

3625 COMBAT CREW TRAINING WING

MISSION

LINEAGE

3625 Training Wing

3625 Flying Training Wing

3625 Combat Crew Training Wing

STATIONS

Tyndall AFB, FL, 28 Jul 1948-1 Jul 1957

ASSIGNMENTS

COMMANDERS

Col B. T. Kleine, #1954

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

OPERATIONS

Interceptor pilot training ended at Tyndall on 20 June 1957. Less than two weeks later, on 1 July, ATC transferred control of the base to Air Defense Command. Loss of Tyndall meant the transfer of navigator radar intercept training to James Connally AFB in Texas. Tyndall's F-86Ds moved to Moody, Moody sent its F-89Ds to James Connally, and James Connally gave its F-94Cs to the Air National Guard. Tyndall kept the interceptor weapons school, which also had

transferred to Air Defense Command. Also on 1 July, ATC discontinued the 3625th Combat Crew Training Wing (Interceptor) at Tyndall. The only remaining ATC assets at Tyndall were the 3625th Combat Crew Training Group (Aircraft Controller) and its subordinate units.

After months of discussion, ATC decided to combine all flying and crew training responsibilities under a single headquarters. Effective 1 July 1957, the command discontinued Crew Training Air Force at Randolph and transferred its mission, personnel, and assets to Flying Training Air Force. Eight wings and one independent group were included in that move: the 3525th, 3595th, and 3600th Combat Crew Training Wings (Fighter); the 3520th CCTW (Medium Bombardment); the 3550th and 3555th Combat Crew Training Wings (Interceptor); the 3510th CCTW; the 3635th CCTW (Survival); and the 3625th Combat Crew Training Group (Aircraft Controller). The command established Headquarters FTAF (Advance) at Randolph on the same day. Between July and October, Flying Training Air Force relocated its headquarters from Waco to Randolph.

After the war, the base hosted the Air Tactical School, a component of Air University. In 1950, Air Training Command assumed control of the base from Air University, and the base began combat crew training for all-weather interceptors and aircraft controller training. Training aircraft included the F-86, F-89, and F-94 jets. In 1953, Tyndall was operated by the 3625th Advanced Interceptor Training Wing.

The primary recipient of the early F-89Cs was the 3625th Combat Crew Training Wing, CCTW, at Tyndall AFB, Panama City, Florida. Their early Scorpions arrived in December 1951 and most remained with the 3625th CCTW until the end of December 1953 and January 1954 when they were reassigned to the AAC or NEAC.

The Air Training Command complex at Tyndall during this period of time was one of the largest USAF facilities, with the 3625th CCTW being one of the largest Wings. The Wing itself was broken down into segments which included the 3625th Training Group (Interceptor, Air Crew), with this Group further broken down into squadrons devoted to the specific training of F-86D pilots, F-94 and F-89 pilots, and Radar Observers, ROs. (It should be noted that over the years the identification given to the "back seaters" in Air Force fighters progressed from Radio Operators, as initially their tasks stemmed from the operation of the radio and then expanded to include radar when it became operational. Radar, an acronym for 'radio' detection and ranging. The title/position progressed through Radar Observer, Radar Intercept Officer, etc). Additional assigned squadrons conducted the training of Ground Control Intercept officers ("Radar Wizards") and enlisted men ("Scope Dopes").

One of the outstanding factors while this training was being conducted at Tyndall was the safety rate experienced by the 3625th TW in the F-94. Only one F-94A, a pair of F-94Bs and one F-94C were lost in training accidents in Florida. Contributing to this rate was the fact that of the 105 F-94s assigned to the 3625th TW, all but six were new aircraft that came directly from Lockheed while the remaining F-94s arrived from other units with minimal hours on their airframes. In addition, all were returned periodically to Lockheed or its contractors for inspection, overhaul and Tech Order modifications which kept the aircraft in pristine condition.

When the F-94Cs entered the inventory, the F-94A/Bs models were transferred from Tyndall to operational squadrons and replaced by the more modern version, again directly from Lockheed.

Midway during this period, during the summer of 1953, it was decided that Tyndall had grown too crowded for the All-Weather fighter school. Thus the F-94 training program was relocated to Moody Air Force Base, Valdosta, GA. Moody had become the home of the USAF Instrument Flying School when the AFB reopened in September 1951 after being dormant since the end of WWII. Joining the F-94 program at Moody from Tyndall was the F-89 Interceptor Training school, while the F-86D IT school stayed at Tyndall until 1957, and then moved to Perrin AFB, TX. The new parent unit was the 3550th PTW, which included the 3552nd and the 3553rd Pilot Training Squadrons. They had a total of 77 F-94Cs assigned, of which five were lost in training accidents. Moody's 3550th continued with the Starfire training program, along with the F-89 program in the 3553rd PTS until the Scorpion finally came full force into the USAF inventory after its teething problems were rectified. By 1956-57 the F-94Cs were either transferred to operational units or to Yuma County Airport, AZ later Vincent AFB, and the 4750th Training Wing (Air Defense, and later, Air Defense Wing) to complete the curriculum under ADC direction.

Air University transferred Tyndall AFB to ATC on 1 September 1950. At the same time, Air University's 3820th Air University Wing became an ATC asset; ATC discontinued the 3820th and established the 3625th Training Wing in its place to conduct weapons controller training. Tyndall had operated the Air Tactical School, but it was put on hold in July with the advent of the Korean War. On 4 September ATC established the USAF Air Police School, which joined ATC's USAF Instrument Pilot School and Air University's aircraft controller school, which also was reassigned to Air Training Command.

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The first deliveries of P-51Hs were to assorted Proving Ground Command squadrons at Eglin (610th Base Unit) and Tyndall Fields (3625th Training Wing) in Florida.

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