

# **3253<sup>rd</sup> FLYING TRAINING SQUADRON**

## **LINEAGE**

Activated 1 Oct 1967

3253<sup>rd</sup> Pilot Training Squadron

3253<sup>rd</sup> Flying Training Squadron

## **STATIONS**

Peterson Field, CO, 1 Oct 1967-31 Jul 1974

USAF Academy, CO

## **ASSIGNMENTS**

## **WEAPON SYSTEMS**

## **ASSIGNED AIRCRAFT SERIAL NUMBERS**

## **ASSIGNED AIRCRAFT TAIL/BASE CODES**

## **UNIT COLORS**

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **EMBLEM SIGNIFICANCE**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

3253d Pilot Training Squadron. After a number of years of study, the Secretary of Defense approved a light plane training program for the Air Force Academy on 8 December 1966. The Air Force designated ATC the training agency, and the command activated the 3253d Pilot Training Squadron at Peterson Field, Colorado, on 1 October 1967. Training began in January 1968.

Academy Pilot Indoctrination. The ATC unit that conducted the pilot indoctrination program for Air Force Academy cadets underwent several changes in 1974. Effective 1 January, ATC redesignated the 3253d Pilot Training Squadron as the 3253d Flying Training Squadron. Two months later, on 21 March, the 3253d shifted its operations from Peterson Field in Colorado Springs to the US Air Force Academy. Then on 31 July ATC inactivated the 3253d Flying Training Squadron and activated the 557th Flying Training Squadron at the USAF Academy and assigned it to HQ ATC.

4 independent squadrons:

3253d Pilot Training, Peterson Field CO

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1974

#### Academy Pilot Indoctrination

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#### Pilot Indoctrination Program (PIP).

Force Academy.<sup>13</sup> Control of PIP resided at ATC headquarters at Randolph AFB, Texas. On 1 October 1967, nearly a year prior to the arrival of T-41Cs at the Academy, the Air Force activated the 3253rd Pilot Training Squadron to provide the instruction for cadets. When the program began at USAFA, the 3253rd had 45 operational T-41Cs. Initially, the Pilot Indoctrination Program (Airmanship 440) suffered setbacks not uncommon when significant changes occur in a program. During the first year, only 223 cadets were able to complete PIP. After the first months, the program gained full steam, allowing over 700 cadets to go through PIP

by 1972.<sup>15</sup> Each cadet received 36.5 hours of flying training, with 30 additional hours of academic training. The superintendent, Lt Gen Albert P. Clark, allowed PIP to be a flight screening program for the Academy. Cadets who qualified in the T-41C went on to different AETC bases after graduation to learn to fly Cessna T-37s and Northrop T-38s in the undergraduate pilot training (UPT) program. In 1974, as part of an Air Force program to renumber its units, the 3253rd was inactivated; in its stead, the 557th Flying Training Squadron (FTS) was activated on 31 July 1974 and assumed control over PIP.

Like the 3253rd, the 557th remained at the United States Air Force Academy as a tenant unit reporting directly to HQ ATC. The new 557 FTS's mission had three major facets. The first was to motivate all physically qualified cadets toward a rated career in the Air Force. The second was to identify those physically qualified cadets who possessed the basic aptitude to be Air Force pilots. The final goal was to minimize attrition of the United States Air Force Academy graduates in UPT.

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Air Force Order of Battle

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Sources

AFHRA

The year 1968 was pivotal for the powered flight programs at the Academy. On 8 January, a cadet first class stepped into the co-pilot seat of a T-41C, the new light aircraft available for Academy cadets. No longer were cadets forced to travel to distant bases to receive PIP instruction, but merely went to Peterson Field in Colorado Springs instead. The ability to fly locally changed the mindset of Academy leaders previously hesitant about having a flying program that would have severely taxed the cadet's time. A small number of cadets were able to train at the Academy's airfield, but due to limited facilities, not all could train there. According to the superintendent, the arrival of the T-41C for cadet use officially brought the "Air" into the Air Force Academy.<sup>13</sup> Control of PIP resided at ATC headquarters at Randolph AFB, Texas. On 1 October 1967, nearly a year prior to the arrival of T-41Cs at the Academy, the Air Force activated the 3253rd Pilot Training Squadron to provide the instruction for cadets. When the program began at USAFA, the 3253rd had 45 operational T-41Cs.<sup>14</sup> Initially, the Pilot Indoctrination Program (Airmanship 440) suffered setbacks not uncommon when significant changes occur in a program. During the first year, only 223 cadets

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