

4449th COMBAT CREW TRAINING SQUADRON

The loss record was especially remarkable in view of the limited experience of the assigned C-7 pilots. During 1969, nearly two-thirds of the incoming pilot replacements had only recently completed undergraduate pilot training. But Colonel Turk, 483d Wing commander, considered these men "eager, intelligent, and trainable." By the summer of 1969, most new pilots advanced to aircraft commander status before the end of their twelve-month tours. Facilitating this advancement was Turk's policy relaxing the former fifteen hundred-hour flying requirement. The new pilots, inexperienced but properly guided and supervised, performed successfully. Upon completing flying school, few of them had volunteered for the un-pl amorous C-7, but most quickly appreciated their early opportunity to advance in responsibility. Individuals advancing to first-pilot status (after 750 total hours) had to demonstrate proficiency in shortfield work and drops and had to pass an extra flight check. At the heart of the flying program was a strong standardization and evaluation system, developed around carefully selected instructors and examiners. Local flying training was not slighted, even though this contributed to the chronic flying overload and the resulting overworked maintenance force. Most pilot assignees, both young and old, were graduates of the 4449th Combat Crew Training School, which moved from Sewart Air Force Base, Tenn., to Dyess Air Force Base, Tex., in late 1969. A few older pilots arrived in the Far East without this introduction to the Caribou but adapted to the C-7 Vietnam squadrons without serious difficulty.

LINEAGE

STATIONS

Fort Benning, GA

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS