. This lasted until late 1963 when Vance experienced changes in the training program. First, the Northrop T-38 Talon aircraft replaced the T-33 aircraft. On 16 December 1963, the first class (Class 63-H) started to train in the T-38. Next, Vance tested the idea of training students in simulated instrument flying prior to contact flying. This brought an entirely new concept into military pilot training. The experiment was a success, and in November 1963, ATC adopted the entire program. The last change incorporated a non-jet aircraft, the T-41 Mescalero, into the training program. On 5 August 1965, the first class (67-A) entered the new T-41/T-37/T-38 aircraft program. Training in the T-41 continued for nearly eight years and ended on 26 July 1973.

1 Apr 68 The wing adopted the single-phase squadron pilot training concept, consolidating all T-37 training in the 3575th Pilot Training Squadron and all T-38 training in the 3576th.

1 Jul 72 Northrop Worldwide Aircraft Services, Incorporated, assumed the support contract.

In 1972, the 3575th Pilot Training Wing inactivated and Air Training Command activated the 71st Flying Training Wing, which absorbed the assets of the 3575th to become the host wing at Vance AFB. Northrop Worldwide Aircraft Services, Incorporated, was awarded the support service contract.

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USAF Unit Histories  
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#### Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.  
Unit yearbook. *3575 Pilot Training Wing, Vance AFB, 1955*. No publisher or date.