



Emblem: Approved on 15 March 1963 for the use by the wing. It is a modification of the emblem approved for use by the 12th Bombardment Group on 3 February 1942

Significance: The emblem is symbolic of the wing and its mission. It displays the Air Force colors, ultramarine blue and golden yellow, to indicate membership in the United States Air Force. The border is divided into 12 parts to represent the wing's numerical designation. The flaming sword symbolizes the wing's strength and striking ability.

Motto: *Spiritus Omnia Vincet* – The Spirit Conquers All

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In September 1928 the War Department named the new installation Randolph Field, in memory of Capt William M. Randolph, a native Texan who died in a plane crash at Gorman Field earlier in the year.

**A BRIEF HISTORY
OF
RANDOLPH AIR FORCE BASE**

Randolph Air Force Base was called the “West Point of the Air” when it was dedicated on 20 June 1930, as a flying training base. Although no longer identified as the “West Point of the Air,” flying training has remained the mission at Randolph.

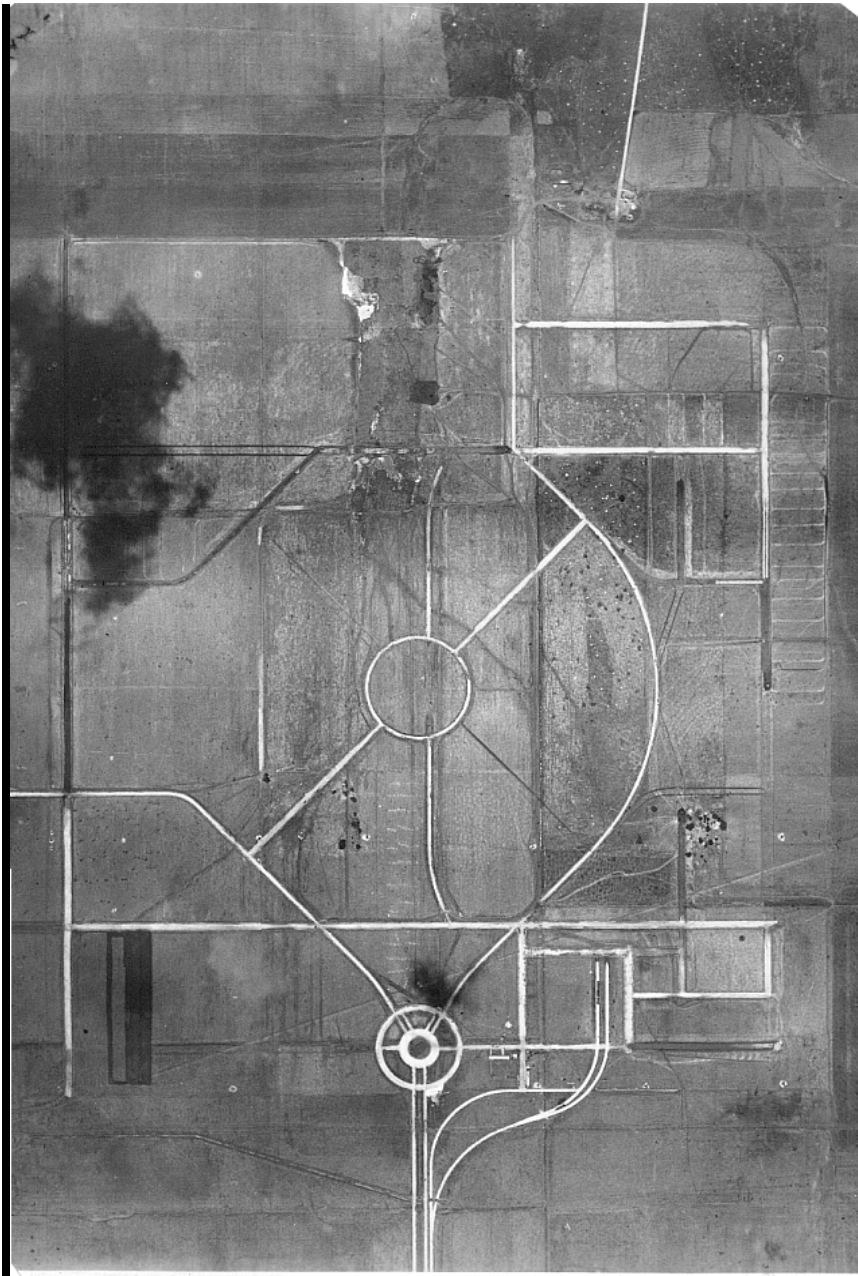
The idea for Randolph began soon after the enactment of the Air Corps Act of 1926. The act changed the name of the Army Air Service to the Army Air Corps, provided a five-year expansion program for the understrength Air Corps, and established two new brigadier general positions for the Army. One of these new positions placed a general officer in charge of all flying training for the Air Corps. Brigadier General (later,

Maj Gen) Frank P. Lahm, later known as the “Father of Randolph Field,” filled this position first. That proved to be a pivotal event in the history of Randolph Air Force Base.



Maj Gen Frank P. Lahm

Once placed in charge of flying training, General Lahm established the Air Corps Training Center at Duncan Field, adjacent to Kelly Field, Texas. Soon afterwards, General Lahm realized that the training requirements of the Army Air Corps had become too great for Brooks and Kelly Fields and that another field dedicated to flying training was needed (preferably in an area in which San Antonio’s rapid growth would not hinder flying training operations).



Workers began clearing land for the new field in October 1928. By February a few of the streets had begun to take shape. Kelly and Brooks Field provided a small number of enlisted men to assist contractors during the early stages of base construction.

The initial site chosen for the new field was a place known as Calf Hill, located less than 10 miles east of the city on Hedwig Road, just south of the present site of Woodlake Country Club. However, because an essential tract of land could not be obtained, General Lahm dismissed the site. In November 1927 another 19 sites were submitted to General Lahm for his consideration.



**1st Lt Harold
Clark.**

Finally, Lahm selected a 2,300-acre tract near Schertz for the new field.

In mid-August 1928, the land near Schertz was given to the US government. The city of San Antonio raised the money for the land by passing an ordinance authorizing \$500,000 in city notes, which were backed by delinquent taxes owed to the city. To keep taxpayers from holding a lien on the land, the Airport Company obtained loans from various area banks so that it could purchase the land and then give it to the city. The city of San Antonio then paid the company's note with the money received from the back

taxes.

During the search for a new training field, a young first lieutenant named Harold Clark was busy designing his ideal "Air City" on the back of dispatch sheets while assigned as a dispatch officer at the Kelly Field motor pool. Prior to entering the Army, Lieutenant Clark had trained as an architect. Once he learned that a new field was to be built, he took his drawings to General Lahm. The general was so impressed with the lieutenant's designs that he had Clark detailed on special duty to his office so he could devote full time to developing his design. At the time the Randolph Field project began, it was the second largest construction project undertaken by the US Army Corps of Engineers. Only the Panama Canal project was larger.

After the site for the new field was selected, a committee decided to name the base after Capt William M. Randolph, a native Texan. Captain Randolph was killed on 17 February 1928, when

his AT-4 crashed on takeoff from Gorman Field, Texas. Ironically, at the time of his death, he was a member of the committee assigned to select a name for the new air field.

On 20 June 1930, Randolph Field was formally dedicated with a crowd in excess of 15,000 people attending. During the ceremony, Captain Randolph's widow, Mrs. Cornelia Read Randolph, escorted by General Lahm, raised the first flag over the base. The ceremony concluded with 233 planes from four military



installations--Brooks and Kelly Fields; Fort Crockett, Texas; and Fort Sill, Oklahoma--conducting a flyby in what was advertised as "the largest assembly of aircraft in the world."

On 2 November 1931, the Air Corps Primary Flying School was officially established. Primary training continued at Randolph until 1939, when the mission was changed to basic pilot training. Cadet training continued until March 1943, when the Army replaced it with the Central Instructor School. For the next few years, the mission at Randolph was to train instructors for all three phases (basic, primary, and advanced) of the Army Air Forces' flying training program. During this time, the Central Instructor School trained 15,396 pilots as instructors. The school moved to Waco Field, Texas, in April 1945 but returned to Randolph in November 1945, and pilot instructor training remained a central part of Randolph's mission

Also, in April 1945 the Army Air Forces Pilot School, which specialized in transition training for B-29 bomber pilots, copilots, and engineers, opened at Randolph. For the next two plus years,

primary and basic pilot training were conducted at Randolph. In March 1948 the Air Force deleted the primary training program, and in August the 3510th Pilot Training Wing (Basic) became the host unit at Randolph.

Meanwhile, in September 1947 the Air Force became a separate service. Effective 13 January 1948, it renamed its major installations as air force bases.



Members of a B-29 crew check parachutes prior to departing Randolph on a training mission.

Air Training Command activated the 3511th Combat Crew Training Group in August 1950 as the organization responsible for B-29 training at Randolph. From 1951 until 1956--when B-29 training ended at Randolph--21,519 crewmembers graduated from B-29 crew training. Other training during the first half of the 1950s included C-119 instrument training and B-57 crew training. A number of facilities were also constructed during this period, including Wherry housing, an annex to the base elementary school (August 1954), and Chapel #2 (April 1955).

In June 1956, the USAF Helicopter School moved from Edward Gary AFB, Texas, to Randolph. The school remained until July 1958, when the Air Force transferred this training to Stead

AFB, Nevada. During its brief tenure at Randolph, the school used H-13, H-19, and H-21 helicopters for training.

In July 1956, Strategic Air Command activated the 4397th Air Refueling Wing at Randolph to conduct KC-97 crew training. This mission remained at Randolph until July 1958.

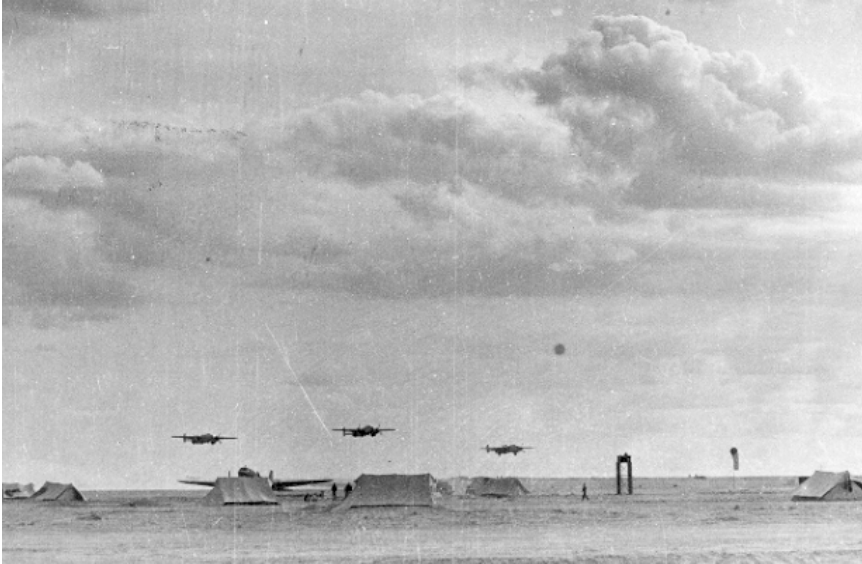
Between July and October 1957, Air Training Command moved its headquarters from Scott AFB, Illinois, to Randolph. On 1 July 1957, ATC discontinued its Crew Training Air Force at Randolph and moved its Flying Training Air Force headquarters from Waco, Texas, to Randolph. At the same time, ATC reassigned Randolph's 3510th Combat Crew Training Wing from Crew Training Air Force to Flying Training Air Force. Almost a year later, on 1 June 1958, ATC redesignated the wing as the 3510th Flying Training Wing. Its primary mission was to provide jet qualification training.

In the early 1960s, Randolph witnessed the beginning of T-33 pilot instructor training and the arrival of the first T-38 on 17 March 1961. Classes 42-X and 62-FZ, both experimental classes, shared the distinction of being the only classes to receive their wings at Randolph upon completion of training. By the mid-1960s, the Air Force had phased out the T-33 pilot instructor training program and phased in T-37 pilot instructor training. At the same time, Randolph gained two new residents, the Air Force Military Personnel Center and the USAF Recruiting Service. Both still operate on base but under slightly different names. The personnel center is now designated as the Air Force Personnel Center, and recruiting is called Air Force Recruiting Service.

More change came on 1 May 1972, when Air Training Command discontinued the 3510th Flying Training Wing. In its place, the command activated the 12th Flying Training Wing. Today, nearly 30 years later, the wing still serves as Randolph's host unit.

A BRIEF HISTORY OF THE 12th FLYING TRAINING WING

The 12th Flying Training Wing carries the bestowed lineage and honors of the 12th Bombardment Group. The group's rich history began on 20 November 1940, with its constitution as the 12th Bombardment Group (Medium). The War Department activated the group on 15 January 1941 at McChord Field, Washington.



In October 1942 the 12th Bombardment Group staged several desert campaigns from its camp at Landing Ground 88 in the desert near El Alamein, Egypt.

The 12 BG was the only bomber group north of San Francisco following the Japanese attack on Pearl Harbor in December 1941. For this reason the group--flying the B-18 *Bolo* and B-23 *Dragon*--performed anti-submarine patrol along the west coast of the United States for the first months of World War II. In March 1942, the 12 BG received an assignment to Esler Field, Louisiana for training on the new B-25 *Mitchell* bomber. During the time at Esler Field,

the group received the bulk of its flight crews, most directly out of flight school.



Col. Charles G. Goodrich, the first commander of the 12 BG, was shot down in September 1942. Captured, he served the remainder of the war as Senior American Officer at Stalag Luft III, near Sagan, Poland. He and others from the 12 BG assisted with the infamous “Great Escape” of 76 Allied airman in March 1944.

In May 1942, the 12 BG flew to Stockton, California for a mission kept secret until after the war. Confined away from the rest of the base and restricted to their own part of the flight line, the men of the 12 BG rotated crews and aircraft to maintain half of the group continually on alert and loaded with 500 pound bombs. The other half flew practice-bombing runs at a nearby field. The group remained in this status until after the U.S. victory at the Battle of Midway. At the conclusion of the battle, the group returned to Esler Field to continue B-25 training. After the war, members of the group found out that their secret assignment was to defend against an attack on the U.S. mainland if the Japanese were victorious at Midway.

The deteriorating situation for Allied forces in North Africa prompted British Prime Minister Winston Churchill to plead for assistance from President Franklin Roosevelt. U.S. forces to include the 12th Bomb Group and its four squadrons—the 81st, 82nd, 83rd, and 434th, deployed to Egypt under the Ninth Air Force in late July 1942. The group flew missions in support of the Allied drive from Egypt to Tunisia.

The Battle of Alam Halfa became the first major battle the 12 BG engaged in. The five day battle marked the first time air

power was the decisive element in defeating a major armored offensive. The Battle of Alam Halfa set the stage for the Battle of El Alamein. Allied forces, including the 12 BG, launched the hard-hitting offensive in October 1942 against Axis forces entrenched at El Alamein. Operating from a landing area 50 miles from the front, the group flew an exhaustive week of sorties. During the day, an 18-plane formation either took off or landed every half-hour. Crews flew three to four daily missions and dropped up to 96,000 pounds of bombs a day, earning the group the nickname "Earthquakers." Over the next few months the group helped push Axis forces out of Egypt, across Libya, and into Tunisia.

In May 1943 the 12 BG commenced flying missions to Pantelleria, Lampedusa, and Sicily, in preparation for the invasion of Sicily. In July 1943, after the initial invasion, the group moved operations to Ponte Oliveo, Sicily under the Twelfth Air Force. Here the group flew missions against Axis forces that retreated toward the northeast coast of the island. In late August 1943, the group moved to Gerbini, Sicily and supported the invasion of Italy. As Allied forces drove the Axis out of southern Italy, the group moved north to Foggia, Italy in November 1943. The group operated from Foggia against targets in northern Italy, Greece, Yugoslavia, and Bulgaria. For its actions against the enemy in North Africa and Sicily, The 12 BG received the Distinguished Unit Citation.

The 12 BG remained at Foggia until January 1944 when operations transferred to the Tenth Air Force and the Pacific Theater. In March 1944, the group set up near Tezgaon, India. The group, now using newer B-25Js and B-25Hs, began missions against Japanese forces the following April. Bombing missions included targets in China and Burma. During June 1944, Japanese forces attempted an invasion of India and surrounded a British airfield at Imphal. Using the B-25s bomb bays to carry cargo, the group flew into the airfield and unloaded much-needed ammunition, while C-47 *Skytrain* transports landed with reinforcements. For three weeks, the group resupplied the besieged British forces who eventually pushed back the Japanese. Shortly before the war in the Pacific ended, the group transitioned

to the A-26 *Invader* aircraft, but never flew it in combat. The 12th Bomb Group returned to the United States in January 1946, inactivating on 22 January 1946. The 12 BG briefly activated from 19 May 1947 to 10 September 1948, but remained unmanned.



2 November 1944--A North American B-25 of the 81st Bombardment Squadron, 12th Bombardment Group, leaves Kinu, Burma, after dropping its bombs on the marshalling yards.



B-25 aircraft from the 81st Bombardment Squadron prepare to take off on a bombing mission over enemy installations in India.

On 1 November 1950, in response to the Korean War, the Air Force redesignated the 12 BG and activated it as the 12th Fighter-Escort Group. That day, the Air Force assigned the group to the 12th Fighter-Escort Wing. The Air Force established the wing on 27 October 1950 and activated it on 1 November at Turner AFB, Georgia. The wing moved to Bergstrom AFB, Texas, in December 1950. Assigned to Strategic Air Command, the wing flew the F-84E *Thunderjet* from 5 December 1950 until 8 January 1958 and the KB-29 aerial tanker from 1955 to 1957. During this time, the Air Force redesignated the wing twice--as the 12th Strategic Fighter Wing on 20 January 1953, then as the 12th Fighter-Day Wing on 1 July 1957. Also during this period, the wing deployed three times: 20 July-30 November 1951 to RAF Manston, England; and 15 May-10 August 1953 and 10 May-11 August 1954 to Misawa Air Base, Japan, to augment the Japanese Air Defense Force while operating as part of the Northern Air Defense Command. The wing inactivated on 8 January 1958.

In April 1962 the Air Force redesignated the 12th Fighter-Day Wing and activated it as the 12th Tactical Fighter Wing. At the same time, HQ USAF assigned the 12 TFW to Tactical Air Command. From 1962 until 31 October 1965, the wing operated out of MacDill AFB, Florida, flying the F-84F *Thunderstreak*. In October 1962, the wing went on alert in response to the Cuban Missile Crisis, remaining on alert for the duration of the crisis. In

1964, the 12 TFW became the first Air Force combat wing to transition to the F-4C *Phantom II*.



The F-84 was the first fighter built with the capability of air to air refueling. The F-84 was used extensively during the Korean War.

The 12 TFW received orders in November 1965 to relocate and conduct operations in Vietnam. On 19 November 1965, the wing began tactical operations from Cam Ranh Bay Air Base, South Vietnam. From that day until 21 October 1971, the wing engaged in aerial combat; provided close air support and interdiction; conducted rescue, combat air, and MiG patrols. The wing supported the U.S. Marine Corps base under siege at Khe Sanh from January to April 1968. An F-4 flown by Col Ralph Parr broke the North Vietnamese anti-aircraft blockade around Khe Sanh on 16 March 1968. In March 1970, flight operations at Cam Ranh Bay relocated to Phu Cat AB as part of the Vietnamization process.

Over the course of the Vietnam War, the wing earned six Air Force Outstanding Unit Awards, garnered several Vietnam campaign streamers for its participation in numerous campaigns, and, on 15 June 1973, received the Presidential Unit Citation



Two 12 TFW F-4Cs on the ramp at Cam Ranh Bay AB, South Vietnam, 1966. The 12 TFW operated here from 1965 to 1970.

(Southeast Asia) for extraordinary heroism from 8 February 1971 to 8 April 1971. During this period, members of the wing flew 1,477 combat sorties providing close air support to the South Vietnamese Army during its thrust against hostile positions and resupply structures. Operating in poor weather and against intense antiaircraft fire, the aircrews saved the lives of many allied soldiers and inflicted considerable damage on hostile forces. The Air Force inactivated the 12th Tactical Fighter Wing on 17 November 1971, bringing to an end the wing's combat campaign in Vietnam.

On 22 March 1972, the Air Force once again redesignated the wing, this time as the 12th Flying Training Wing. Air Training Command activated the wing on 1 May 1972 and stationed it at Randolph Air Force Base, Texas.

With its activation, the 12 FTW began training pilots to be instructor pilots. To accomplish this mission, the wing flew T-37s and T-38s. Shortly after the end of the Vietnam War, Air Training Command temporarily expanded the wing's mission to include T-37, T-38, and T-39 pilot requalification training (Operation Homecoming) for over 150 USAF pilots who had been prisoners of war. Operation Homecoming began on 2 May 1973 and ended on 12 November 1976.



Colonel Harvey S. Stockman (left) had the distinction of flying Operation Homecoming's Freedom Flight 100 on 31 May 1974. Stockman had been shot down over Vietnam on 11 June 1967.

From 1976 until December 1992, the wing's sole mission was pilot instructor training. On 15 December 1992, with the pending closure of Mather AFB, California, HQ ATC opened the door to a new era of training for the 12th Flying Training Wing by activating the first of three navigator training squadrons, the 558th Flying Training Squadron. A fleet of nine T-43s supported navigator training. On 14 May 1993, Air Training Command activated two additional navigator training squadrons, the 562d and 563d Flying Training Squadrons, and assigned them to the 12th. Also, on this day, Air Training Command activated the wing's T-1A unit, the 99th Flying Training Squadron, to train instructors to prepare student pilots for assignments to airlift and tanker aircraft, as the Air Force made the transition to specialized undergraduate pilot training.



In the 1970s, the mainstays of the Air Force undergraduate pilot training (UPT) program were (left to right) the T-37B, T-41A, and T-38A. The T-41 was used in the centralized flight screening program at Hondo, Texas; the T-37 in the primary phase of UPT; and the T-38 in the basic phase.

The wing added two other missions in 1993. It gained a limited airlift mission with the activation of the 332nd Airlift Flight and the transfer of five C-21s from Air Mobility Command to Air Training Command on 15 April. In October the 12th Flying Training Wing gained responsibility, along with the 14th and 80th Flying Training Wings, for conducting Introduction to Fighter Fundamentals training. Along with the transfer of the mission from Air Combat Command, the wing acquired ten AT-38 aircraft.



The 558th Flying Training Squadron received its first T-43 in December 1992. Sitting on the south ramp at Randolph AFB, the wing used these T-43s to conduct navigator training.

On 3 February 1994, the wing received its first T-3A, an enhanced flight screening aircraft to replace the T-41, and began instructor qualification right away. The first students entered flight screening on 14 March.

In late May 1994, General McPeak directed an aggressive approach towards reducing overall weapons systems cost. On 30 June 1994, HQ AETC officially notified HQ USAF of the command's decision to convert Randolph's military aircraft maintenance operation to an in-house all-civilian operation. At the time of the decision to convert, the Wing's maintenance population stood at 636 personnel: 527 military and 123 civilians. After a transition period, the 12th Aircraft Maintenance Organization officially activated in July 1996 with 410 manpower authorizations.

The US Secretary of Defense announced the department's intention to expand joint navigator training on 24 October 1994. This dramatically increased the Air Force and Navy push towards joint navigator training. It was decided to consolidate Primary, System Officer, and Electronic Warfare Officer courses with the Navy at Pensacola. It was further decided to combine both service's Heavy Aircraft Navigator training with the Air Force at Randolph AFB. Initial plans called for a four phased transition to joint training. The first phase began on 1 October 1994, with the consolidation of the USAF's and USN's advanced navigator courses. The two services combined this training in one joint squadron, the 562 FTS, assigned to the 12 FTW. Phase two of the joint training consolidated effort called for the transition of the 12 FTW's Primary training to Pensacola beginning in FY96.

1996 saw continued progress in the Air Force/Navy Joint Training Program and Air Force's Outsourcing and Privatization Program. On 3 June, the 563 FTS inactivated and its dual Systems Operator training and Electronic Warfare training missions moved to Pensacola NAS, FL and Corry Station, FL respectively. This inactivation marked the completion of phase two in the Joint Navigator Training Program between the Air Force and Navy. Later that year, 1 October, the 558 FTS inactivated. It's Specialized Undergraduate Navigator Training mission was split up and moved to the Navy and the 562 FTS. The 12th Maintenance Squadron inactivated on 3 July 1996, This occurred as a consequence of FY96 Program Decision Memorandum I, the request to convert military maintenance positions to civil service positions.

The 12 FTW underwent many changes to its organizational structure during 1997. The 332nd Airlift Flight was reassigned from the Air Education and Training Command to the Air Mobility Command in 1997. This reassigned the 332nd from the 12 FTW to the 458th Airlift Squadron. The 12th Mission Support Squadron picked up the administrative responsibility for most of the tenant units on Randolph AFB. These included all officers and enlisted assigned or attached to AETC, Air Force Recruiting Service, 19th Air Force, AFPC, and Air Force Security Assistance Training Squadron.

On 24 July 1997, continued T-3A teething problems prompted General Lloyd W. Newton, AETC Commander, to issue orders suspending all T-3A flying operations. The AETC Commander also gave the go-ahead to start the AT-38 paint scheme tests. Elsewhere, the 560 FTS and 99 FTS started using deployed training to help them eliminate their training backlog. On 1 October the San Antonio Lighthouse for the Blind took over ownership of the Base Services Store and the Tool Issue Center. Finally the 12 FTW started using the new JP-8 Plus 100 fuel additive on 17 November.

The beginning of 1998 saw the completion of the AT-38 paint scheme tests as well as more Outsourcing and Privatization, and organizational changes. The two-tone glossy-gray paint scheme was approved for the T/AT-38 fleet. The HQ USAF approved the plan to convert the active-duty Pilot Screening at the USAF Academy to civilian contract. In May, the new Introduction to Flight Fundamentals squadron (435th) was activated. This was followed by the inactivation of the 12th Logistics Support Squadron in the same month.

In July 1998, plans were produced for moving the Introduction of Fighter Fundamentals (IFF) mission to Moody AFB, Georgia, in FY01. A month earlier General Newton approved designations identifying the 435 FTS as one of the units to move to Moody AFB as part of this plan. July also saw the completion of the environmental impact analysis of the plan to convert the T-43s military pilot positions at Randolph AFB to contract pilot positions. The T-38C began flight testing in Mesa, Arizona as part of a program to update the T-38 airframe.

In October, General Newton placed the T-3A in minimal maintenance status at the 3 FTS and 557 FTS, due to the extended suspension of the T-3As flying status. Both squadrons went into minimal manning status due to this change. The reduction in manning ended the Interim Flying Program at both squadrons, pending the lifting of the T-3A suspension. On 30 October, the T-3A completed Phase 1 of the T-3A System Improvement Program.



The T-6A *Texan II* is introduced to the 12 FTW mission. The T-6A II is part of the Joint Primary Aircraft Training System.

The 563 FTS reactivated in April, marking the return of Electronic Warfare Officer (EWO) training. In June, the final class of Air Force EWOs graduated from training in Florida, ending the Navy's training of Air Force EWOs. Another milestone was achieved when the first T-6A II *Texan* arrived in June, as part of the new JPATS program. Commercial Validation and Verification testing began on the T-6A in July.

In October, the T-3A, having suffered a mechanical setback during Phase II of its modification program, was deemed not worth returning to service. The decision was made by AETC in concurrence with the Secretary of the Air Force and the Air Force Chief of Staff. The Air Force, in December, decided to sell the fleet of T-3As in an "as is" condition.

The big event that occurred next for the wing turned out to be nothing: Y2K. The coming of the year 2000 brought predictions of global chaos. Older computers did not recognize the year and

doomsdayers thought the computers would shut down and send us into anarchy. The Air Force had all bases bring their computer systems up to date so problems wouldn't happen. The 12 FTW certified all of its computers as Y2K compliant on 15 December 1999. The new year came and went without a problem.

On 1 February 2000, the wing outsourced more military positions. Until then, Air Force pilots flew the T-43s. These slots now went to civilian pilots to fly. That year also saw the loss of two squadrons. With the T-3 mothballed, the 3rd Flying Training Squadron inactivated on 7 April. On 15 September, the 557th Flying Training Squadron transferred to the Air Force Academy. Though the 557 FTS fell under the 12 FTW, it conducted operations at the academy. The move turned out to be a simple transfer of command responsibility.

The T-6A and JPATS continued toward full operations. The 12 FTW officially took over T-6A maintenance responsibility from the contractor on 1 May 2001. The wing also expanded the T-6A mission with the opening of an aux field at Hondo, Texas. The first mission flew into Hondo on 27 July 2001.

Things came almost to a stand-still on 2 August 2001. In the early morning hours, base housing residents found an oil-like substance in their water. Wing leaders immediately shut down the water system on base and worked to isolate the source. Workers and residents relied on bottled and trucked-in water to get by. Engineers determined that the oil, which contaminated only a single well, occurred naturally. The wing returned full water service within five days of the event.

A little over a month later, life changed for everyone. On 11 September 2001, terrorists hijacked four civilian airliners. Two of the aircraft were flown into the World Trade Center's twin towers, which collapsed soon after being hit. A third aircraft slammed into the Pentagon in Washington D.C. The fourth aircraft never reached its target. As the passengers tried to retake the plane, it crashed into a field in Pennsylvania. Wing leadership heard about the attacks during the weekly staff meeting. Randolph's Force

Protection Condition immediately went into condition Delta—for the first time ever.

Initial thoughts about the attacks concerned whether or not they were over. The skies around the country were cleared off all air traffic to include Randolph. As the days passed, the 12 FTW again took to the air, much to the pleasure of area residents. Security conditions remained tight on the base for weeks after the attack and wing personnel took part in contingencies related to Operation Enduring Freedom.

For many years, the wing's organizational structure remained relatively unchanged, but in 2001, the Air Force changed the objective wing structure. Changes were slow in coming to the wing however, due to its involvement with competitive and strategic sourcing. The wing implemented strategic sourcing in 2003, which paved the way for the organizational changes to take place in 2004. On 18 May 2004, the Air Force redesignated the 12th Support Group as the 12th Mission Support Group (MSG). The contracting squadron and logistic readiness squadron transferred from the 12th Logistic Group (LG) to the 12 MSG. The 12 LG inactivated. Aircraft maintenance organized as a division (considered a non-unit). The 12th Civil Engineering Squadron also inactivated and its people and equipment organized as a division as well.

After the 2005 Base Realignment and Closure commission proposal, the largest in history, Gen John P. Jumper, Air Force Chief of Staff, announced a concept in that proposal called "joint basing," "...where two or more adjacent or nearby DOD installations are run by a designated service—be it Army, Navy or Air Force." Under the Joint Base concept proposal, Randolph AFB, Lackland AFB, and Fort Sam Houston would become a Joint Base. Planners designated the Air Force as the supporting service for Joint Base San Antonio, and stipulated that all 2005 BRAC actions should be completed by 15 September 2011. The proposal became law on 9 November 2005. The BRAC also determined that a redesigned CSO program would relocate to Naval Air Station (NAS) Pensacola, Florida, and be assigned to Nineteenth Air Force.

For the next several years, the wing laid the groundwork for these significant changes in its structure and mission. In 2007, the Air Force Chief of Staff and Secretary of the Air Force, expressed their reservations when it came to joint basing, but the DoD proceeded with joint basing actions, and the 12 FTW became the first in the Air Force to complete its input for common output level standards (COLS).

The wing was unexpectedly chosen for a new operational mission in 2008, as it was charged with providing training for RPA pilots and sensor operators. Initially, this was to be a temporary mission, but later it was decided that the mission would remain at Randolph. The 558 FTS reactivated to take on the new RPA mission in 2010.

The CSO campus worked to adjust its syllabi to more closely conform the new CSO vision, within the limits of its simulators and platforms, as the 562 and 563 FTS made their plans for eventual inactivation. The last naval officer officially left the 562 FTS in August of 2009, and Nineteenth Air Force decided that responsibility for the CSO mission would remain with the 12 FTW when the new CSO campus stood up in Pensacola, Florida. In October of 2010, the 479th Flying Training Group with its squadrons activated in Pensacola, and began the arduous task of bringing a brand new CSO program, one that would utilize new simulators, platforms, and syllabi, to fruition. The group began teaching its first CSO class in May of 2010. The CSO campus at Randolph closed its doors with the inactivation of the 562 and 563 FTS in November 2010.

LINEAGE AND HONORS

Lineage

12th Group:

20 Nov 40: Constituted as 12th Bombardment Group (Light).
15 Jan 41: Activated.
Dec 41: Redesignated as 12th Bombardment Group
(Medium).
22 Jan 46: Inactivated.
1947: Redesignated as 12th Bombardment Group (Light).
19 May 47: Activated (not manned).
10 Sep 48: Inactivated.

12th Wing:

27 Oct 50: Established as 12th Fighter-Escort Wing.
1 Nov 50: Activated.
20 Jan 53: Redesignated as 12th Strategic Fighter Wing.
1 Jul 57: Redesignated as 12th Fighter-Day Wing.
8 Jan 58: Inactivated.
17 Apr 62: Redesignated as 12th Tactical Fighter Wing and
activated.
25 Apr 62: Organized.
17 Nov 71: Inactivated.
22 Mar 72: Redesignated as 12th Flying Training Wing.
1 May 72: Activated.

Commanders

12th Group:

Unknown	Jan 41
Col Charles G. Goodrich	6 May 41
Col Edward N. Backus	16 Sep 42
Lt Col William W. Wilcox	21 Sep 43
Col Lloyd H. Dalton, Jr.,	29 Sep 44
Lt Col Samuel C. Galbreath	4 Sep 45

Lt Col Lewis B. Wilson.....23 Sep 45
 Not Manned..... 19 May 47

12th Wing:

Capt James M. Ross 1 Nov 50
 Col Cy Wilson.....20 Nov 50
 Col Charles A. Gayle 1 Apr 52
 Col Richard O. Hunziker.....4 Aug 52
 Col Howard G. Cook..... 23 Apr 54
 Col Robert W. Stephens 20 Jul 56
 Col William D. Dunham 10 Aug 56
 Not manned 17 Apr 62
 Unknown 4 May 62
 Col Harold M. McClelland..... 14 May 62
 Col Raymond A. Bradley 17 Jul 65
 Col Levi R. Chase 8 Oct 65
 Col Jones E. Bolt..... 18 Oct 66
 Col Joel D. Thorvaldson..... Mar 67
 Col Woodard E. Davis, Jr..... 9 Apr 67
 Col Floyd White 5 Apr 68
 Col Ramon R. Melton 7 Apr 69
 Col Harry B. Trimble 31 Mar 70
 Col Larry M. Killpack..... 13 Apr 70
 Col Ralph S. Parr..... 4 Oct 70
 Col Richard H. Schoeneman 19 Feb 71
 Col Albert L. Melton 4 Oct 71
 Inactive 18 Nov 71
 Col Hoyt S. Vandenberg, Jr. 1 May 72
 Brig Gen Malcolm E. Ryan, Jr. 14 Aug 72
 Col John P. Rollston..... 1 Nov 73
 Col Kenneth R. Fleenor..... 30 Jun 75
 Brig Gen E.N. Giddings 11 Apr 78
 Col Wilson C. Cooney 19 Jun 80
 Col Billy J. Rhoten 11 Jul 81
 Col Hector M. Cuellar 11 Feb 83
 Col Ralph R. Rohatsch 6 Feb 85
 Col Nicholas B. Kehoe..... 19 Mar 87
 Col Ronnie K. Morrow..... 5 Aug 88

Col Lloyd W. Newton	26 May 90
Brig Gen Donald L. Peterson	31 Jul 91
Brig Gen Robert E. Gatliff	28 Jan 93
Brig Gen Thomas O. Fleming	19 Jan 94
Col Garry R. Trexler	21 Aug 95
Col Richard A. Mentemeyer	20 Jun 97
Brig Gen Lawrence H. Stevenson	12 May 99
Brig Gen Peter U. Sutton.....	27 Jun 00
Col Mark W. Graper.....	5 Aug 02
Col John W. Hesterman III	28 May 04
Col Richard M. Clark	20 Jan 06
Col Jacqueline D. Van Ovost	14 Mar 08
Col Richard M. Murphy	5 Feb 10

Assignments

12th Group:

Ninth Air Force	Jul 42
Twelfth Air Force.....	Aug 43
Tenth Air Force	Feb 44

12th Wing:

Second Air Force.....	1 Nov 50
Eighth Air Force.....	5 Dec 50
42d Air Division.....	9 Apr 51
Tactical Air Command	17 Apr 62
Ninth Air Force	25 Apr 62
836th Air Division.....	1 Jul 62
2d Air Division.....	8 Nov 65
Seventh Air Force.....	1 Apr 66
Air Training Command	22 Mar 72
Nineteenth Air Force	1 Jul 93

15 Oct 65 - 30 May 66 with combat "V" device
1 Jun 66 - 31 May 67 with combat "V" device
1 Jun 67 - 31 May 68 with combat "V" device
1 Jun 68 - 31 May 69 with combat "V" device
1 Jun 69 - 31 Mar 70 with combat "V" device
1 Apr 70 - 21 Oct 71 with combat "V" device
1 May 72 - 28 Feb 73
1 Jan 75 - 31 Dec 75
1 Jan 87 - 31 Dec 88
1 Jan 90 - 31 Dec 91
1 Jul 93 - 30 Jun 95
1 Jul 95 - 30 Jun 96
1 Jul 96 - 30 Jun 98
1 Jul 98 - 30 Jun 00
1 Jul 02 - 30 Jul 04
1 Jul 04 - 30 Jul 06
1 Jul 06 - 30 Jun 08
1 Jul 08 - 30 Jun 09

Assigned Components

Assigned Units:

12th Operations Group

12th Operations Support Squadron
99th Flying Training Squadron
435th Flying Training Squadron
558th Flying Training Squadron
559th Flying Training Squadron
560th Flying Training Squadron

479 Flying Training Group

479th Operations Support Squadron
451st Flying Training Squadron
455th Flying Training Squadron

Stations: Randolph Air Force Base, Texas, and Naval Air Stations, Pensacola, Florida (479 FTG)

Aircraft Assigned:

Beechcraft T-1A, "Jayhawk"
Raytheon T-6A, "Texan II"
Northrop T-38A/C, "Talon"

Lineage and Honors, 12th Group Stations

Stations

12th Group:

McChord Field, Washington 15 Jan 41
Esler Field, Louisiana..... ca 21 Feb 42
Deversoir, Egypt..... ca 31 Jul 42
Egypt and Libya Oct 42
Medenine, Tunisia..... 3 Apr 43
Sfax, Tunisia..... 15 Apr 43
Hergla, Tunisia 2 Jun 43
Ponte Olivo, Sicily ca 2 Aug 43
Gerbini, Sicily ca 22 Aug 43
Foggia, Italy ca 2 Nov 43
Gaudo Airfield, Italy 19 Jan 44

Tezgaon, India..... ca 21 Mar 44
Pandaveswar, India..... 13 Jun 44
Fenny, India..... 16 Jul 44
Pandaveswar, India..... 8 Jun 45

Karachi, India 15 Nov 45
 Fort Lawton, Washington..... 21-22 Jan 46
 Langley Field, Virginia 19 May 47

12th Wing:

Turner AFB, Georgia 1 Nov 50
 Bergstrom AFB, Texas..... 5 Dec 50
 MacDill AFB, Florida 25 Apr 62
 Cam Ranh Bay AB, South Vietnam..... 8 Nov 65
 Phu Cat AB, South Vietnam 31 Mar 70
 Randolph AFB, Texas 1 May 72

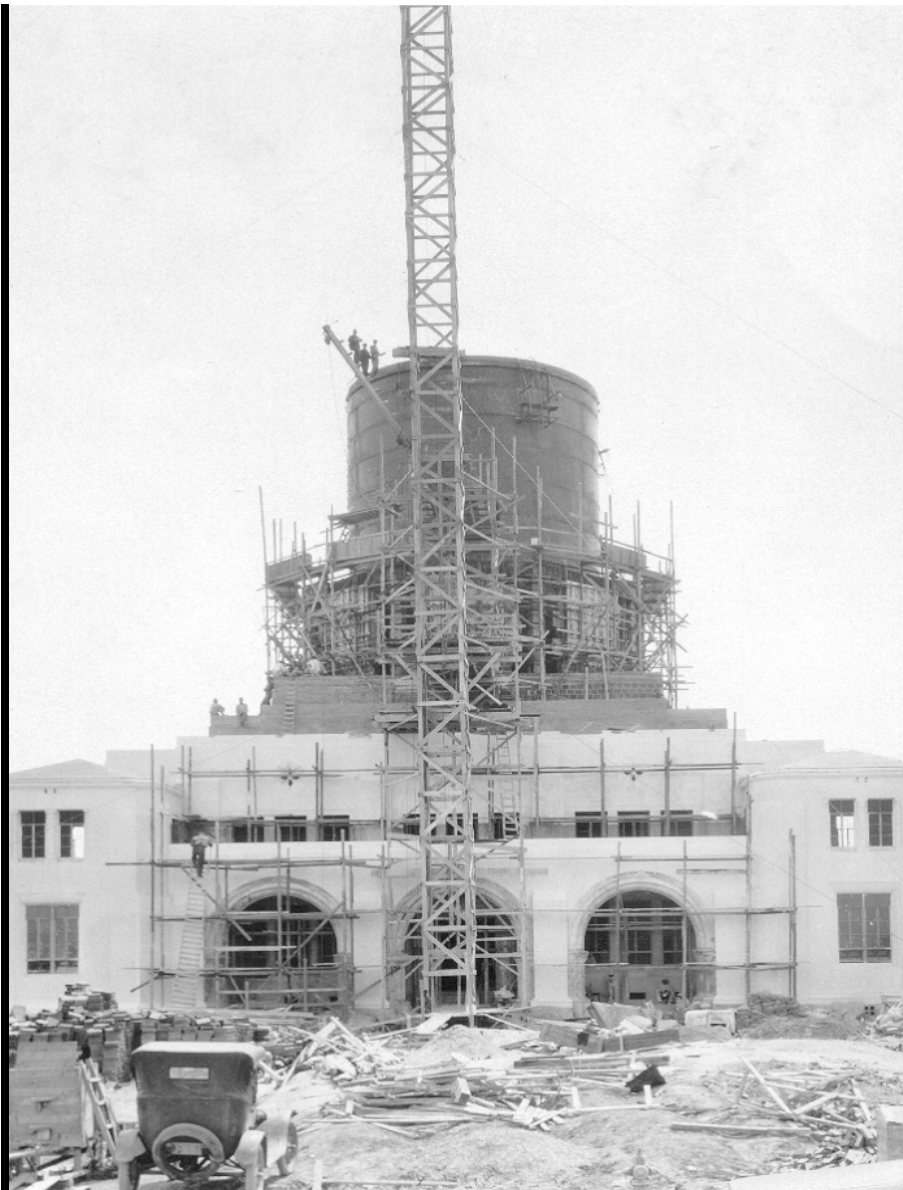
Aircraft Assigned

12th Group:

B-18, B-23, and PT-17 1941-42
 B-25 1942-45
 A-26..... 1945-46

12th Wing:

F-84E..... 1950-1957
 F-84F.....1962-1964
 KC-29 (support aircraft)..... 1955-1957
 F-4 1964-1971
 TH-1 1972
 T-29 1972-1974
 T-39 1972-1989
 T-37..... 1972-2007
 T-38 1972-Present
 AT-38.....1993-2002
 T-41 1972-1973; 1991-1993
 T-43 1992-2010
 T-1A 1993-Present
 T-3A 1994-1999
 T-6A..... 1999-Present
 T-1A(M) (Modified for CSO)2010-Present



Rather than a standard water tower, the architect of Randolph Field, 1st Lt Harold L. Clark, designed a decorative domed structure--the Taj Mahal--to not only hide the water tower but also to house the main administrative offices on the field.

CHRONOLOGY

- 1926 The Army Air Corps created the Air Corps Training Center at Duncan Field in San Antonio. Brig Gen Frank P. Lahm served as the first commander.
- 1927 As Brooks and Kelly reached capacity, General Lahm recommended a new training field be built to house all flying training.
- 1928 A site is chosen along Cibolo Creek near Schertz. First Lieutenant Harold L. Clark drew up a unique blueprint for the layout of the new base.
- 17 Feb 28 Captain William M. Randolph is killed when his AT-4 crashed on takeoff from Gorman Field, Texas.
- 27 Sep 28 The War Department named the new field after Captain Randolph.
- Oct 1928 Construction crews began clearing the land to build Randolph Field.
- 20 Jun 30 Randolph Field dedicated.
- 30 Jul 30 Construction began on the headquarters building, informally known as theTaj or Taj Mahal.
- 1931 By the fall, Randolph Field opened for training. Located on the new base were the Air Corps Training Center and the primary flying schools that had formerly operated at Brooks Field, Texas, and at March Field, California.

- 30 Oct 31 The School of Aviation Medicine opened at Randolph Field. It moved to Brooks AFB, Texas, in 1959.
- 2 Nov 31 The Air Corps Primary Flying School is established and pilot training began.
- 1931-39 The school conducted 24 classes from 2 November 1931 to 25 August 1939. A total of 4,798 students entered flying training, and 2,296 went on to graduate from the basic phase.
- 1939 The Air Corps Expansion Act created contract schools to conduct the primary phase of flying training. Randolph continued to teach the basic phase while Kelly offered the advanced phase.
- 1 Jul 39 The War Department established an Air Corps Basic Flying School at Randolph Field.
- 8 Jul 40 The Army Air Corps redesignated the Air Corps Training Center as the Gulf Coast Air Corps Training Center .
- 20 Nov 40 The 12th Bombardment Group is constituted by the War Department.
- 15 Jan 41 The 12th Bombardment Group is activated at McCord Field, Washington
- Mar 1941 Moviemakers came to Randolph Field to film "I Wanted Wings."
- 7 Dec 41 The 12 BG initiated submarine patrols on the west coast due to the Japanese attack on Pearl Harbor.
- 23 Jan 42 The War Department established the Air Corps Flying Training Command and assigned to it the

Gulf Coast, Southeast, and West Coast Air Corps
Training Centers.

- March 42 The 12 BG is assigned to Esler Field, Louisiana for training on the B-25 Bomber.
- July 42 The 12 BG is deployed to Egypt in support of the Allied effort in North Africa.
- 30 Jul 42 Class 42-H, the largest class up to that date, graduated 519 students.
- 31 Aug 42 The Battle of Alam Halfa begins.
- 8 Sep 42 Class 42-X, a one-time experiment that allowed the Gulf Coast Training Center to produce its own instructors, graduated 235 students.
- 23 Oct 42 The Battle of El Alamein begins.
- 22 Mar 43 The War Department disestablished the Basic Flying School at Randolph and replaced it with the Army Air Forces' Central Instructor School.
- 22 Aug 43 The 12 BG moved operations to Sicily.
- 31 Jul 43 The Gulf Coast Training Center became the Central Flying Training Command. It remained assigned to Army Air Forces (AAF) Training Command (later, Air Training Command).
- 2 Nov 43 Operations for the 12 BG moved to Foggia Italy.
- 12 Mar 44 The 12 BG is assigned to the Pacific theater.
- June 44 Japanese forces surround the British at Imphal India, and the 12 BG provided relief efforts.

Apr-Dec 45 Randolph Field extended its two runways to 5,500 feet by 150 feet, so it could support B-29 operations.

1 Nov 45 Central Flying Training Command became a part of Western Flying Training Command.

15 Dec 45 Eastern Flying Training Command discontinued and its mission and organization absorbed by Western Flying Training Command.

1 Jan 46 Western Flying Training Command became Flying Training Command, still with headquarters at Randolph Field.

22 Jan 46 The 12 BG is inactivated.

1 Nov 46 Flying Training Command became Flying Training Division.

19 May 47 The 12 BG is activated until 10 Sep 48, but not manned during the period.

13 Jan 48 HQ USAF redesignated the field as Randolph Air Force Base.

26 Aug 48 Air Training Command activated the 3510th Pilot Training Wing (Basic) at Randolph AFB.

7 Aug 50 Air Training Command activated the 3511th Combat Crew Training Group and assigned it to the 3510th Pilot Training Wing to conduct B-29 training.

1 Nov 50 The redesignated 12 BG is activated as the 12th Fighter-Escort Group and assigned to the 12th Fighter-Escort Wing.

16 Mar 52 Air Training Command established the Crew Training Air Force with headquarters at

Randolph AFB. Among the bases and wings assigned to it were Randolph and its

- 11 Jun 52 3510th Pilot Training Wing is redesignated the 3510th Flying Training Wing.
- 20 Jan 53 The 12th Fighter-Escort Wing is redesignated the 12th Strategic Fighter Wing.
- 1953 The first jet aircraft accident at Randolph AFB occurred when Captain Joseph W. Eberle is killed as his T-33 crashed near the East Wherry Housing area. Base officials later named Eberle Park in his honor.
- 1954 The wing conducted C-119 instrument training, as well as B-57 crew training.
- 1956 Edward Gary AFB closed, and ATC and moved the helicopter pilot training mission to Randolph.
- 1 Jul 57 The 12th Strategic Fighter Wing is redesignated the 12th Fighter-Day Wing.
- HQ ATC discontinued the Crew Training Air Force and transferred its assets to Flying Training Air Force. At the same time, ATC moved the Flying Training Air Force headquarters from Waco, Texas, to Randolph.
- 1 Oct 57 Air Training Command moved its headquarters from Scott AFB, Illinois, to Randolph.
- 8 Jan 58 The 12th Fighter-Day Wing is inactivated.
- Jan 58 Officials at HQ ATC announced the missions of Flying Training and Technical Training Air Forces would be merged into command headquarters. On 1 April ATC inactivated Flying Training Air Force at Randolph, and on 1 June

Technical Training Air Force closed at Gulfport, Mississippi.

- Jul 58 Strategic Air Command conducted KC-97 training at Randolph through its 4397th Air Refueling Wing.
- Mar 59 Randolph acquired Seguin Field, Texas, as an auxiliary training field.
- Dec 59 The School of Aviation Medicine ended its 28-year tenure at Randolph when it moved to Brooks AFB.
- 1960 Air Training Command established the USAF T-33 Basic Pilot Instructor School at Randolph.
- Mar 61 Randolph received its first T-38.
- Sep 61 The USAF Instrument Pilot Instructor School moved from James Connally AFB, Texas, to Randolph.
- Apr 62 The 12th Fighter-Day Wing is redesignated and activated as the 12th Tactical Fighter Wing. Assigned to Tactical Air Command the wing operated from MacDill AFB, Florida.
- Jun 62 Strategic Air Command inactivated the 4397th Air Refueling Wing and phased out the KC-97s at Randolph AFB.
- Apr 63 Air Training Command activated and assigned the 3512th Pilot Training Squadron and the 3512th Student Squadron to the 3510th Flying Training Wing. These squadrons supported Military Assistance Program training at Randolph.

2 Nov 63 The Air Force Military Personnel Center opened at Randolph.

1 Jul 65 USAF Recruiting Service moved its headquarters from Wright-Patterson AFB, Ohio, to Randolph.

Sep 65 The wing phased out T-33 pilot instructor training.

Nov 65 12 TFW deployed to Cam Ranh Bay AB, Vietnam.

Dec 65 The 3510th Flying Training Wing received its first T-37.

1967 Randolph transferred its T-28 and C-47 courses to Keesler AFB, Mississippi, and its pilot instructor training to Perrin AFB, Texas, and Tyndall AFB, Florida, to make room for undergraduate pilot training (UPT). Primary training began on 16 May.

15 Aug 68 The wing began a special T-38 training program for qualified helicopter pilots.

Mar 70 Flight operations at Cam Ranh Bay AB cease and are moved to Phu Cat AB, Vietnam.

22 Mar 71 The wing reestablished T-37 pilot instructor training.

15 Jun 71 T-38 pilot instructor training began.

2 Oct 71 Randolph's undergraduate pilot training mission ended.

22 Mar 72 The 12th Tactical Fighter Wing is redesignated the 12th Flying Training Wing



On 15 April 1993, the 12th Flying Training Wing inherited five C-21 operational support aircraft from Air Mobility Command.

- 1 May 72 Air Training Command inactivated the 3510th Flying Training Wing and activated the 12th Flying Training Wing. At the same time, ATC activated and assigned the 559th and 560th Flying Training Squadrons to the 12th wing.
- May 73 Prisoner of war pilot requalification training (Operation Homecoming) began.
- 15 Jun 73 The 12th Flying Training Wing is awarded the Presidential Unit Citation for extraordinary heroism in Vietnam for the period of 8 February to 8 April 1971.
- 28 May 74 The rotunda in Building 100 (wing headquarters) is dedicated in memory of Brig Gen Harold L. Clark, designer of the base.

- 2 Mar 76 The Taj Mahal became a Texas historical landmark.
- Apr 76 The wing began T-37 and T-38 Queen Bee operations.
- 1978 The wing began T-37 and T-38 flight simulator operations.
- The USAF Occupational Measurement Center moved from the Lackland's Medina Annex to Randolph.
- 1 Oct 80 The wing began T-38 formation lead-in training.
- 1987 Building 100--the Taj Mahal--listed on the National Registry of Historic Places.
- 15 Dec 91 The 12th Flying Training Wing is reorganized as an objective wing with three groups: operations, logistics, and support.
- 15 Sep 92 HQ ATC inactivated the wing's 3307th Test and Evaluation Squadron replacing it with the newly activated 21st Test and Evaluation Squadron.
- 15 Dec 92 HQ ATC activated the 12th Flying Training Wing's first specialized undergraduate navigator training (SUNT) unit, the 558th Flying Training Squadron.
- The 12th Flying Training Wing received its first assigned T-43.
- 15 Apr 93 HQ ATC activated the 332d Airlift Flight and assigned it to the 12th Operations Group. With its activation, the wing added the C-21 to its inventory.

- 20 Apr 93 Class 93-07, the first specialized undergraduate navigator training class, began at Randolph.
- May 93 The first T-1A arrived at Randolph.
- 14 May 93 HQ ATC activated the 99th, 562d, and 563d Flying Training Squadrons at Randolph and assigned them to the 12th Flying Training Wing. The 99th was the wing's lone T-1A squadron, while the 562th and 563d completed the wing's specialized undergraduate navigator training program.
- 28 May 93 HQ USAF redesignated the 12th Flying Training Wing's 1st Flight Screening Squadron as the 1st Flying Training Squadron.
- Oct 93 The 12th Flying Training Wing took over a portion of the Introduction to Fighter Fundamental training program from Holloman AFB, New Mexico. Along with that training, the wing also acquired ten AT-38 aircraft.
- 3 Feb 94 The 1st Flying Training Squadron received its first T-3A enhanced flight screening aircraft and began instructor qualification.
- 14 Mar 94 The 1st Flying Training Squadron began flight screening with Class 94-11.
- 1 Apr 94 HQ ATC inactivated the 1st Flying Training Squadron and activated the 3d Flying Training Squadron in its place.



The T-3A, enhanced flight screener, made up two squadrons in the 12th Flying Training Wing, one at Hondo Municipal Airport, Texas, and the other at the Air Force Academy in Colorado.

- 24 Jun 94 Class 95-02 become the first class to enter the 12 FTW's T-37 Top-Off training.
- 30 Jun 94 Headquarters Air Education and Training Command officially notified HQ USAF of its decision to convert Randolph's military maintenance workforce to an in-house civilian workforce.
- 1 Jul 94 The 12 FTW consolidated its command post with AETC and 19 AF command centers to create one central Randolph Command and Control Center.
- 5 Aug 94 12 FTW held the grand opening for its newly completed Specialized Undergraduate Navigator Training complex.
- 1 Sep 94 Air Education and Training Command released Programmed Plan 94-13 that outlines the transfer of the Advanced Instrument Flight Course (AIFC) from Air Combat Command to HQ

AETC and the subsequent stand-up under the 12 FTW at Randolph AFB.

- 27 Sep 94 The 12th Medical Group activated four new squadrons as part of the Objective Wing concept.
- 1 Oct 94 The first of a four phase transition towards joint navigator training occurred with the consolidation of the 12 FTW's Specialized Undergraduate Navigator Training NAV track and the U.S. Navy's Interservice Undergraduate Navigator Training course.
- 24 Oct 94 The Secretary of Defense announced his decision to consolidate Primary, System, and Electronic Warfare Officer courses with the Navy at Pensacola and to consolidate both Air Force and Navy Heavy Aircraft Navigator training courses with the Air Force at Randolph AFB.
- 22 Jun 95 The 332nd Airlift Flight successfully showcased the use of its new Spectrum 500-LP low profile modular life support system during an emergency mission to transport an 8-hour-old baby from Sheppard AFB, Texas, to Wilford Hall Medical Center, Texas.
- 30 Jun 95 Headquarters AETC announced that the Air Force approved converting the 12 FTW aircraft maintenance operation to a totally civil service operation.
- 4 Aug 95 The only one of its kind, the 12th Logistics Support Squadron, Trainer Development Flight finished constructing the second B-1B weapons load trainer for Sheppard AFB, Texas.
- 21 Aug 95 Colonel Garry R. Trexler assumed command of the Wing, replacing Brigadier General Thomas Fleming Jr.

29 Sep 95 12th Services Squadron inactivated and replaced by the 12th Services Division.

23 Apr 96 Navigators of the 563 FTS flew their last T-43 mission at Randolph AFB.

3 Jun 96 The 563 FTS inactivated.

21 Jun 96 Cmdr David Chesslak assumed command of the 562 FTS. He was the first Navy flight officer to command an Air Force squadron.

3 Jul 96 The 12th Maintenance Squadron inactivated.

1 Oct 96 The 558th Flying Training Squadron inactivated.

1 Apr 97 The 332^d Airlift Flight was reassigned from Air Education and Training Command to Air Mobility Command.

1 Apr 97 The 12th Mission Support Squadron picked up administrative responsibility for all officer and enlisted personnel assigned or attached to Air Education and Training Command, Air Force Recruiting Service, Nineteenth Air Force, and Air Force Security Assistance Training Squadron.

2 Jun 97 Randolph hosted the unveiling of the new forthcoming primary trainer, the T-6A Texan II.

20 Jun 97 Colonel Richard A. Mentemeyer assumed command of the 12 FTW. He replaced BG Garry R. Trexler.

Jul 97 Air Staff gave approval for AETC to use Air National Guard and Air Force Reserve to support all Specialized Undergraduate Pilot Training.

- 24 Jul 97 General Lloyd W. Newton, AETC Commander suspended all T-3A flight operations pending resolution of "...recurring uncommanded engine stoppages."
- 25 Aug 97 General Lloyd W. Newton, AETC Commander directed the scheduled AT-38 paint scheme test proceed.
- 25 Aug 97 560 FTS started using deployed training at Laughlin AFB, TX to help with their training backlog.
- 2 Sep 97 99 FTS started using deployed training at Columbus AFB and Vance AFB, OK to help with their training backlog.
- 14 Oct 97 A propane cannon system used as a non-lethal deterrent to birds was first demonstrated.
- 20-23 Oct 97 Fifteen members from AETC and thirteen members from the 12 FTW conducted a site survey on Randolph AFB. They looked at the possibility of relocating the primary phase of the Electronic Warfare Officer and Core Training Schools from Florida to Texas.
- 30 Oct 97 Randolph AFB Control Tower East was completed.
- 17 Nov 97 The 12 FTW started to use the new JP-8 Plus 100 fuel additive.
- 11 Dec 97 AETC gave the go-head for a separate Introduction to Fighter Fundamentals squadron stationed at Randolph AFB.

- 9 Jan 98 The AT-38 paint scheme test was completed. The two tone glossy-gray paint scheme was selected.
- 28 Apr 98 A SATAF team arrived at Randolph to identify action items required to move the Primary Navigation Training and the Electronic Warfare Officer School from NAS Pensacola, FL to Randolph AFB, TX.
- 14 May 98 The 435th Flying Training Squadron activated and assumed the Introduction to Fighter Fundamentals mission.
- 20 May 98 The 12th Logistics Support Squadron is inactivated.
- 9 Jun 98 The 435th Flying Training Squadron is designated to relocate to Moody AFB, Georgia sometime in FY 01.
- 15 Jul 98 AETC produces plans for the relocation of Introduction of Fighter Fundamentals training to Moody AFB, Georgia.
- 30 Oct 98 Phase 1 of the T-3A System Improvement Program is completed.
- 11 Jan 99 Y2K Steering Group meets to prepare the wing for the anticipated computer problems of the new year.
- 30 Apr 99 the 563rd Flying Training Squadron reactivates, marking the return of Electronic Warfare Officer training.
- 29 Jun 99 T-6A II arrived for Commercial Validation and Verification testing.

1 Jul 99 563rd Flying Training Squadron began teaching Electronic Warfare Officer syllabi.

8 Oct 99 AETC decided not to reinstate the T-3A.

15 Dec 99 12th Flying Training Wing is declared Y2K ready.

1 Jan 00 Y2K passed by with no effects on the wing.

1 Feb 00 T-43 pilots converted from military to civilian positions

7 Apr 00 3rd Flying Training Squadron inactivated

31 Aug 00 The wing suffered the first loss of a T-6A when one crashed south of San Antonio. Both aircrew parachuted to safety

15 Sep 00 The 557th Flying Training Squadron transferred to the Air Force Academy

1 May 01 The wing assumes full responsibility for T-6A maintenance from the contractor

27 Jul 01 First T-6A mission to Hondo, Texas opens an auxiliary field there

2 Aug 01 An oil-like substance contaminated the water supply on Randolph and water is shut off for several days

11 Sep 01 Terrorists hijacked four airliners and crashed them into the World Trade Center's twin towers, the Pentagon and a field in Pennsylvania. Force Protection condition Delta initiated at Randolph for the first time ever

- 1 Oct 01 435th Flying Training Squadron transferred to Moody AFB, Georgia. Det 1, 12 OG activated to finished remaining IFF mission
- 16 Jan 02 558th Flying Training Squadron activated. Assumed the T-6A PIT mission
- 31 Jan 02 Det 1, 12 OG inactivated, ending IFF mission at Randolph.
- 6 Feb 02 Concept approved for the T-6A Aerial Demonstration Team
- 28 May 02 Air Force approved idea to combine Navigator and Electronic Warfare Officer into one career field
- 17 Mar 03 Three students from the Pakistan Air Force began training with the 560th Flying Training Squadron.
- 19 Mar 03 Tragedy strikes the wing as Maj Peter Jahns, an IP with the 100 Flying Training Squadron, died following an unintended ejection from a T-38. This was the first fatality on Randolph since 15 Mar 77.
- 27-28 Mar 03 The wing hosted over 12,000 people at the Verizon Amphitheater for the Centennial of flight Air Tattoo. The event encapsulated two historic events - the Centennial of Powered Flight, honoring the Wright Brothers flights on 17 December 1903, and the 30th anniversary of Operation HOMECOMING, the repatriation of POWs from Vietnam that originally began in February 1973.
- 1 Jan-30 Jun 03 The wing entered Phases 3, 4, and 5 of the Strategic Sourcing Process. The wing cut 316 personnel positions.

- 31 Dec 03 The wing completed the Strategic Sourcing Process.
- 1 Jan 04: The AF adopted a more "Army-like" physical fitness program. The Air Force added running one mile a half to the required push ups and sit ups.
- 21 Jan 04 The first T-38C, aircraft 67-921, arrived at RAFB.
- 18 May 04 The 12 FTW began significant reorganization actions with the inactivation of the 12th Logistics Group and the redesignation of the 12th Support Group to the 12th Mission Support Group.
- 3 Jun 04 The 12th Civil Engineer Squadron inactivated.
- 28 Jun 04 The wing completed the second of two data calls designed to help the Air Staff make recommendations on whether to close or realign bases throughout the US. This second data call validated the findings on 6 July 2004.
- Oct 04 Combat Systems Officer (CSO) training began at Randolph with the entry of CSO class 0512.
- 20 Jan 06 Colonel Richard M. Clark assumed command of the 12th Flying Training Wing.
- 30 Sep 06 The Air Force Advanced Instrument School transferred from Randolph AFB to Will Rogers Air Guard Station in Oklahoma.
- 28 Sep 06 The 558th Flying Training Squadron was inactivated.
- 6 Apr 07 The T-37 Tweet turned its reins over to the T-6 Texan II in a special ceremony that took place at

1559 on the west ramp. The last T-37 flew off into the sunset on its way to AMARC.

- Mar 07 The 435th Flying Training Squadron officially transferred over to Randolph AFB from Moody AFB, to train students in Introduction of Fighter Fundamentals (IFF).
- Mar 07 T-38A, tail number 61-0849, departed for Edwards AFB for permanent static display. This particular T-38 set four time-to-climb records in 1962. The records set by Maj Walter Daniel in the plane, included 3,000 meters in 35.624 seconds, 6,000 meters in 51.429 seconds, 9,000 meters in 64.76 seconds, and 12,000 meters in 94.74 seconds. The records held until an F-15 broke them in 1975. One of the few remaining A models still flying, the 415th Flight Test Flight (Randolph Tenant unit) used this plane for pilot training as well as assisting in the pickup and delivery of T-38s that upgraded from A to C models.
- 26 Mar 07 The four pilots of class 07-05, the last class of T-37 instructor pilots, graduated from training.
- 1 Oct 07 The Randolph Housing Management Office transferred the operations and maintenance of Randolph Family Housing to Pinnacle-Hunt Communities (PHC). This marked the first step of housing privatization for Airmen and family members at Randolph. PHC took over all aspects of housing such as service and maintenance calls, which included maintenance ground keeping of common areas like playgrounds.
- 22 Feb 08 The 12 FTW hosted its first ever combat dining-in at Hangar 4. The event featured retired Air

Force Colonel Ralph S. Parr as the keynote speaker.

- 1 Mar 08 The Randolph Enlisted Club, the last club in the continental United States that allowed smoking in the facility, officially went smoke-free.
- 6 Mar 08 Base officials and two Vietnam Veterans officially dedicated Airmen's Heritage Park. The new park stands by the main gate on ground once occupied by Wherry Housing. The nine-acre park honored the history of Randolph and recognized the Air Force Medal of Honor recipients.
- 14 Mar 08 Col. Jacqueline D. Van Ovost took command of the 12 FTW. Col Van Ovost, first female commander of the wing, was a 1988 graduate of the Air Force Academy, and a command pilot with over 3,900 hours in mobility, fighter, and trainer aircraft such as the C-17, F-15, and T-1.
- 29 Aug 08 The last class of Naval Flight Officers—US Navy Navigators—graduated from training at the 562 FTS. The Navy took NFO training to Pensacola, Florida, where the Air Force planned to move Combat Systems Officer (CSO) training in 2010, as part of the 2005 Base Realignment and Closure (BRAC) decision.
- 17 Sep 08 The 12th Comptroller Squadron (12 CPTS) announced that Randolph achieved a zero percent delinquency rate for government travel card (GTC) holders in August 2008 for the first-time since the inception of the GTC program. The 12 CPTS managed the GTC program for all units on Randolph, which made it responsible for 4,374 cardholders—nearly twice the average amount of cardholders (2,800) on other AETC bases.

- 21 Nov 08 The wing began Unmanned Aircraft Ssystem (UAS) Fundamentals training at Randolph. A UAS flight within the 563 FTS conducted the course.
- 5 Dec 08 The Officer's club honored a highly decorated former wing commander, Colonel Ralph S. Parr, by renaming the club as the Parr club. Similarly, the Enlisted club was renamed after retired Chief Master Sergeant Guy Kendrick, a charter chief who served at Randolph during 4 times during his historic career.
- 26 Jun 09 The 12 Mission Support Squadron was redesignated as the 12th Force Support Squadron.
- 21 Aug 09 Air Force Enlisted technical training returned to the host wing at Randolph AFB for the first time in 50 years with the inaugural class of the Basic Sensor Operators Course. They graduated from the course on 18 Sep 09.
- 2 Oct 09 The 479th Flying Training Group stood up at the Naval Air Station in Pensacola, Florida, with its three squadrons: (1) 479 OSS, (2) 451 FTS, and (3) the 455 FTS. Though a geographically separated unit, the wing retained the CSO mission.
- 20 May 10 The 558th Flying Training Squadron activated to to take on the RPA mission, building on the work by Detachment 1 and the 563 FTS. Lt Col Bryan T. Runkle assumed command of the 558 FTS.
- 1-2 Feb 10 The largest organizational change in 19 years takes place with the inactivation of the 12th Medical Group, 12 Comptroller Squadron, and

12th Mission Support Group 12 SPG (along with associated squadrons.) The wing is reduced to the 12 OG and 479 FTG. These changes resulted from Joint Basing.

- 1 Oct 10 The final CSO class to attend CSO training at Randolph, class 10-15, graduated on this day.
- 19 Nov 10 The CSO campus at Randolph shuttered its doors with the inactivation of the 562 FTS and the 563 FTS.

**Office of History
HQ 12th Flying Training Wing
Randolph Air Force Base, Texas**

July 2011