



1. 12 FTW Emblem

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

## Lineage and Honors Statement

**Lineage.** Established as 12 Fighter-Escort Wing on 27 Oct 1950. Activated on 1 Nov 1950. Redesignated as: 12 Strategic Fighter Wing on 20 Jan 1953; 12 Fighter-Day Wing on 1 Jul 1957. Inactivated on 8 Jan 1958. Redesignated as 12 Tactical Fighter Wing, and activated, on 17 Apr 1962. Organized on 25 Apr 1962. Inactivated on 17 Nov 1971. Redesignated as 12 Flying Training Wing on 22 Mar 1972. Activated on 1 May 1972.

**Assignments.** Second Air Force, 1 Nov 1950; Eighth Air Force, 5 Dec 1950; 42 Air Division, 9 Apr 1951-8 Jan 1958 (attached to 7 Air Division, 20 Jul-30 Nov 1951; 39 Air Division, 18 May-10 Aug 1953 and 10 May-7 Aug 1954). Tactical Air Command, 17 Apr 1962; Ninth Air Force, 25 Apr 1962; 836 Air Division, 1 Jul 1962; 2 Air Division, 8 Nov 1965; Seventh Air Force, 1 Apr 1966-17 Nov 1971. Air Training Command, 1 May 1972; Nineteenth Air Force, 1 Jul 1993; Air Education and Training Command, 12 Jul 2012-.

**Operational Components.** Groups. 12 Fighter-Escort (later, 12 Operations): 1 Nov 1950-16 Jun 1952; 15 Dec 1991-. 306 Flying Training: 1 Jun 2012-. 479 Flying Training: 2 Oct 2009. Squadrons. 1 Flight Screening: 15 Jul-15 Dec 1991. 27 Air Refueling: attached 1 Apr-1 Sep 1955. 43 Tactical Fighter: attached 8 Nov 1965-c. 4 Jan 1966. 45 Tactical Fighter: attached 8 May-1 Jul 1962. 389 Tactical Fighter: 31 Mar 1970-15 Oct 1971. 391 Tactical Fighter: attached 26 Jan-22 Jun 1966, assigned 23 Jun 1966-22 Jul 1968. 480 Tactical Fighter: 31 Mar 1970-17

Nov 1971. 506 Air Refueling: attached 8 Aug 1955-1 Jul 1957. 555 Tactical Fighter: 8 Jan 1964-25 Mar 1966 (detached 8 Dec 1964-18 Mar 1965, 6 Nov 1965-25 Mar 1966). 557 Tactical Fighter: 25 Apr 1962-8 Nov 1965; 1 Dec 1965-31 Mar 1970. 558 Tactical Fighter: 25 Apr 1962-31 Mar 1970 (detached 9 Mar-16 Jun 1965, 3 Feb-22 Jul 1968). 559 Fighter-Escort (later, Strategic Fighter; Fighter-Day; Tactical Fighter): attached 10 Feb 1951-15 Jun 1952, assigned 16 Jun 1952-8 Jan 1958; assigned 25 Apr 1962-8 Nov 1965 (detached 9 Jun-7 Sep 1965); assigned 27 Dec 1965-31 Mar 1970; assigned 1 May 1972-15 Dec 1991. 560 Fighter-Escort (later, Strategic Fighter; Fighter-Day): attached 10 Feb 1951-15 Jun 1952, assigned 16 Jun 1952-8 Jan 1958. 560 Flying Training: 1 May 1972-15 Dec 1991. 561 Fighter-Escort (later, Strategic Fighter; Fighter-Day; Tactical Fighter): attached 10 Feb 1951-1 Apr 1952; assigned 16 Jun 1952-8 Jan 1958 (detached 16 Jun-16 Dec 1952). School. USAF Navigator: 14 May 1993-. Stations. Turner AFB, GA, 1 Nov 1950; Bergstrom AFB, TX, 5 Dec 1950-8 Jan 1958. MacDill AFB, FL, 25 Apr 1962-31 Oct 1965; Cam Ranh Bay AB, South Vietnam, 8 Nov 1965; Phu Cat AB, South Vietnam, 31 Mar 1970-17 Nov 1971. Randolph AFB (later, Joint Base San Antonio-Randolph AFB) , TX, 1 May 1972-Present.

**Commanders.** Capt James M. Ross, 1 Nov 1950; Col Cy Wilson, 20 Nov 1950; Col Charles A. Gayle, 1 Apr 1952; Col Richard O. Hunziker, 4 Aug 1952; Col Howard G. Cook, 23 Apr 1954; Col Robert W. Stephens, 20 Jul 1956; Col William D. Dunham, 10 Aug 1956-8 Jan 1958. None (not manned), 17 Apr-13 May 1962; Col Harold M. McClelland, 14 May 1962; Col Raymond A. Bradley, 17 Jul 1965; Col Levi R. Chase, 8 Oct 1965; Col Jones E. Bolt, 18 Oct 1966; Col Joel D. Thorvaldson, Mar 1967; Col Woodard E. Davis Jr., 9 Apr 1967; Col Floyd White, 5 Apr 1968; Col Ramon R. Melton, 7 Apr 1969; Col Harry B. Trimble, 31 Mar 1970; Col Larry M. Killpack, 13 Apr 1970; Col Ralph S. Parr, 4 Oct 1970; Col Richard H. Schoeneman, 19 Feb 1971; Col Albert L. Melton, 4 Oct-17 Nov 1971. Col Hoyt S. Vandenberg Jr., 1 May 1972; Brig Gen Malcolm E. Ryan, 14 Aug 1972; Col John P. Rollston, 1 Nov 1973; Col Kenneth R. Fleenor, 30 Jun 1975; Brig Gen Edward N. Giddings, 10 Apr 1978; Brig Gen Wilson C. Cooney, 18 Jun 1980; Brig Gen Billy J. Rhoten, 10 Jul 1981; Col Hector M. Cuellar, 10 Feb 1983; Col Ralph R. Rohatsch Jr., 5 Feb 1985; Col Nicholas B. Kehoe III, 18 Mar 1987; Col Ronnie K. Morrow, 4 Aug 1988; Col Lloyd W. Newton, 25 May 1990; Brig Gen Donald L. Peterson, 31 Jul 1991; Brig Gen Robert E. Gatliff, 28 Jan 1993; Brig Gen Thomas O. Fleming Jr., 18 Jan 1994; Brig Gen Garry R. Trexler, 21 Aug 1995; Brig Gen Richard A. Mentemeyer, 20 Jun 1997; Brig Gen Lawrence H. Stevenson, 12 May 1999; Brig Gen Peter U. Sutton, 27 Jun 2000; Col Mark W. Graper, 5 Aug 2002; Col John W. Hesterman III, 28 May 2004; Col Richard M. Clark, 20 Jan 2006; Col Jacqueline D. Van Ovost, 14 Mar 2008; Col Richard M. Murphy, 15 Feb 2010; Col Gerald V. Goodfellow, Jun 2012; Col Matthew Isler, 25 June 2014-Present

**Aircraft.** F-84, 1950-1957; KB-29, 1955-1957. F-84, 1962-1964; F-4, 1964-1970, 1970-1971. TH-1, 1972-1977; T-29, 1972-1974; T-37, 1972-2007; T-38, 1972-; T-39, 1972-1978, 1990-1991; T-41, 1972-1973, 1992-1994; T-43, 1992-2010; C-21, 1993-1997; AT-38, 1993-2002; T-1, 1993-; T-3, 1994-1998; T-6, 2000-; MQ-1, 2010.

**Operations.** Provided fighter escort, air defense for Strategic Air Command (SAC) bomber forces, 1950-1957. Deployed at Manston RAF Station, England, 20 Jul-30 Nov 1951, and at Misawa AB, Japan, 15 May-10 Aug 1953 and 10 May-11 Aug 1954. Provided air refueling support, 1955-1957. Engaged in aerial combat in Southeast Asia, 19 Nov 1965-21 Oct 1971. Provided close air support, interdiction, rescue combat patrol, MiG patrol, and other activities. Supported the South Vietnamese attack on enemy sanctuaries in Cambodia and Laos in 1971. Replaced, and absorbed resources of, the 3510th Flying Training Wing at Randolph AFB, TX, in May 1972. Responsible for operation and maintenance of Randolph AFB and operation of the USAF Instrument Flight Center. The Center was responsible also for development, testing, and evaluation of flight instruments and flight instrument systems. From 2 May 1973 to 12 Nov 1976, wing provided T-37, T-38, and T-39 pilot requalification training for more than 150 USAF ex-prisoners of war. Trained instructor pilots for Air Training Command's undergraduate pilot training program wings and for foreign countries under the Joint Security Assistance Program. Beginning in 1985, supported the Accelerated Copilot Enrichment program at various operating locations. Designed and fabricated F-16 aircraft simulation training systems for USAF bases and several NATO nations during 1983-1988; after 1986, undertook similar efforts for the B-1 bomber program. Deployed support personnel during operations in Southwest Asia, 1990-1991. From 1991, engaged in flight screening and undergraduate pilot training. Due to impending closure of Mather AFB, California, in 1992 wing assumed undergraduate navigator training. Also, conducted specialized undergraduate pilot training. In 1995, began transition to joint navigator training systems officers, 1996-. Served as host unit for Randolph AFB, TX including Air Force Personnel Center (AFPC), Air Force Services Agency, Air Education and Training Command, Nineteenth Air Force and 340th Flying Training Group, 1972-2010. Produced joint and international instructor pilots, navigators, and combat systems officers, 1996-.

**Service Streamers.** None.

**Campaign Streamers.** Vietnam: Vietnam Defensive; Vietnam Air; Vietnam Air Offensive; Vietnam Air Offensive, Phase II; Vietnam Air Offensive, Phase III; Vietnam Air/Ground; Vietnam Air Offensive, Phase IV; TET 69/Counteroffensive; Vietnam Summer-Fall, 1969;

Vietnam Winter-Spring, 1970; Sanctuary Counteroffensive; Southwest Monsoon; Commando Hunt V; Commando Hunt VI; Commando Hunt VII.

**Armed Forces Expeditionary Streamers.** None.

**Decorations.** Presidential Unit Citation: Southeast Asia, 8 Feb-8 Apr 1971. Air Force Outstanding Unit Awards with Combat "V" Device: 15 Oct 1965-30 May 1966; 1 Jun 1966-31 May 1967; 1 Jun 1967-31 May 1968; 1 Jun 1968-31 May 1969; 1 Jun 1969-31 Mar 1970; 1 Apr 1970-21 Oct 1971. Air Force Outstanding Unit Awards: 1 May 1972-28 Feb 1973; 1 Jan-31 Dec 1975; 1 Jan 1987-31 Dec 1988; 1 Jan 1990-31 Dec 1991; 1 Jul 1993-30 Jun 1995; 1 Jul 1995-30 Jun 1996; 1 Jul 1996-30 Jun 1998; 1 Jul 1998-30 Jun 2000; 1 Jul 2002-30 Jun 2004; 1 Jul 2004-30 Jun 2006; 1 Jul 2006-30 Jun 2008; 1 Jul 2008-30 Jun 2009; 1 Jul 2009-30 Jun 2011. Republic of Vietnam Gallantry Crosses with Palm: 15 Oct 1965-10 Nov 1971; 1 Apr 1966-17 Nov 1971.

**Bestowed Honors.** Authorized to display honors earned by the 12 Operations Group prior to 1 Nov 1950. Service Streamers. None. Campaign Streamers. World War II: Egypt-Libya; Tunisia; Sicily; Naples-Foggia; Rome-Arno; Air Combat, EAME Theater; India-Burma; Central Burma; China Defensive. Decorations. Distinguished Unit Citation: North Africa and Sicily, Oct 1942-17 Aug 1943.

**Lineage, Assignments, Components, Stations, and Honors through Dec 2013.**

**Commanders, Aircraft, and Operations through Jun 2012.**

**Supersedes statement prepared on 23 Apr 2007.**

**Emblem.** Approved for 12 Group on 3 Feb 1942; slightly modified for 12 Wing on 15 Mar 1963.

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## **Captain William M. Randolph**



**Captain William M. Randolph.**

In September 1928, the War Department dedicated Randolph Field, TX in honor of Captain 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 field. 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 an 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, 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 Major General) 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.

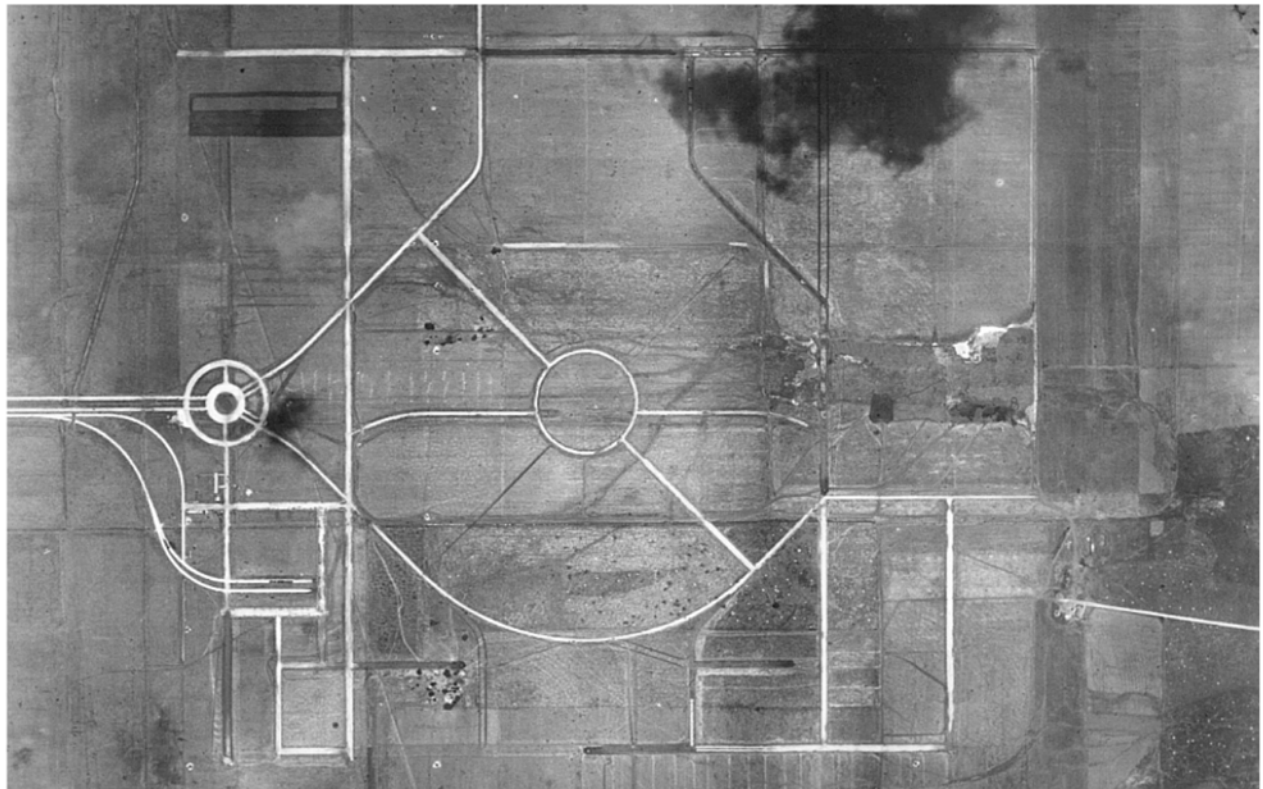
Once placed in charge of flying training, General Lahm established the Air Corps Training Center at Duncan Field, adjacent to Kelly Field, Texas. Soon afterwards, General Lahm realized that the training requirements of the Army Air Corps had become too great for Brooks and Kelly Fields and that another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



**Major General Frank Lahm.**

**As the Commanding General, Army Air Corps Training Center, Maj Gen Frank P. Lahm had a large part in the establishment of Randolph Field.**





**Early Randolph Field.**

In October 1928, workers began clearing land for the new airfield. By February, a few of the streets began to take shape. Kelly and Brooks Field provided a 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. He appointed another board of officers in October 1927 and they submitted 19 sites for consideration. After a process of elimination Lahm selected a 2,300-acre tract near Schertz for the new airfield, but he delayed the announcement to prevent land speculation.

On 4 August 1928, Texas Governor Dan signed a deed a cession donating the land near Schertz 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 later paid the company's note with the money received from the back taxes.



**1Lt Harold Clark.**

During the search for a new training field, a young first lieutenant named Harold Clark heard about it, and got 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 repaired AT-4 crashed upon takeoff from a farmer's field in Gorman, Texas, in front of family and friends who had gathered there to see him off. 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 became officially operational with the arrival of the first class. Primary training continued at Randolph until 1939, when the

mission was changed to basic pilot training. During the war, class size greatly expanded, and 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.



**B-29 Crew Departing Randolph AFB.**

**Members of a B-29 crew check parachutes prior to departing Randolph AFB 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.

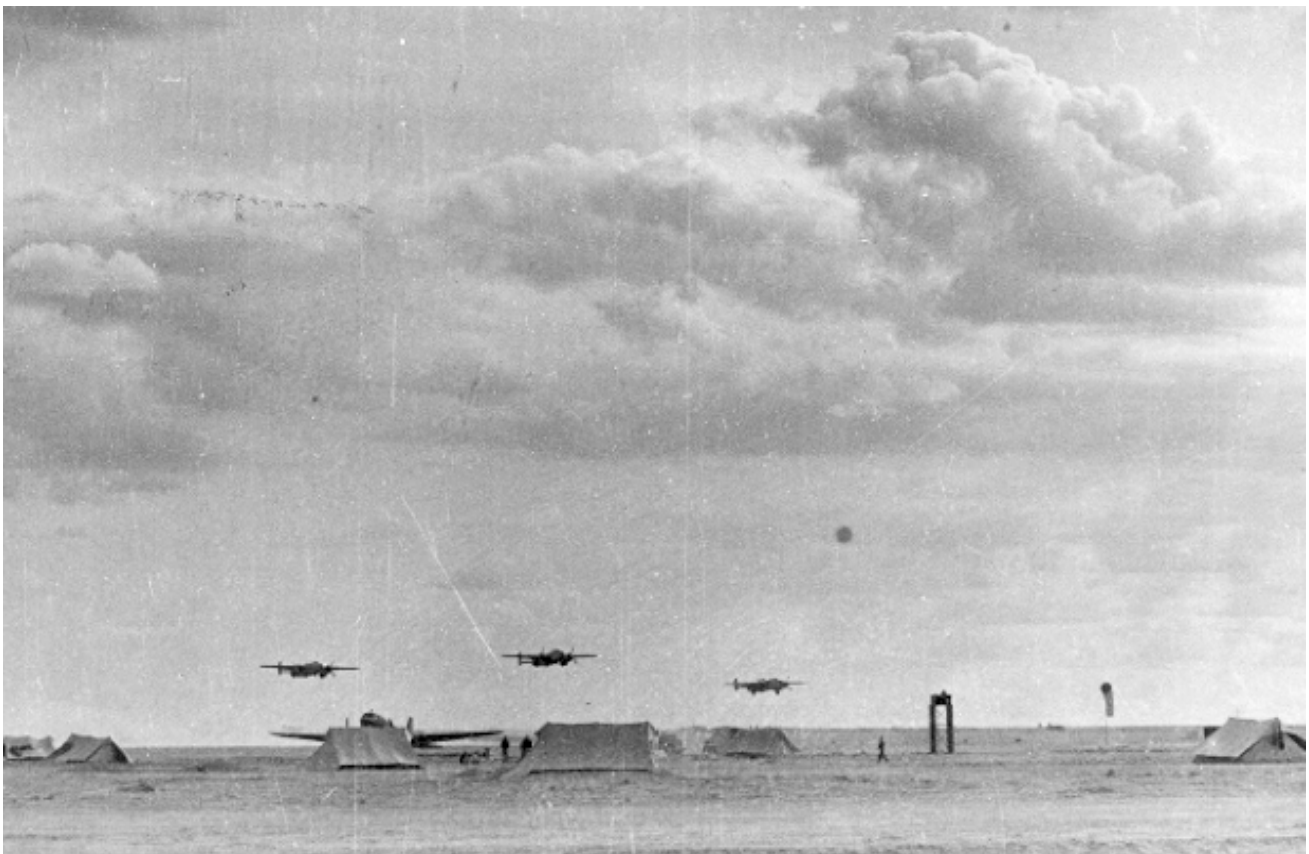
Between July and October 1957, Air Training Command moved its headquarters from Scott AFB, Illinois, to Randolph. On 1 July 1957, ATC discontinued its Crew Training Air Force at Randolph and moved its Flying Training Air Force headquarters from Waco, Texas, to Randolph. At the same time, ATC reassigned 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 inactivated the 3510th Flying Training Wing. In its place, the command activated the 12th Flying Training Wing, which went on to serve as Randolph's host unit for 38 years, until 2010. Today, the 12 FTW is a tenant unit of the 502d Air Base Wing, at Joint Base San Antonio-Randolph.

## **A Brief History of the 12<sup>th</sup> Flying Training Wing**

The 12th Flying Training Wing carries the bestowed lineage and honors of its predecessor unit, 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.



**12th Bombardment Group staged Near El Alamein, Egypt.**

**In October 1942, the 12 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. Of which, most were directly out of flight school.



**Colonel Charles G. Goodrich**, first commander of the 12 BG, shot down in September 1942. Captured, he served the remainder of the war as the Senior American Officer at Stalag Luft III, near Sagan, Poland. He and others assisted with the infamous "Great Escape" of the 76 Allied airmen 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 so as to maintain half of the group on continuous alert and loaded with their 500 pound bombs. The other half flew practice bombing runs at a nearby field. The group remained in the status until after the U.S. victory in the Battle for 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 prevailed 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. In response, U.S. forces, including the 12<sup>th</sup> Bomber Group and its four squadrons (the 81<sup>st</sup>, 82<sup>nd</sup>, 83<sup>rd</sup>, and 434<sup>th</sup>), 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 a 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 in 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 Tejgaon, 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.



**B-25 following bombing mission in Kinu, Burma.**

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



**B-25 from 81st Bombardment Squadron.**

**B-25 aircraft from the 81<sup>st</sup> 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 wing activates

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*.

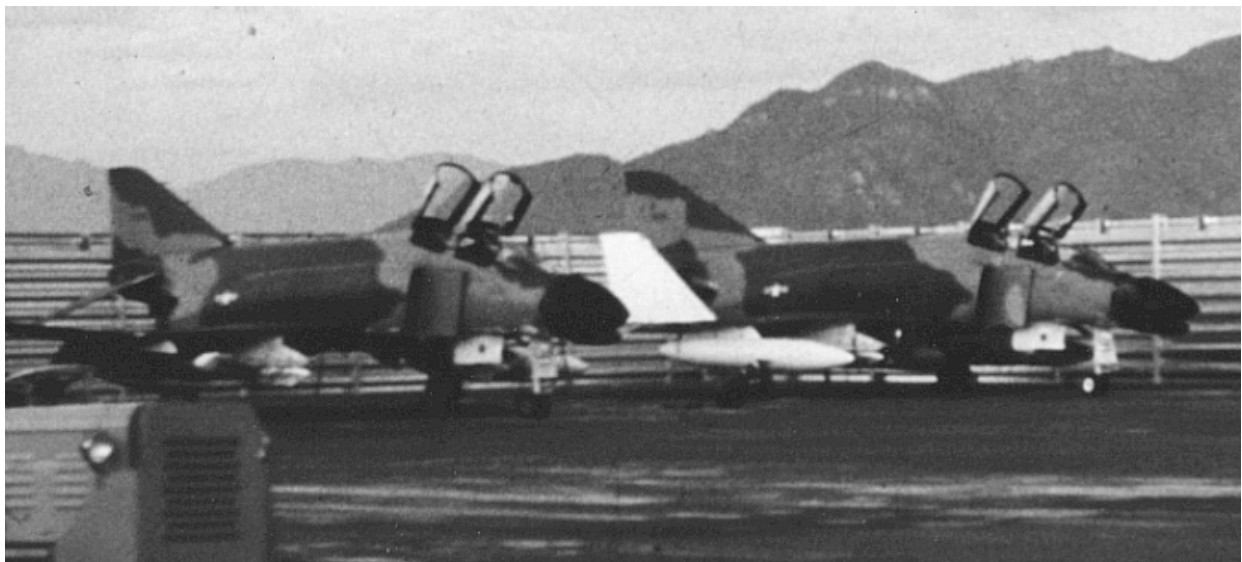


F-84.

**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 (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 anti-aircraft 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.



**F-4s at Cam Ranh Bay AB, Republic of Vietnam.**

**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.**

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 become 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.

**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.



T-37B, T-41A, and T-38A.

**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.



T-43s at Randolph AFB, TX.

**The 558<sup>th</sup> Flying Training Squadron received its first T-43 in December 1992. Sitting on the south ramp at Randolph AFB, TX 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.

The year 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. Its 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 Fighter Fundamentals squadron (the 435th Fighter Training Squadron) 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.



**T-6A Texan II.**

**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 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 auxiliary airfield 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. But these changes paled in significance to what was to come.

After the 2005 Base Realignment and Closure commission proposal, the largest in history, Gen John P. Jumper, Air Force Chief of Staff at the time, 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 (JBSA). 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 down 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).

Urban encroachment became a concern for the 12 FTW in 2007, after hearing of plans to develop the 1604 corridor. The wing engaged with the local communities to voice its concerns. An Air Installation Compatible Use Zone (AICUZ) study was completed that year, and while nothing definitive came out of the wing's meetings with local leaders, the study determined that in general, the development that was present in the clear zones and the accident potential zones was compatible to the wing's mission. But encroachment would later become a very significant issue for the wing and Randolph AFB.

With the joint base on the horizon, the wing was 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 perform 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 FTS and 563 FTS made their plans for eventual inactivation. The last naval officer officially left the 562 FTS in August of 2009. The 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. On 2 October 2009, the 479th Flying Training Group with its squadrons activated in Pensacola and began the arduous task of standing up a brand new CSO program, one that would utilize new simulators, platforms, and syllabi. 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 FTS and 563 FTS in November 2010.

The year 2010 saw many significant changes for the wing. After 38 years as Randolph AFB's host wing, the 12 FTW became a tenant unit of Joint Base San Antonio (JBSA). Support elements of the 12th Flying Training Wing inactivated in 2010, its medical personnel transferred to units under the 59th Medical Wing, and its other support personnel transferred to the 502d Air Base Wing, the host wing for the Joint Base. Prior to 1 February 2010, the 12 FTW consisted of four official groups: (1) 12th Operations Group; (2) 479th Flying Training Group; (3) 12th Mission Support Group; and the (4) 12th Medical Group. But by 2 February 2010, with the wing's supporting organizations inactivated, its supporting people and resources reassigned to the 502d Air Base Wing, the 12 FTW reduced down to two official groups: The (1) 12th Operations Group; and the (2) 479th Flying Training Group. In 2012, another group was added, to the wing, the 306th Flying Training Group, located at the USAF Academy in Colorado Springs, Colorado, and Pueblo, Colorado. But on 2 January 2017, a group-sized unit, the 12 Maintenance Division (defined as a non-unit) at JBSA-Randolph, officially activated as the 12th Maintenance Group. As an official unit it had its own lineage and honors, like any other officially recognized unit.

After losing nearly all of its mission support elements in 2010, the wing assumed the role of a JBSA tenant organization, and sharpened its focus towards accomplishing its operational mission. Real property management, base support functions, and encroachment management, became the concerns of the 502d Air Base Wing (ABW), the Headquarters and host unit for Joint Base San Antonio. While the 12 FTW was willing to continue the relationship it had with the local community concerning encroachment issues, the 502 ABW indicated those relationships were its responsibility. The Air Force mandated in 2012 that host wings establish Installation Encroachment Management Teams (IEMT) to consider potential impacts of off-base proposals and employ all tools available to maintain operational capability and allow for further mission growth. However, the 502d Air Base Wing failed to establish an IEMT in 2012.

The years from 2011 through 2013 also saw national budgetary battles on Capitol Hill which affected operations, and significant aircraft maintenance issues. The maintenance division was stretched thin between two operating locations, Randolph AFB, now called Joint Base San Antonio-Randolph (JBSA-Randolph), and Pensacola, Florida. The Maintainers experienced decreasing manpower, an aging fleet, COMBS obligations, and an enforced furlough of civilian employees due to sequestering. In May 2011, the AF announced enterprise-wide civilian hiring controls which permitted hiring managers to select one hire for every four civilian vacancies. This was not welcomed news for a division that was already under staffed and experiencing an average of three separations per month.

In 2011, federal government politicians agreed to a series of sequestered cuts in the federal budget that they believed were severe enough to inspire a bipartisan effort at more targeted reductions. Negotiations between the parties failed, and the sequester went into effect as a consequence. In order to mitigate budgetary shortfalls created by the sequester, the DoD furloughed government employees, beginning in July 2013 (a total of 6 days were furloughed over a period of months). Other mitigation efforts included stopping Aircraft Maintenance overtime, and reductions in the wing's programmed flying training among other spending control efforts. Budgetary relief came courtesy of a bipartisan agreement, the FY14 Consolidated Appropriations Act, coming near the end of the fiscal year 2013 (Sep 2013). The act provided fiscal relief by returning Air Force core readiness accounts to near Presidential Budget levels.

The issue of encroachment once again became a serious concern for the wing in 2014. In June of 2014, the wing welcomed a new wing commander, Col Matthew C. Isler. In his meetings with the AETC commander, General Robin Rand, the general charged Colonel Isler to look into the effect of encroachment upon the 12 FTW's flying operations. The general believed that the wing's operational mission could be in jeopardy. Colonel Isler investigated the matter, and confirmed to the general, that the wing's operational mission was indeed in jeopardy, due to planned construction, an increasing bird hazard problem, and inadequately sized clear zones. General Rand then told Colonel Isler that controlling encroachment to save the operational mission at JBSA-Randolph would be his number one concern during his command.

The wing aggressively tackled the encroachment issue under Colonel Isler's direction and guidance. Before the end of 2014, remarkable progress had been made. The wing reestablished relationships with the local communities. It partnered with the 502 ABW which finally established an Installation Encroachment Management Team. The wing created a communities initiative office and staffed it with dedicated people to work encroachment issues.

The wing widened its efforts to address encroachment in 2015 and 2016. It reached out to Texas Legislatures in support of three legislative measures to deal with encroachment—two would later be passed and go into effect. It sought the assistance of the Air Force Civil Engineer Center (AFCEC) to help with the Crossvine development negotiations and other development negotiations. It sought to correct shortcomings in several of the programs and products designed

to help local communities understand what constituted compatible development around an Air Force installation, and signed a memorandum of understanding in July of 2015 which codified the wing's role in maintaining relationships with the local communities in addressing encroachment issues. But by the end of 2016, there were still significant issues that placed the wing's flying mission at JBSA-Randolph somewhat in doubt now, and in the foreseeable future.

## **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
Col Gerald V. Goodfellow.....	28 Jun 12
Col Matthew C. Isler.....	5 Jun 14
Col Michael Snell (temporary) .....	19 Apr 16
Col Joel L. Carey .....	30 Jun 16

## **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

## Honors

*WWII honors earned by the 12th Bombardment Group are temporarily bestowed on the 12th Flying Training Wing as a way of celebrating these contributions.*

Distinguished Unit Citation: North Africa and Sicily, Oct 42 - 17 Aug 43

Campaign Streamers:

Air Combat, European African Middle Eastern Theater	
Egypt-Libya	India-Burma

Lineage and Honors, Honors

Tunisia	China Defensive
Sicily	Central Burma
Naples-Foggia	Rome-Arno

*Earned by the 12th Wing*

Presidential Unit Citation: Southeast Asia, 8 Feb 71 - 8 Apr 71

Republic of Vietnam Gallantry Crosses with Palm: 2

Campaign Streamers:

Vietnam Defense Vietnam Summer-Fall 1969  
Vietnam Air Vietnam Winter-Spring 1970  
Vietnam Air Offensive Sanctuary Counteroffensive  
Vietnam Air Offensive, Ph II Southwest Monsoon  
Vietnam Air Offensive, Ph III Commando Hunt V  
Vietnam Air/Ground Commando Hunt VI  
Vietnam Air Offensive, Ph IV Commando Hunt VII  
TET 69/Counteroffensive

Air Force Outstanding Unit Awards:

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  
1 Jul 11 – 30 Jun 13  
1 Jul 13 – 30 Jun 15

## **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  
12th Training Squadron

#### **12th Maintenance Group**

12th Aircraft Maintenance Squadron  
12th Maintenance Squadron  
812th Aircraft Maintenance Squadron

#### **306th Flying Training Group**

306 Operations Support Squadron

1st Flying Training Squadron

94th Flying Training Squadron

98th Flying Training Squadron

557th Flying Training Squadron

**479 Flying Training Group**

479th Operations Support Squadron

479th Student Squadron

451st Flying Training Squadron

455th Flying Training Squadron

**Stations:** Randolph Air Force Base, Texas (12 OG and 12 MXG); United States Air Force Academy, Colorado, and Pueblo, Colorado (306 FTG); and Naval Air Station, Pensacola, Florida (479 FTG).

**Aircraft Assigned:**

Beechcraft T-1A, “Jayhawk”

Raytheon T-6A, “Texan II”

Northrop T-38A/C, “Talon”

Diamond Aircraft DA-20, “Diamond”

Schempp-Hirth TG-15A, “Duo Discus”

Schempp-Hirth TG-15B, “Discus-2b”

DG Flugzeugbau TG-16A, “DG-1000”

Cessna T-41D, “Cessna 172”

Cessna T-51, “Cessna 150”

Cirrus Aircraft T-53, “Cirrus SR20”

De Havilland Canada UV-18B, “DHC-6 Twin Otter” MQ-1

## Lineage and Honors, 12th Group 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 AFB, Virginia ..... 19 May 47  
Turner AFB, Georgia..... 1 Nov 50  
Bergstrom AFB, Texas ..... Dec 50 to 16 Jun 1952

(Inactivated 1952-1991)

Randolph AFB, Texas ..... 15 Dec 1991

### 12th Wing:

Turner AFB, Georgia..... 1 Nov 50

Bergstrom AFB, Texas ..... 5 Dec 50 to 8 Jan 1958

(Inactivated 1958-1962)

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

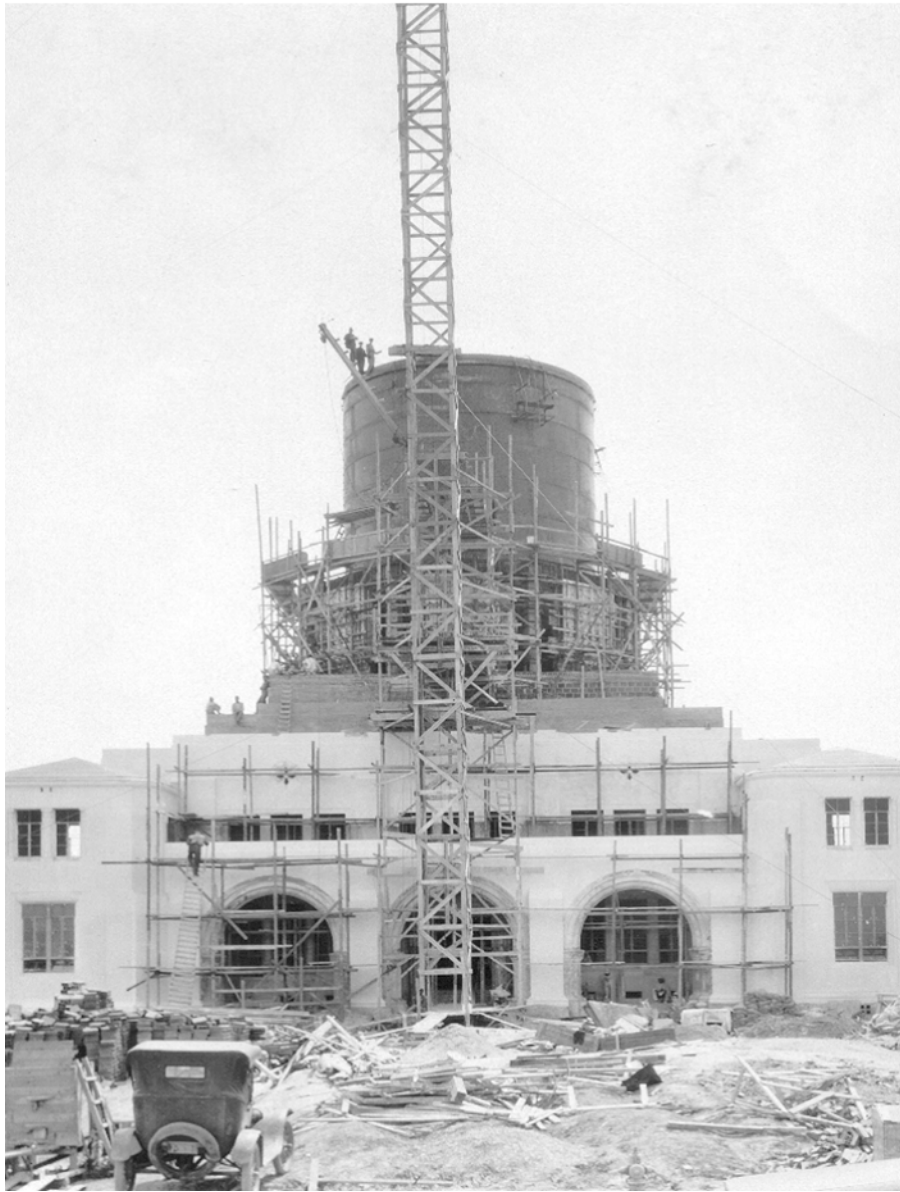
T-38..... 1972-Present

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



Taj Mahal under construction.

**Rather than a standard water tower, the architect of Randolph Field, 1Lt Harold L. Clark, designed a decorative domed structure, the Administration Building (nicknamed the Taj Mahal), to hide the water tower and create space for 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 the Taj 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



C-21.

**On 15 April 1993, the 12<sup>th</sup> 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.



T-3A at Hondo Municipal Airport, TX.

**The T-3A, enhanced flight screener, made up of two squadrons in the 12<sup>th</sup> 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 558 <sup>th</sup> Flying Training Squadron inactivated.
1 Apr 97	The 332 <sup>d</sup> 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 12<sup>th</sup> Logistics Group and the redesignation of the 12<sup>th</sup> Support Group to the 12<sup>th</sup> Mission Support Group.
- 3 Jun 04        The 12<sup>th</sup> 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 12<sup>th</sup> 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 558<sup>th</sup> 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 435<sup>th</sup> 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 System (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 479 <sup>th</sup> 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 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, 12th Comptroller Squadron, and 12th Mission Support Group 12 SPG (along with associated squadrons.) After 38 years of being the host wing for Randolph AFB, the 12 FTW was reduced to the 12 OG and 479 FTG. The 502 ABW became the Joint Base host wing.
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.
11 Apr 11	Ten lieutenants became the 479 <sup>th</sup> FTG's first Combat Systems Officer graduating class.
1 Jun 12	The 12 FTW assumed management responsibility for all airmanship programs at the United States Air Force Academy's 306th Flying Training Group.

27 Jul 12	The 306 FTG's TG-10C gliders used for teaching cadets soaring was replaced by the German TG-16A. The upgraded glider was made of fiber-glass and capable of soaring for longer and higher distances.
20 Dec 12	The 558th graduated it's 1000 <sup>th</sup> RPA Basic Sensor Operator.
3 May 13	In-line with traditional pilot customs, the first class of RPA undergraduate pilots received their "pilot winging" badges prior to completing specialized training.
21 Oct 13	One of the first 11 women chosen to become the Air Force's first female pilots in 1979, Lt Col Ellen Jean Staley, died after battling cancer. Colonel Staley served as an instructor pilot at Randolph AFB, and after her retirement resided in Seguin, Texas.
18 Mar 14	President of the United States, Barack Hussein Obama II, awarded 24 Army veterans the Medal of Honor. Among them were two San Antonio residents—retired Army MSgt Jose Rodela, and Sgt Santiago Erevia.
18 Apr 14	The 99 FTS dedicated a heritage room in honor of former instructor Maj Jeff "Oz" Ausborn. Maj Ausborn died from gun fire while deployed to Kabul, Afghanistan on 27 Apr 2011. The memorialized room included photos, medals and personal mementos.
25 Jun 14	Col Matthew C. Isler assumed command of the 12th Flying Training Wing, replacing Col Gerald Goodfellow.
24 Jan 15	The Secretary of Defense, Leon E. Panetta, and Chairman of the Joint Chiefs of Staff, Gen Martin Dempsey, rescinded the 1994 Direct Ground Combat Definition and Assignment Rule for women in order to allow women to serve in any combat positions.
10 Apr 15	After an engine oil-coolant line malfunction, the T6A fleet stood down command-wide. The wing validated a Time Compliance Technical Order to correct the problem. Maintainers at JBSA-Randolph completed the TCTO by 21 Apr 15.
24 Sep 15	A groundbreaking ceremony took place for a new 77,000-square foot, two-storied high school including 25 classrooms, five science labs, two computer labs, and gymnasium, cafeteria, restrooms and offices. A \$7 million grant from the U.S. Department of Education covered the cost of the project, scheduled to be completed in June 2016.

- 30 Oct 15      Doolittle Raider, retired Lt Col Ricard Cole, celebrated his 100<sup>th</sup> birthday at JBSA-Randolph. Colonel Cole served as the co-pilot of then Lt Col Jimmy Doolittle, who was the mission commander of the 18 Apr 1942 retaliatory bombing raid on Japan.
  
- 7-14 Dec 15    Inspectors inspected the new wing commander's inspection program (CCIP) in the wing's first Unite Effectiveness Inspection (UEI) under this program at JBSA-Randolph.
  
- 3 Mar 16      A former pilot and B-52 crew member during Linebacker II, Capt Paul Granger, flew his "fini flight" with the 560 FTS Commander. Captain Granger became freedom flyer 196.
  
- 15 Jul 16      The Air Force selected the first enlisted Airmen for Global Hawk pilot training.
  
- 10 Sep 16      The Wings of Blue made four historic jumps, the first-ever official parachute demonstration jumps from the Goodyear Blimp, *Wingfoot 2*.
  
- 17 Sep 16      The theater at JBSA-Randolph, which had discontinued showing movies on 4 Nov 12, reopened for movies once again, featuring *Storks* and *West Point of the Air* to celebrate its reopening.

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

**14 August 2017**