

3605 NAVIGATOR TRAINING WING

MISSION

LINEAGE

3605 Navigator Training Wing

STATIONS

Ellington AFB, TX -@1958

ASSIGNMENTS

WEAPON SYSTEMS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

OPERATIONS

During 1952 ATC redesignated a number of its wings, as it reorganized its flying program under the 3605th NTW 3605th OTW 27 Jun 52

CCTW = combat crew training wing

FTW = flying training wing

Med Bomb = medium bombardment;
M-E = multi-engine
NTW = navigator training wing
OTW = observer training wing
PTW = pilot training wing;
S-E = single-engine
TW = training wing.

The base was inactivated in 1946. In 1949, Air Training Command reactivated the facility as a navigation training school. The 3605th Navigator Training Wing was established to administer the base and school.

By 1953, the 3605th was designated as an Observer Training Wing.

For preparation as a F-89 pilot or RO, classroom training started with an assignment to either Harlingen AFB, Texas, and the 3610th Navigator Training Wing or Ellington AFB, near Houston, and the 3605th Navigator Training Wing. At Ellington, classes were on navigation techniques and electronics in all forms, with emphasis on radar, celestial, dead reckoning, polar navigation and the proper use of navigational aids. Additional courses were heavy on meteorology, as this was obviously a key point for the all-weather fighter crews. Every facet of weather had to be thoroughly understood, including pressure patterns: "From High to Low, look out below..." as the all-weather interceptor crews were expected to be able to fly in any weather condition without regard to takeoff or landing minimums.

Pilot graduates from Ellington moved on to James Connelly AFB, Waco, Texas, and assignment to the 3565th Navigator Training Wing. Some went into B-47s where they became "triple threats," navigators, radar navigators, and electronic weapons officers. Those selected for assignment to all-weather fighters, as well as the future radar officers, also assigned to James Connelly from Ellington, commenced initial training in TB-25Ks and TB-25Ms, the WWII Mitchell bomber modified by Hughes Aircraft Corporation to become an airborne radar trainer with the Hughes E-1 or E-5 systems, respectively.

At Houston, Texas, ATC activated Ellington AFB, effective 31 March 1949. Two weeks later the command established a USAF Navigation School at Ellington, and sometime after that the 3605th Navigation Training Wing came into existence. The first class entered training on 8 August 1949. Three months later, aviation cadets and nonrated officers joined the list of students. Ellington was first activated in World War I to provide bombing instruction. It again opened on 17 August 1940 as a bombardment school, but because of poor weather conditions, that training was discontinued in January 1942. Instead, beginning in September 1941, Ellington became a preflight school for navigators and bombardiers. Then on 15 April 1946, Training Command inactivated the base. San Marcos AFB, Texas In preparation for inactivation, on 1 March 1949, ATC transferred helicopter and liaison training from San Marcos to Waco. Then on 31 March, the command inactivated San Marcos AFB.

USAF Unit Histories
Created: 20 Sep 2021
Updated:

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