

375th FLYING TRAINING SQUADRON



MISSION

LINEAGE

1375th Flying Training Squadron
Redesignated 375th Flying Training Squadron
Inactivated, 1 Jul 1994

STATIONS

Scott AFB, IL

ASSIGNMENTS

375th Airlift Wing

WEAPON SYSTEMS

C-9A
C-12F

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

1375th Flying Training Squadron By July 1980, the 375th's Operations Training Division had established a CT-39 Central Training Facility on Scott to provide initial qualification training in support of the OSA mission. On 14 May 1984, the 375 AAW's newly activated 1375th Flying Training Squadron (FTS) assumed the flight training mission. In addition to providing C-9A flight training, the new unit was primarily activated to train crews on the C-12F CT-39A's replacement aircraft; the Gates Learjet C-21A and Beech C-12F. In September 1984, the 1375 FTS flew the last CT39A training mission, ending 22 years of Sabreliner service at Scott.

1 May 1984 The 1375th Flying Training Squadron activated on Scott AFB to provide pilot training for the C9A, CT-39A and later the C-21A and the C-12F. The activation ceremony was held on 14 May to correspond with the arrival of the first C-12F to Scott

26 Sep 1984 The 375 AAW's 1375th Flying Training Squadron flew the last CT-39 (#61-0670) training mission, ending 22 years of Sabreliner service at Scott.

In the CONUS, operations continued as before with MAC exercising both command and operational control over the new planes as well as the remaining CT-39As through the 375th Aeromedical Airlift Wing (AAW) at Scott AFB, Illinois. The central training facility at Scott was replaced by a new squadron. On 14 January 1983, the 375th AAW Deputy Commander for Operations, Col Nyles B. Courtney, had petitioned MAC to combine the C-9 and CT-39A formal training schools into a new flying training squadron under the 375th AAW. Anticipating new OSA aircraft, Colonel Courtney felt a single training squadron, on a par with the other MAC flying training squadrons for C-130s, C-141s, and C-5s, would better accommodate MAC's training requirements than the current training branches under the wing's training division.⁷ The proposal lay dormant for the next year but was revived in early 1984. On 17 March 1984, General Ryan approved the establishment of the 1375th Flying Training Squadron (FTS) at Scott AFB effective 1 May 1984 with four C-21As and four C-12Fs to be assigned to the new unit. The new squadron would also conduct C-9 training using nondedicated mission aircraft from Scott's operational C-9 squadron as well as CT-39A training until the CT-39A requirements ceased on 1 September 1984.

The New Planes Arrive. The long-awaited day of aircraft delivery arrived on 6 April 1984 when General Ryan landed the first new C-21A, tail number 84-0063, at Scott AFB marking MAC's official acceptance of the first new OSA plane. Two other new C-21As landed right behind General Ryan's plane with all three aircraft initially assigned to the 1401st MAS but transferred to the

1375th FTS upon that unit's activation on 1 May 1984. Just over a month later, the 1375th FTS accepted MAC's first C-12F in ceremonies at Scott AFB on 14 May 1984. The CT-39As began phasing out with delivery of the first C-21As and C-12Fs. Still, 56 Sabreliners remained in the MAC inventory as of 31 December 1984, all in the CONUS, while PACAF still operated two CT-39As at Yokota through 31 January 1985.

Redesignated the 375 FTS in 1991, the unit was training about 340 pilots per year. The Air Force's Year of Training initiative consolidating formal training under Air Education and Training Command and resulted in the inactivation of the 375 FTS on 1 Jul 1994.

Air Force Order of Battle

Created: 28 Aug 2010

Updated: 12 Feb 2020

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
375 Airlift Wing historian. 12 Feb 2020.