

MAJOR CHANGES IN UNDERGRADUATE PILOT TRAINING 1939-2002

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PREFACE

This brief study is designed to serve as a desktop reference for staff officers and others involved in managing undergraduate pilot training programs. Originally published in 1974, this reference paper provides information on such elements of pilot training as course length, syllabi, flying hours, and training aircraft. It outlines the various stages pilot training has gone through from specialized training (including contract primary training) in Part 1 to generalized training in Part 2 and back to specialized undergraduate pilot training (SUPT) in Part 3. This paper also contains pilot production data from 1941 through 1998 at the back of the booklet.

Note that the study does not contain information on the Military Assistance Program and Security Assistance Program Training courses that the Air Force established for foreign students. Additionally, keep in mind that the charts do not contain all test and experimental programs. That information can be gleaned from a review of the command histories. Explanatory notes provide some insights into why certain changes happened and when and where they took place. Finally, the last page contains a glossary of acronyms used in the text.

Earlier editions of this reference paper were prepared by a handful of historians--Ms Eileen M. Barrett (1939-1974), Mr David Shircliffe (1974-1979), Dr Donald S Luther (1979-1984), Mr Dick J. Burkard (1984-1987), and Mr Richard H. Emmons (1988-1990), with formatting done by Mrs Edith J. Taylor. Mr Emmons also did the research for the latest update (1991-1998), and Maj Chris Foreman arranged the current format.

THOMAS A. MANNING
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Glossary

AAF	Army Air Forces
ADC	Aerospace Defense Command
AFRES	Air Force Reserve
ANG	Air National Guard
AT	advanced trainer
ATC	Air Training Command
BC	basic combat
BMS	base management system
BT	basic trainer
CONAC	Continental Air Command
ENJJPT	Euro-NATO Joint Jet Pilot Training
FAR	Fighter-Attack-Reconnaissance
FDTRC	Flying Division Training Command
FIP	Flight Indoctrination Program
FSP	Flight Screening Program
FTAF	Flying Training Air Force
FY	fiscal year
GAF	German Air Force
IAW	in accordance with
IFS	instrument flight simulator
IMC	interim message change
INTCP	interceptor
LATR	Light aircraft training for ROTC
ME	multi-engine

NASA	National Aeronautics and Space Administration
OTS	Officer Training School
PA	Piper Aircraft
PFT	program flying training
PIP	Pilot Indoctrination Program
PT	primary trainer
QIP	quality improvement program
ROTC	Reserve Officer Training Corps
SAC	Strategic Air Command
SE	single-engine
TAC	Tactical Air Command
SUPT	specialized undergraduate pilot training
TB	bomber modified for training
TE	twin-engine
TRIM	Time-Related Instruction Management
TTB	Tanker-Transport-Bomber
UC	utility cargo
UPT	undergraduate pilot training
USAFA	United States Air Force Academy
VJ	Victory over Japan

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Aircraft Index for UPT Study

AT-6	F-51	PA-18	T-1
AT-9	F-80	PT-3	T-3
AT-10	L-21	PT-13	T-6
AT-17	P-322 (P-38)	PT-17	T-28
B-17	P-39	PT-19	T-33
B-25	P-40	PT-21	T-34
BC-1	P-47	PT-22	T-37
BT-9	P-51	PT-27	T-38
BT-13	P-80		T-41
BT-14			T-44
BT-15			TB-25
			UC-78

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Fixed-Wing Undergraduate Pilot Production FY 1941-1991

FY	Standard Course			
	AAF/USAF	ANG/AFRES	US Other	Foreign
1941	3,393			
1942	14,279			2,102
1943	46,766		a	2,604
1944	86,578		705	758
1945	40,759		303	995
1946	4,925			980
1947	369			172
1948	701			29
1949	813			29
1950	2,100			13
1951	2,031			88
1952	2,718			405
1953	5,265			735
1954	4,754			1,041
1955	5,841	318		693
1956	5,702	351		195
1957	5,726			122
1958	3,980			181
1959	2,483			191
1960	2,185			102

1961	1,795	47		294		
1962	1,300	62		214		
1963	1,433	58		209		
1964	1,675	115		127		
1965	1,992	126		133		
1966	1,889	177		118	German AF Course	
1967	2,702	133	3 ^b	158	USAF	GAF
1968	3,063	157	15	65	21 ^c	137
1969	3,137	142	125	75	79	90
1970	3,454	156	169	123	67	111
1971	3,809	169	199	145	68	77
1972	3,718	189	5	205	83	74
1973	2,723	363		208	87	56
1974	1,990	183		175	102	67
1975	1,910	159		153	37	68
1976	1,615	73		116		74
1977 ^d	371	24		26		16
1977	1,263	83		54		80
1978	1,031	94		46		91
1979	994	87		51		85
1980	1,468	114		76		87
1981	1,598	131		143		98
1982	1,782	175		89	112 ^e	USAF FGN
1983	1,590	204		57		110 106 ^f
1984	1,721	205		50		118 110
1985	1,658	164		53		112 121

1986	1,492	174		36			120	123
1987	1,274	119		53			112	145
1988	1,331	162		45			110	141
1989	1,419	181		33			124	161
1990	1,404	172		26			118	146
1991	1,371	183		33			117	152

a Figures in this column from 1943 to 1945 are 1,074 Women's Airforce Service Pilots. [Back](#)

b Figures in this column from 1967 to 1972 are 504 Marines and 12 NASA Civilians. [Back](#)

c During 1968-1975, a total of 544 USAF personnel graduated from GAF UPT at Sheppard AFB, Texas. [Back](#)

d FY 1977 was a 3-month transition period (Jul-Aug-Sep 76) to allow following fiscal years to begin on 1 Oct. [Back](#)

e GAF UPT ended 7 Aug 82, with the graduation of Class 82-04. [Back](#)

f ENJJPT program began producing pilots with graduation of Class 83-01 on 23 Oct 82. [Back](#)

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SPECIALIZED UNDERGRADUATE PILOT TRAINING PILOT PRODUCTION FY92-FY02

		SUPT/UPT				ENJJPT		
		USAF	ARC	USN	FGN	USAF	FGN	ANG
FY93	T-38	614	155	0	48	89	128	27
	T-1A	46	6	0	0	0	0	0
	Total	660	161	0	48	89	128	27
FY94	T-38	332	132	0	63	91	99	22
	T-1A	110	10	0	0	0	0	0
	Total	442	142	0	63	91	99	22
FY95	T-38	231	95	0	46	102	93	1
	T-1A	101	47	14	0	0	0	0
	T-44	22	0	0	0	0	0	0
	HELO	25	2	0	0	0	0	0
	Total	383	144	14	46	102	93	1
FY96	T-38	225	56	0	35	98	87	11
	T-1A	124	61	22	0	0	0	0
	T-44	26	0	0	0	0	0	0
	HELO	50	1	0	0	0	0	0
	Total	425	118	22	35	98	87	11
FY97	T-38	248	27	0	20	112	108	11
	T-1A	167	77	15	0	0	0	0
	T-44	99	0	0	0	0	0	0
	HELO	47	2	0	0	0	0	0
	Total	561	106	15	20	112	108	11
	T-38	310	28	0	22	106	118	10

T-1A	307	68	24	0	0	0	0
T-44	107	22	0	0	0	0	0
HELO	36	2	0	0	0	0	0

FY98	Total	760	120	24	22	106	118	10
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T-38	287	24	0	20	102	113	10
T-1A	469	78	18	0	0	0	0
T-44	114	29	0	0	0	0	0
HELO	39	2	0	0	0	0	0

FY99	Total	909	133	18	20	102	113	10
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T-38	265	56	0	14	119	89	13
T-1A	532	100	18	0	0	0	0
T-44	121	31	0	0	0	0	0
HELO	35	2	0	0	0	0	0

FY00	Total	953	189	18	14	119	89	13
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T-38	276	47	0	26	116	102	14
T-1A	478	113	22	0	0	0	0
T-44	141	30	0	3	0	0	0
HELO	43	4	0	0	0	0	0

FY01	Total	938	194	22	29	116	102	14
------	-------	-----	-----	----	----	-----	-----	----

T-38	306	52	0	25	104	90	13
T-1A	484	126	24	0	0	0	0
T-44	144	43	0	0	0	0	0
HELO	44	7	0	0	0	0	0

FY02	Total	978	228	24	25	104	90	13
------	-------	-----	-----	----	----	-----	----	----

a The first pilots to follow the SUPT syllabus, Class 93-12, graduated at Reese on 29 Jul 93.

b In Aug 94, under new joint training arrangements with the Navy, members of Class 95-06 at Laughlin and Vance finished T-37 training and selected the recently created turboprop track. That selection led them to NAS Corpus Christi to fly the Navy's T-44 turboprop trainer and then to an assignment in the Air Force's C-130 turboprop transport.

c Another result of joint training arrangements--this time with the Army--was the creation of a Helicopter track as part of SUPT. In Sep 94, a member of Class 95-08 at Vance chose the helicopter track and went to Fort Rucker, Alabama, where the Army once again trained Air Force students to be helicopter pilots.

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	T-44	26	0	0	0	0	0	0
	HELO	50	1	0	0	0	0	0

	Total	425	118	22	35	98	87	11
FY97	T-38	248	27	0	20	112	108	11
	T-1A	167	77	15	0	0	0	0
	T-44	99	0	0	0	0	0	0
	HELO	47	2	0	0	0	0	0
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Laughlin and Vance finished T-37 training and selected the recently created turboprop track.

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Course Length, Flying Hours, and Types of Aircraft

	PRIMARY			BASIC			ADVANCED		
Time	Course Length	Flying Hours	Aircraft Used	Course Length	Flying Hours	Aircraft Used	Course Length	Flying Hours	Aircraft Used
1 Jul 39 Total time cut from 12 to 9 months	12 weeks (cut from 16 weeks)	65	PT-3 PT-13 PT-21	12 weeks	75 (cut from 103)	BT-9	12 weeks	75	BC-1
24 May 40 Total time cut from 9 to 7 months	10 weeks	60	PT-13 PT-17 PT-19	10 weeks	70	BT-13 BT-14 BT-15	10 weeks	70 SE ^a 86 TE ^b	AT-6 BC-1 AT-6 Some BTs (BT-13)
15 Mar 42	9 weeks	60	PT-17 PT-19 PT-22	9 weeks	70	BT-13 BT-14 Probably some BT-15s	9 weeks	70 SE ^c 70 TE ^c	AT-6 P-40 AT-9 AT-10
Jan 43	9 weeks	60	PT-13 PT-17 PT-19	9 weeks	70	BT-13 Some AT-6s in 1943	9 weeks	Probably 70SE 70 TE	AT-6 P-40 AT-6 AT-9 AT-10 AT-17 P-322 (P-38) UC-78
Mar/May 44 14 Mar 44 is date all phases went from 9 to 10 weeks	10 weeks	60	PT-13 PT-17 PT-19 PT-27	10 weeks	70 ^d	For SE BT-13 Some AT-6s late in 1944 For TE AT-17 or AT-10	10 weeks	70 SE 70 TE ^e	AT-6 P-40 P-39 AT-9 AT-10 AT-17 UC-78 TB-25

After VJ Day 15 weeks effective 19 Oct 45	15 weeks	70	PT-13	15 weeks	90	AT-6	15 weeks	100 SE	AT-6
								90 TE	TB-25
1946 ^f	3½ - 4½ months	80 eff 15 Oct	PT-13	3½ - 4½ months	105	AT-6	3½ - 4½ months	100 SE	35 hrs in AT-6 & 65 hrs in P-47 or P-51
								90 2-eng	B-25
1 Mar 47	3½ - 4½ months	80	PT-13 or AT-6	3½ - 4½ months	105	AT-6	3½ - 4½ months	100 SE	2 hrs in AT-6 & 98 hrs in P-47
								100 2-eng eff with Mar reg	B-25
								100 4-eng eff in Mar	B-17
June 1947 (Change in Adv tng only)							3½ - 4½ months	100 SE	26 hrs in AT-6 & 74 hrs in P-51 or 26 hrs in AT-6, 44 hrs in P-51, & 30 hrs in P-80
								100 2-eng	B-25
								100 4-eng	B-17

Time	INTEGRATED BASIC ^g			ADVANCED		
	Course Length	Flying Hours	Aircraft Used	Course Length	Flying Hours	Aircraft Used
Oct 47	8 months as of 15 Oct	170	AT-6	Not specified, but about 4 months	No change	No change
1948	8 months	170	AT-6	4 months	100 or 110 SE	26 rs in AT-6 & 74 hrs in P-51; or 26 hrs in AT-6, 44 hrs in P-51, and 30 hrs in P-80. Eff in Jul: 100-hr prog included 21 hrs in AT-6 & 79 hrs in P-51; 110-hr prog had 21 hrs in AT-6, 52 hrs in P-51, and 37 hrs in P-80. ^h
					100 2-eng	B-25
					100 4-eng	B-17 (Discontinued eff 1 Mar 48)

Mar 1949 (Jun 1949 ^k)	Cut to 6 mo. Eff in Mar ⁱ	130 eff with Class 50-A on 4 Apr	AT-6	4 months	100 or 110 SE	21 hrs in T-6 & 79 hrs in F-80; or 21 hrs in AT-6, 52 hrs in P-51, and 37 hrs in F-80. ^j
					100 ME	B-25
20 Sep 49	6 months	130	AT-6	Increased to 6 months	135 SE (jet)	100 hrs in T-6 & 35 hrs in F-80.
					135 SE (conv)	100 hrs in T-6 & 35 hrs in F-51.
					135 ME	70 hrs in T-6 & 65 hrs in B-25. ^l
Early 1950	About 7 ½ mo. Eff 15 Feb ^m	165 IAW outline pub 19 Jan	T-6	4 ½ mo eff 15 Feb ^m	100 SE (jet) IAW outline pub 19 Jan	Eff with Class 50-D, 4 Apr 50, crs involved 65 hrs in T-6 and 35 hrs in F-80. ⁿ
					100 SE (conv) IAW outline pub 19 Jan	65 hrs in T-6 & 35 hrs in F-51. Adjusted in Mar 50 to 65 hrs in F-51 & 35 hrs in T-6.
					100 ME IAW outline pub 19 Jan	35 hrs in T-6 & 65 hrs in B-25.
Aug 1950	6 months IAW outline pub 22 Aug	130	T-6	6 months IAW 22 Aug outline	100 SE (jet)	IAW 11 Aug outline, 35 hrs in T-28 & 65 hrs in F-80.
					100 SE (conv)	65 hrs in F-51 & 35 hrs in T-6.
					100 ME	IAW 11 Aug program, 35 hrs in T-28 & 65 in B-25.
17 Oct 50 (new outline for adv crs)	No change	No change	T-6	6 months	135 SE (jet)	70 hrs in T-28 & 65 hrs T-33 or F-80.
					135 SE (conv)	70 hrs in T-6 & 65 hrs F-51.
					135 ME	70 hrs in T-28 & 65 hrs in B-25.
1951	6 months	130	T-6	6 months	135 SE (jet)	70 hrs in T-28 & 65 hrs T-33 or F-80.
					135 SE (conv)	70 hrs in T-6 & 65 hrs F-51.
					135 ME	70 hrs in T-28 & 65 hrs in B-25. ^o
7 Dec 51 (ME only) ^p					100 SE at ME schools	T-6 (tng ended Feb 52)
					100 ME	B-25 (tng ended Feb 52)

Time	PRIMARY ^q			BASIC ^q		
	Course Length	Flying Hours	Aircraft Used	Course Length	Flying Hours	Aircraft Used
Mar 1952	6 months	130	T-6	6 months	135 SE (jet)	70 hrs in T-28 ^r & 65 hrs T-33 or F-80.
					135 SE (conv)	70 hrs in T-6 & 65 hrs F-51. (Tng in this crs ended 29 Dec 52.)
					135 ME IAW 1 Jul outline.	70 hrs in T-6 ^s & 65 hrs in B-25. (No ME tng between Feb-Apr 52.)

<p>Jan-Jul 53</p>	<p>6 months^t</p>	<p>145 IAW 30 Dec 52 outline</p>	<p>25 hrs in light plane (PA-18 at contract schools and L-21 at Goodfellow) and 120 hrs in T-6</p>	<p>5 months^t</p>	<p>135 SE (jet) IAW 23 Dec 52 outline</p> <p>124 SE (conv) IAW 30 Jun outline</p> <p>135 ME IAW tentative crs outline 11 Feb 53</p> <p>120 ME IAW 23 Apr outline</p>	<p>Eff 5 Jan: 55 hrs in T-28 & 80 hrs in T-33. On 21 Apr, schools told to cut T-33 hrs to 69. Outline of 31 Jul restored T-33 hrs to 80, but was not eff in 1953.</p> <p>T-28 <u>u</u></p> <p>Eff 5 Jan: 55 hrs in T-6 & 80 hrs in B-25. Replaced in Apr by 120-hr program below.</p> <p>Eff with Class 53-F, 6 Apr: 40 hrs in T-28 & 80 hrs in B-25.</p>
<p>Aug 1953</p> <p>(Change in primary only)</p>	<p>6 months</p>	<p>140 IAW 9 Aug outline eff with Class 54-0, 17 Aug</p>	<p>20 hrs in light plane & 120 hrs in T-6</p>			
<p>1954-1955</p>	<p>6 months</p>	<p>140 IAW 9 Aug 53 & 22 Sep & 10 Dec 54 outlines</p> <p><u>or</u></p> <p>130^y IAW 1 May 54 & 1 Sep 55 outlines. Eff w/ Class 55-M at Marana, 10 May 54.</p>	<p>10 hrs in PA-18 (or L-21 at Goodfellow) & 120 hrs in T-6</p> <p>40 hrs in T-34 & 90 hrs in T-28^y</p>	<p>5 months</p>	<p>135 SE (jet) IAW 31 Jul 53 outline</p> <p>120 SE (jet) IAW 11 Oct 54 outline</p> <p>105 SE (jet) IAW 1 Nov 55 outline</p> <p>120 ME IAW 11 Nov 53 & 2 Jun 54 outlines</p> <p>110 ME IAW 1 Jan outline^y</p>	<p>55 hrs in T-28 & 80 hrs in T-33.^w</p> <p>40 hrs in T-28 & 80 hrs in T-33.^w</p> <p>Eff with Class 56-0, 7 Dec, 105 hrs in T-33.</p> <p>40 hrs in T-28 & 80 hrs in B-25.^x</p> <p>Eff 5 Jan 55: 110 hrs in B-25</p>
<p>Early 1956</p>	<p>6 months</p>	<p>140^z</p> <p><u>or</u></p> <p>130</p>	<p>20 hrs in PA-18 & 120 hrs in T-6^z</p> <p>40 hrs in T-34 & 90 hrs in T-28</p>	<p>5 months</p>	<p>120 SE (jet)</p> <p><u>or</u></p> <p>105 SE (jet) IAW 1 Nov 55 outline</p>	<p>40 hrs in T-28 & 80 hrs in T-33. Ended 30 Jun 56.^{aa}</p> <p>T-33</p>

					110 ME IAW Nov 55 outline & 19 Apr 56 amendment	B-25
Jul 1956	6 months	140 IAW 1 Jul syl Eff 6 Jul 56 with Class 57-R ^{bb}	40 hrs in T-34 & 100 hrs in T-28 ^{bb}	5 months	105 SE (jet) IAW 1 Jul 56 syl. Eff with Class 57-I, 30 Aug	T-33
					110 ME (no change)	B-25
Early 1957	6 months	140	40 hrs in T-34 & 100 hrs in T-28	5 months	105 SE (jet) IAW May 57 syl.	T-33
					110 ME IAW Jan 57 syl	B-25
Jul 1957 (no change in Basic)	6 months ^{cc}	130 IAW 1 Jul 57 syl Eff with Class 59-A, 18 Jul 57	30 hrs in T-34 & 100 hrs in T-28	5 months	105 SE (jet)	T-33
					110 ME	B-25
1958	6 months	130 IAW 1 Jul 57 & 21 Mar 58 syl or 130 IAW 1 Jan 58 syl. Eff 21 Jan 58	30 hrs in T-34 & 100 hrs in T-28 ^{dd} 30 hrs in T-34 & 100 hrs in T-37 ^{dd}	6 months ^{ee}	115 SE (jet) IAW 1 Jan 58 Eff with Class 59-A, 29 Jan 58 116 ME Eff with Class 59-A, 29 Jan 58 (per PFT 59-1A)	T-33 B-25
1959	6 months	130 IAW 21 Mar 58 syl Feb 59 revision, & 1 Oct 59 syl or 130 IAW 1 Jan 58 syl, 1 Feb 59 chg & 1 Oct 59 syl	30 hrs in T-34 & 100 hrs in T-28 ^{ff} 30 hrs in T-34 & 100 hrs in T-37 ^{ff}	6 months	115 SE (jet) IAW 1 Jan 58, 1 Feb 59, & 1 Nov 59 syl 116 ME	T-33 B-25 Phased out 28 Jan with grad of Class 59-E

Feb 1960	6 months	132 IAW 1 Oct 59 syl & 15 Feb 60 chg. Eff with Class 61-E in tng or 132 IAW 1 Oct 59 syl & 15 Feb 60 chg. Eff with Class 61-E in tng	27 hrs in T-34 & 105 hrs in T-2899 27 hrs in T-34 & 105 hrs in T-37	6 months	115 SE (jet) IAW 1 Nov 59 syl & revision of 1 Feb 60 or 130 SE (jet) IAW Aug 60 syl. Eff with Class 61-G-1, 17 Oct 60	T-33 T-33
Jul 1960	6 months + 3 weeks ^c	132 IAW 1 Mar 60 syl. Eff with Class 62-A, 1 Jul 60 ^{hh}	27 hrs in T-34 & 105 hrs in T-37	6 months	115 SE (jet) or 130 SE (jet) IAW Aug 60 syl. Eff with Class 61-G-1, 17 Oct 60	T-33 T-33

Time	PRIMARY	BASIC		
		Course Length	Flying Hours	Aircraft Used
Jan 1961	No primary students were in training between 21 Dec 60 and 13 Mar 61, due to deletion of Classes 62-C, 62-D, and 62-E. hh	6 months	115 SE (jet) Phased out with grad of Class 61-F, 17 Mar 61 or 130 SE (jet) Phased out with grad of Class 62-B, 14 Sep 61, except for few students held over until Oct.	T-33 T-33

Footnotes for Part 1:

^a As much as 79 hrs for some SE courses. After Dec 40, ftr trans comb with Adv (10 hrs given toward end of course). [Back](#)

^b 13 Dec 40 marked first curriculum for 2-engine tng distinguished from curriculum for all adv tng. [Back](#)

^c Some sources say SE and TE cut from 79 to 75 hrs on 15 Mar 42; Prog of Instr for TE says 70 hrs. [Back](#)

^d Three separate courses of basic instr were established in May 44: one for students going to adv SE tng, one a combined SE and 2-engine program, and one for 2-engine tng (this was discontinued in Sep 44). In Apr 45, a revised curriculum for standard SE basic course was issued; it was used until after VJ Day. [Back](#)

- e New curriculum in Mar 44 for TE Adv tng. [Back](#)
- f New peacetime pilot tng program (52 wks in length) involving primary, basic, and advanced phases, each 3 ½ to 4 ½ months long, depending on weather and national holidays. New program started with Class 47-C on 15 Oct. [Back](#)
- g Primary phase of standard program abolished and 8 month integrated basic phase established with entry of Oct 47 class. A 2-week preflight phase was introduced; no separate preflight instruction had been given since Oct 45. [Back](#)
- h Starting 15 Oct 48, new crs outline for adv SE (jet) tng was tested involving 21 hrs in T-6 & 79 hrs in F-80. [Back](#)
- i Basic tng period actually varied from 22 to 25 wks, depending on weather & the holiday season. [Back](#)
- j Adv SE class entering in Mar split into 2 grps. 106 students received all-through F-51 tng IAW Jul 48 outline with F-80 portion removed; 113 received all-through F-80 tng IAW FDTRC Reg 41-28, 9 Sep 48, drawn up for experiment at Williams in Oct 48-Feb 49. This 9 Sep reg called for 21 fly hrs in T-6 & 79 hrs in F-80. In Apr 49, this crs was adjusted to 23 hrs in T-6 & 77 hrs in F-51. [Back](#)
- k In Jun, 4 wks of formal preflight tng, separate from basic, added to crs--lengthening undergraduate prog from 12 to 13 months. Class 50-3, entering 11 Jul, was first to receive 4 wks of preflight instruction. [Back](#)
- l From Oct to end of year, shortage of T-6's forced ATC to substitute B-25 hrs for T-6 hrs. Class 50-B, for example, received 35 hrs in T-6 & was scheduled to fly 100 hrs in B-25. [Back](#)
- m Increase in basic and decrease in adv crs length on 15 Feb because facilities at adv schools were inadequate to accommodate student loads required to train 6-month classes and graduate 8 classes per year. [Back](#)
- n Eff in Mar 50, USAF ordered ATC to increase F-80 hrs to 65 and reduce T-6 hrs to 35. A shortage of F-80's prevented this change being made for all students. Some received 65 hrs in F-80; others received all tng in T-6. This change was a result of CONAC complaint about quality of students. [Back](#)
- o Grounding of T-28 in Jul 51 forced use of T-6. A T-6/B-25 crs continued until Dec 51. [Back](#)
- p Eff 7 Dec, ME schools had to aid SE schools to supply students for combat crew schools. 100-hr all-through T-6 crs for students going to intcp tng; 100-hr all-through B-25 crs for students in ME tng. [Back](#)
- q Eff 1 Mar 52, the USAF basic pilot training school was redesignated a USAF primary pilot school; USAF advanced SE and ME schools were redesignated USAF basic SE and ME schools, respectively. Eff with 18 Mar 52 course outline, basic pilot training was redesignated as primary pilot training. [Back](#)
- r Problems with T-28's forced use of some T-6's. [Back](#)
- s Not enough T-28's returned to ME schools. T-6/B-25 crs established IAW FTAF Crs Outline 51-105100, 1 Jul 52, in which crs was called basic ME. Class 52-F began this tng on 4 Apr, before new outline was published. [Back](#)
- t In Feb 53, 4-phase or revitalized plt tng program took effect in primary. Old program involved 1 month for preflight, 6 for primary, 6 for basic--total of 13 months. New concept scheduled 3 months for preflight, 6 for primary, 5 for basic, 3 for adv--17 in all. Original plan for new program to award cadets commission at end of basic, pilot rating upon completing adv. However, procedure of rating and commissioning students at end of basic continued. Class 54-ABC (old 53-H) began new preflight tng 3 Nov 52, entering primary 16 Feb 53. [Back](#)
- u This interim, all-through T-28 crs started 6 Apr and ended 1 Dec. It was necessary because Greenville runways were too short for jet operations and not enough T-33s were available to support entire SE program. [Back](#)

v As of May 54, PA-18/T-6 & T-34/T-28 programs operated concurrently. T-34/T-28 began in May at Marana & at Spence in Sep 54, Moore in Jan 55, Bainbridge in Mar, & Malden in Aug. Some primary tng given in T-6 also. A combination T-34/T-6/T-28 program existed at Malden in Oct-Dec 55. At Graham, PA-18/T-6 tng was given in Jul-Aug, PA-18/T-6/T-34 in Sep, T-6/T-34 in Oct-Nov, & T-34/T-6/T-28 in Dec 55. Hondo received T-34 acft in Nov 55, but no T-28 acft in 1955; therefore, PA-18/T-6 program existed until Nov, & T-34/T-6 was employed later. Stallings & Bartow conducted a PA-18/T-6 program throughout the year of 1955. [Back](#)

w FTAF's basic SE jet crs outline pub 26 Apr 54 was supposed to be implemented fully with Class 55-E on 9 Jul; it required 49-55 T-28 hrs & 75-85 T-33 hrs, or a 124-140 total. ATC objected & ordered a 50/80-hr program, which began 9 Jul 54. Problems with T-28 engines caused a cut of 10 T-28 hrs, & the 40/80-hr program became firm with the 11 Oct 54 outline. [Back](#)

x A deviation was permitted at Goodfellow, eff 23 Jul 54, when T-28 time rose to 50 & B-25 time was cut to 70. Lack of B-25 parking space was the reason. Before the normal program could be resumed at Goodfellow, a new 110-hr B-25 program was planned. Vance & Reese held to the 40/80 program. [Back](#)

y IAW 10 Nov 55 outline, eff with Class 56-0 on 7 Dec, a new program came into being; 110 flying hrs continued to be scheduled [Back](#)

z Old PA-18/T-6 prgm ended at Graham in Mar & Hondo in May 56. At Stallings, interim PA-18/T-28 prgm was started with Class 57-H on 30 Jan 56. This prgm, necessary due to shortage of T-34s, involved 20 hrs in PA-18s & 110 hrs in T-28s; it ended 7 Nov 56. At Bartow, standard 140-hr PA-18/T-6 was used until the school converted to the new prgm in Aug 56. [Back](#)

aa By the end of Jun 56, all 5 SE bases were providing the 105-hr, all-through T-33 crs, thereby ending conversion from T-28/T-33 program. [Back](#)

bb Eff 9 Jul 56, 60 students of 57-R were divided into 3 groups of 20 each to conduct an experimental T-34/T-33 primary-basic prgm. 57-RJ 7 57-RN were experimental groups; 57-RS was the control group. 57-RJ was given 40 flying hrs in T-34s at Spence & then went to Laredo for 177 hrs in T-33s. 57-RN received 82 hrs in T-34s at Spence & 140 hrs in T-33s at Laredo. 57-RS received the regular 40-flying hrs in T-34s & 100 hrs in T-28s at Spence, & the regular 105 hrs in T-33s at Laredo. [Back](#)

cc Eff 18 Jul 57, 120 tng days cut to 108. [Back](#)

dd Entry of Class 59-D in Phase II of primary tng at Bainbridge marked integration of the T-37 in regular student tng. T-37 tng started at Graham in Apr & at Bartow in Aug 58. T-28s phased out at Bainbridge Nov 58. [Back](#)

ee Eff with Class 59-A, basic tng increased to about 6 months. [Back](#)

ff Integration of T-37 continued--at Moore in Apr & at Spence in Aug 59. T-28s were phased out at Graham in Mar & at Bartow in Jul 59. [Back](#)

gg By early 1960, Moore, Malden, and Spence still had T-28s for tng USAF students. Moore scheduled to phaseout T-28s in Mar. T-34/T-28 tng continued at Malden until 29 Jun when base's tng mission ended. T-28s used at Spence until 20 Jul 60. [Back](#)

hh Eff with Class 62-A, the 108-tng-day program was replaced with a 123-tng-day (108-fly-tng-day) consolidated preflight-primary crs. T-34s were not used in student tng after Nov 60. Primary tng ended at 5 contract schools when Classes 62-A and 62-B were graduated on 21 Dec 60. To conclude tng at contract schools, ATC drastically revised program for 62-B. Crs duration cut from 123 to 86 tng days and fly hrs--all from T-37 phase--reduced from 132 to 84. Also, Classes 62-C, 62-D, and 62-E were deleted. Due to short primary crs given Class 62-B, class was scheduled to receive 184 fly hrs of basic tng in T-33s in 153 fly tng days. [Back](#)

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MAJOR CHANGES IN UNDERGRADUATE PILOT TRAINING 1939-1998

(Best viewed with 800 x 600 resolution)

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UNDERGRADUATE PILOT TRAINING (UPT) - Preflight, Primary, & Basic ^a

Time	Course Length	Total Flying Hours	AIRCRAFT USED	
			PRIMARY PHASE	BASIC PHASE
Mar 1961	55 weeks	262 hrs IAW Jan 61 syl Eff with Class 62-F, 13 Mar 61 ^a	132 hrs in T-37	130 hrs in T-33
Test class Sep 1961	55 weeks	272 hrs IAW special Jul 61 syl Eff with Class 62-FZ, 15 Sep 61 ^b	132 hrs in T-37	140 hrs in T-38
1962	55 weeks	262 hrs IAW Dec 61 syl & Feb & Jun 62 changes <u>or</u>	132 hrs in T-37	130 hrs in T-33
		262 hrs IAW Feb & Apr 62 syl & Jun & Sep 62 chgs. Eff with Class 63-A, 9 Feb 62	132 hrs in T-37	130 hrs in T-38 ^c
1963 (see test class below)	55 weeks	262 hrs IAW Dec 61 syl, Feb & Jun 62 Chgs; 4 Feb 63 syl & Oct 63 chg <u>or</u>	132 hrs in T-37	130 hrs in T-33
		262 hrs IAW Apr 62 syl, Jun & Sep 62 Chgs; Jun 63 syl & Nov 63 chg	132 hrs in T-37	130 hrs in T-38 ^d
Test classes Jul 1963- Apr 1965	45 weeks	210 hrs IAW Jun 63 syl ^e	100 hrs in T-37	110 hrs in T-33
1964	55 weeks	262 hrs (approximately) IAW Feb 63 syl & Oct 63 & Jan 64 changes; Aug 64 syl & Nov 63 change <u>or</u>	132 hrs in T-37	130 hrs in T-33 ^f
		262 hrs (approximately) IAW Jun 63 syl & Nov 63 & Jan 64 changes; Jul 64 syl & Sep & Nov 64 changes	132 hrs in T-37	130 hrs in T-38 ^{f g}
Early 1965	55 weeks	252 hrs (approximately) IAW Aug 64 syl & Nov 64 change; Mar 65 syl & 10 May 65 change <u>or</u>	132 hrs in T-37	120 hrs in T-33 ^h
		252 hrs (approximately) IAW Jan 65 syl & 1 Mar & 3 May 65 changes	132 hrs in T-37	120 hrs in T-38 ⁱ

UPT - Preflight, Light Plane, Primary, & Basic Phases

Time	Course Length	Total Flying Hours	Aircraft Used		
			Light Plane	Primary	Basic
Jul 1965 (see test class below)	55 weeks	252 hrs (approximately) IAW mar 65 syl & may 65 change (to end 27 Jun 66) or 252 hrs (approximately) IAW Jan 65 syl & Mar & May 65 changes (to end 27 Jun 66)	None	132 hrs in T-37	120 hrs in T-33
	or 53 weeks	240 hrs (approximately) IAW Jun 65 syl & 8 Sep 65 change. Eff with Class 67-A ⁱ	30 hrs in T-41 ^k	90 hrs in T-37	120 hrs in T-38 ^l
Test class 67-B, at Reese only, Oct 65	53 weeks	240 hrs (approximately) IAW Aug 65 syl & Oct 65 change	30 hrs in T-41 ^k	120 hrs in T-37 (Class 67-B entered T-37 phase on 25 Oct 65)	90 hrs in T-38
1966	53 weeks	240 hrs IAW Jul 65 Syl & Sep 65 Chg ^m Jun 65 Syl & Sep 65 Chg Feb 66 Syl & Jul 66 Chg Nov 66 Syl & Dec 66 Chg A	30 hrs in T-41 ⁿ " 30 hrs in T-41 ^q "	90 hrs in T-37 ^o " " "	120 hrs in T-38/T-33 ^p " " "
	55 weeks	262 hrs GAF UPT IAW Syl Mar 67 ^r	----	132 hrs in T-37	130 hrs in T-38
1967	53 weeks	240 hrs IAW Nov 66 Syl & Dec 66 Chg A Mar 67 Chg B Dec 67 Syl	30 hrs in T-41 ^q " "	90 hrs in T-37 ^o " "	120 hrs in T-38 ^p " "
Jan-Jun 1968	53 weeks	240 hrs IAW Dec 67 Syl & Jun 68 Chg 1	"	"	"
FY 1969	53 weeks	240 hrs IAW Dec 67 Syl & Jun 68 Chg 1 Oct 68 Chg 2 Dec 68 Chg 3 Mar 69 Syl & Jun 69 Chg 1	" " " "	" " " "	" " " "
FY 1970	53 weeks	240 hrs IAW Mar 69 Syl & Jun 69 Chg 1 Aug 69 Chg 2 Sep 69 Chg 3 Dec 69 Syl Apr 70 Syl	30 hrs in T-41 ^s 18 hrs for ROTC FIP and USAFA PIP	90 hrs in T-37 ^t " "	120 hrs in T-38 ^u " "
FY 71	48 weeks	208.5 hrs IAW Jul 70 Syl & Jul 70 Chg 1 Aug 70 Chg 2 Nov 70 Chg 3	16 hrs in T-41 ^v	82.5 hrs in T-37 ^w	110 hrs in T-38 ^x
	48 weeks	208.5 hrs Apr 71	16 hrs in T-41	82.5 hrs in T-37	110 hrs in T-38
	48 weeks	188 hrs Began at Moody 17 Jul 70 IAW Aug 70 Syl	16 hrs in T-41	72 hrs in T-37	110 hrs in T-38
FY 72	48 weeks	208.5 hrs IAW Jul 71 Syl & Nov 71 Syl Mar 72 Chg 1 Mar 72 Chg 2 May 72 Chg 3	16 hrs in T-41	82.5 hrs in T-37	110 hrs in T-38
	48 weeks	188 at Moody terminated 4 Oct 72			

FY 73	49 weeks	210 - Jet Flying Hours IAW Jan 73 Syl & Jun 73 Chg 1 Began 9 Aug 72 with Class 74-01	14 hrs in T-41 FSP at Hondo as part of OTS; began 17 May 73; ROTC FIP & USAFA PIP entries excused	90 hrs in T-37	120 hrs in T-38
	55 weeks	262 hrs GAF UPT IAW Jul 72 Syl	-----	132 hrs in T-37	130 hrs in T-38
FY 74	49 weeks	210 - Jet Flying Hours IAW Jan 73 Syl & 14 Jul 73 Chg 2 1 Jan 74 Chg 3 Oct 73 Syl & 1 Jan 74 Chg 1 20 Mar 74 Chg 2 24 May 74 Chg 3	Same as above	90 hrs in T-37	120 hrs in T-38
	49 weeks	UPT Proficiency Advancement Test IAW Oct 73 Syl Test Chg 1, 28 Oct 73 Test Chg 2, 1 Jan 74 Special Syls May 74 & Nov 74 Began at Columbus in Nov 73 Terminated Mar 75	Same as above	90 hrs in T-37	120 hrs in T-38
FY 75	49 weeks	210 hrs - Jet IAW Oct 74 & Mar 75 Syls	Same as above	90 hrs in T-37	120 hrs in T-38
FY 76	49 weeks	210 - Jet IAW Jul 75 QIP Syl & 4 Dec 75 Chg 1 23 Feb 76 Chg 2 23 May 76 Chg 3 9 Aug 76 Chg 4	Same as above	90 hrs in T-37	120 hrs in T-38
	55 weeks	260.4 hrs GAF UPT IAW Aug 75 Syl	-----	123 hrs in T-37	137.4 hrs in T-38
FY 77	49 weeks	210-Jet IAW Jun 77 Syl	Same as above	90 hrs in T-37	120 hrs in T-38
	49 weeks	Instrument Flight Simulator Test (170-Jet hrs) IAW Jul 77 Syl for Reese & Williams	Same as above	71.8 hrs in T-37 ^Y	98.2 hrs in T-38
	55 weeks	260 hrs GAF UPT IAW Apr 77 Syl	-----	123 hrs in T-37	137 hrs in T-38
FY 78	49 weeks	210-Jet IAW Jul 77 Syl & 3 Nov 77 Chg 1 13 Jan 78 Chg 2 14 Apr 78 Chg 3 30 Jun 78 Chg 4	Same as above	90 hrs in T-37	120 hrs in T-38
	49 weeks	170-Jet (IFS Test) IAW Nov 77 Syl & 8 Mar 78 Chg 1 14 Apr 78 Chg 2 (Vance added) Jun 78 Syl for Reese, Williams, & Vance	Same as above	71.8 hrs in T-37 ^Z	98.2 hrs in T-38
	55 weeks	260 hrs GAF UPT IAW Jun 78 Syl	-----	123 hrs in T-37	137 hrs in T-38

FY 79	49 weeks	210-Jet IAW May 79 Syl	Same as above	90 hrs in T-37	120 hrs in T-38
	49 weeks	170-Jet (IFS Test) IAW Jan 79 Syl	Same as above	71.8 hrs in T-37	98.2 hrs in T-38
	49 weeks	175.4 Jet (IFS Test) IAW Jan 79 Syl and Interim Chg, 11 Apr 79, for Reese, Williams, Vance, & Laughlin	Same as above	74.4 hrs in T-37 ^{aa}	101 hrs in T-38
	49 weeks	175.4-Jet (IFS-Test) IAW Jun 79 Syl	Same as above	Same as above	Same as above
	55 weeks	260-Jet GAF UPT IAW Apr 79 Syl	-----	123 hrs in T-37	137 hrs in T-38
FY 80	49 weeks	210-Jet IAW May 79 Syl ^{bb}	Same as above	90 hrs in T-37	120 hrs in T-38
	49 weeks	175.4-Jet (IFS-Test) IAW Jun 79 Syl and Jan 80 Chg 1	Same as above	74.4 hrs in T-37	101 hrs in T-38
	55 weeks	30 Sep 80 Chg 2 ^{cc} 260-Jet GAF UPT IAW Feb 80 Syl & 14 Mar 80 Chg 1	-----	123 hrs in T-37	137 hrs in T-38
FY 81	49 weeks	175.4 Jet (IFS-Test) IAW Mar 81 Syl	Same as above	74.4 hrs in T-37	101 hrs in T-38
	55 weeks	206-Jet GAF UPT IAW Oct 80 Syl	-----	123 hrs in T-37	137 hrs in T-38
FY 82	49 weeks	175.4-Jet (IFS-Test) IAW Mar 81 Syl & IMC 82-01 12 May 82 IMC 82-02 18 Aug 82 IMC 82-03 10 Sep 82	Same as above	77.4 hrs in T-37	101 hrs in T-38
	55 weeks	260-Jet GAF UPT IAW Oct 80 Syl ^{dd}	-----	123 hrs in T-37	137 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAW Oct 81 Syl ^{ee} and IMC 82-01 18 May 82	-----	123 hrs in T-37	137 hrs in T-38
FY 83	49 weeks	175.4 Jet (IFS-Test) IAW Mar 81 Syl 7 IMC 82-04 19 Oct 82 IMC 82-05 27 Oct 82 IMC 83-01 18 Apr 83	Same as above	74.4 hrs in T-37	101 hrs in T-38
	49 weeks	175.4-Jet (IFS) IAW Aug 83 Syl	Same as above	74.4 hrs in T-37	101 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAW Oct 81 Syl & IMC 82-02 4 Oct 82 IMC 82-03 19 Oct 82 IMC 83-01 26 Sep 83	-----	123 hrs in T-37	137 hrs in T-38
FY 84	49 weeks	175.4 - JET (IFS) IAW Aug 83 Syl & IMC 83-01 7 Oct 83 IMC 83-02 5 Oct 83 IMC 83-03 22 Dec 83 IMC 84-01 11 Apr 84 IMC 84-02 28 Jun 84	Same as above	74.4 hrs in T-37	101 hrs in T-38
	49 weeks	175.4-JET (IFS) IAW Sep 84 Syl	Same as above	74.4 hrs in T-37	101 hrs in T-38
	49 weeks	175.4-JET (TRIM-Test) IAW Dec 83 Syl & IMC ^{ff} 84-01 6 Jan84 84-02 Apr 84 84-03 29 may 84 84-04 28 Jun 84 84-05 22 Aug 84	Same as above	74.4 hrs in T-37	101 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAW Nov 83 Syl & IMC 84-01 Mar 84	-----	123 hrs in T-37	137 hrs in T-38

	55 weeks	260-Jet ENJJPT UPT IAW Sep 84 Syl	-----	123 hrs in T-37	137 hrs in T-38
FY 85	49 weeks	175.4-Jet (IFS) IAW Apr 85 Syl IMC 85-01 29 Jul 85 85-02 27 Sep 85 85-03 ⁹⁹ 30 Sep 85	Same as above	74.4 hrs in T-37	101 hrs in T-38
	49 weeks	175.4-Jet (TRIM Test) IAW Dec 83 Syl IMC 84-01 6 Jan 84 84-02 Apr 84 84-03 24 May 84 84-04 28 Jun 84 84-05 22 Aug 84 84-06 9 oct 84 84-07 23 Nov 84	Same as above Same as above	75.7 hrs in T-37 74-4 hrs in T-37	103.6 hrs in T-38 101 hrs in T-38
	49 weeks	175.4-Jet (TRIM) IAW Apr 85 Syl IMC 85-01 29 Jul 85 85-02 27 Sep 85 85-03 ⁹⁹ 30 Aug 85	Same as above	74.4 hrs in T-37	101 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAQ Sep 84	Same as above Same as above	75.7 hrs in T-37 123 hrs in T-37	103.6 hrs in T-38 137 hrs in T-38
FY 86	49 weeks	179.3-Jet (IFS) IAW Apr 85 Syl IMC 85-01 29 Jul 85 85-02 27 Sep 85 85-03 30 Sep 85 86-01 Mar 86 86-02 22 Aug 86	Same as above	75.7 hrs in T-37	103.6 hrs in T-38
	49 weeks	173.3 Jet (BMS) ^{hh} IAW Aug 86 Syl	Same as above	75.7 hrs in T-37	103.6 hrs in T-38
	49 weeks	179.3-Jet (TRIM) IAW Apr 85 Syl IMC 85-01 29 Jul 85 85-02 27 Sep 85 85-03 30 Aug 85 86-01 Mar 86 86-02 22 Aug 86	Same as above	75.7 hrs in T-37	103.6 hrs in T-38
	49 weeks	179.3-Jet (TRIM) IAW Aug 86 Syl	Same as above	75.7 hrs in T-37	103.6 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAW Sep 84 Syl	Same as above	123 hrs in T-37	137 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAW Jan 86 IMC 86-02 Jan 86 86-02 17 Mar 86 86-03 8 May 86 Chg 1 Apr 86	Same as above	123 hrs in T-37	137 hrs in T-38

FY 87	49 weeks	179.3 Jet (BMS) IAW Aug 86 Syl IMC 87-01 5 Mar 87 87-02 20 May 87 83-03 15 Jul 87 87-04 20 Aug 87	Same as above Same as above	75.7 hrs in T-37 78.3 hrs in T-37	103.6 hrs in T-38 106.2 hrs in T-38
	49 weeks	179.3 Jet (TRIM) IAW Aug 86 Syl IMC 87-01 5 Mar 87 87-02 20 May 87 87-03 15 Jul 87 87-04 20 Aug 87	Same as above Same as above Same as above	80.9 hrs in T-37 75.7 hrs in T-37 78.3 hrs in T-37	108.8 hrs in T-38 103.6 hrs in T-38 106.2 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAW Jan 86 IMC 86-01 Jan 86 86-02 17 Mar 86 86-03 8 May 86 Chg #1 Apr 86	Same as above Same as above	80.9 hrs in T-37 123 hrs in T-37	108.8 hrs in T-38 137 hrs in T-38
	55 weeks	260-Jet ENJJPT UPT IAW Jan 87 Addendum 16 Jan 87 ⁱⁱ Chg #2 22 Jun 87	Same as above	123 hrs in T-37	137 hrs in T-38
FY 88	49 weeks	179.3 Jet (BMS) IAW Aug 86 Syl IMC 87-01 5 Mar 87 87-02 20 May 87 87-03 15 Jul 87 87-04 20 Aug 87	Same as above Same as above	75.7 hrs in T-37 78.3 hrs in T-37	103.6 hrs in T-38 106.2 hrs in T-38
	49 weeks	179.3 Jet (TRIM) IAW Aug 86 Syl IMC 87-01 5 Mar 87 87-02 20 May 87 87-03 15 Jul 87 87-04 20 Aug 87	Same as above Same as above Same as above	80.2 hrs in T-37 75.7 hrs in T-37 78.3 hrs in T-37	108.8 hrs in T-38 103.6 hrs in T-38 106.2 hrs in T-38
	49 weeks	189.7 Jet (TRIM) IAW Oct 87 Syl ^{li}	Same as above	80.2 hrs in T-37	108.8 hrs in T-38
	52 weeks	189.7 Jet (TRIM) IAW Oct 87 Syl ^{li}	14 hrs in T-41 ^{kk}	80.9 hrs in T-37	108.8 hrs in T-38
	55 weeks	260 Jet ENJJPT UPT IAW Jan 87 Syl Addendum 16 Jan 87 ^{mm} Chg #2 22 Jun 87 Chg #3 20 Jun 88	Same as above Same as above	80.9 hrs in T-37 123 hrs in T-37	108.8 hrs in T-38 137 hrs in T-38
FY 89	52 weeks	189.7 Jet (TRIM) IAW Oct 87 Syl Chg #1 Feb 89 Chg #2 Jun 89 Chg #3 Oct 89 IMC 89-4 29 Dec 89	Same as above	80.9 hrs in T-37	108.8 hrs in T-38
	55 weeks	260 Jet ENJJPT UPT IAW Jan 87 Syl Addendum 16 Jan 87 ⁿⁿ Chg #2 22 Jun 87 Chg #3 20 Jun 88	Same as above	123 hrs in T-37	137 hrs in T-38
	55 weeks	260 Jet ENJJPT UPT IAW Jan 89 Syl	Same as above	123 hrs in T-37	137 hrs in T-38
	55 weeks	260 Jet ENJJPT UPT IAW Dec 89 Syl	Same as above	123 hrs in T-37	137 hrs in T-38

FY 90	52 weeks	189.7 Jet (TRIM) IAW Oct 87 Syl Chg #1 Feb 89 Chg #2 Jun 89 Chg #3 Oct 89 Chg 4 Aug 90	Same as above	80.9 hrs in T-37	108.8 hrs in T-38
	55 weeks	260 Jet ENJJPT UPT IAW Dec 89 Syl	Same as above	123 hrs in T-37	137 hrs in T-38
FY 91	52 weeks	189.7 Jet (TRIM) IAW Jul 91 Syl ^{oo} Chg #1 Nov 91 Chg #2 Dec 92	Same as above	80.9 hrs in T-37	108.8 hrs in T-38
	55 weeks	260 Jet ENJJPT UPT IAW Apr 91 Syl	Same as above	123 hrs in T-37	137 hrs in T-38

Footnotes for Part 2:

^a Effective with Class 62-F, ATC initiated a 55-week, 231-training-day UPT program, all given at ATC bases. Class 62-F entered the 15-training-day preflight phase on 13 Mar 61; the 108-training-day, 132-fly-hr T-37 primary phase on 3 Apr; and the 108-training-day, 130-fly-hr T-33 basic phase on 15 Sep 61. [Back](#)

^b ATC received its first T-38 on 17 Mar 61. The program to test the acceptability of the T-38 as a basic trainer used the special Jul syl and was conducted at Randolph. Class 62-FZ comprised 26 primary-phase graduates from Class 62-F at Webb. In Oct 61, USAF advised ATC that future plans for T-38 tng should consider 130 fly hrs in the Talon; an additional 10 hrs would result in shortage of acft after FY 66. 25 students were graduated from Class 62-FZ on 30 Mar 62. [Back](#)

^c First regular student training under the 262-hr T-37/T-38 course began at Webb when Class 63-A entered basic tng on 9 Feb 62, & at Williams on 23 Oct 62 when Class 63-G entered basic. Problems with T-38s permitted only 120 fly hrs in this basic trainer throughout 1962. Webb's Class 63-F was transferred to other bases to complete basic tng in T-33s, and the decision was reached to hold over Classes 63-C, 63-D, and 63-E. [Back](#)

^d Start of the T-38 integration at Reese occurred when Class 64-C entered basic phase on 13 May 63, and at Vance when Class 64-H entered basic on 10 Dec 63. T-38 airframe and engine problems made 120 hrs in the Talon the rule rather than the exception. Class 63-G at Williams received 130 hrs in T-38, but Classes 63-H, 64-A, and 64-B were programmed for 120. Certain classes at Webb also were to receive 120 T-38 hrs. [Back](#)

^e Purpose of test of 210-fly-hr course, starting 15 Jul 63 with Class 64-XI, was to determine capability to produce more pilots without greatly increasing overall resources. CRS consisted of 191 tng days--15 preflight, 88 primary, and 88 basic; 10 classes were involved and test was completed when Class 65-XI was graduated on 23 Apr 65. Comments from TAC, SAC, and ADC indicated test-class graduates performed adequately, and any weaknesses observed also were present in graduates trained in the regular program. [Back](#)

^f Since Aug 64, to relieve an overload problem caused by lower than expected attrition, ATC had been giving 120 fly hrs in basic phase. On 4 Dec 64, USAF approved the 10-hr cut in basic fly hrs. [Back](#)

^g As in note above. Conversion to T-38s at Moody for student tng began when Class 65-D entered basic on 26 Jun 64. [Back](#)

^h The T-37/T-33 program, existing in mid-1965 only at Craig and Laredo, ended at Craig with graduation of Class 67-E on 8 Feb 67. [Back](#)

ⁱ The T-38s were integrated at Laughlin when Class 66-A entered basic on 9 Feb 65; at Laredo when Class 67-A entered basic on 8 Feb 66; and at Craig when Class 67-F entered basic on 14 Sep 66. [Back](#)

^j Effective with Class 67-A, ATC inaugurated a 53-wk, 216-training-day program. Class 67-A entered the 5-academic-day preflight phase on 29 Jul 65; the 27-fly-tng-day, 30-hr T-41 phase on 5 Aug; and the 81-fly-tng-day, 90-hr T-37 phase on 14 Sep 65. This was followed by a 120-fly-

tng-day, 120-hr T-38 phase starting when Class 67-A entered basic on 8 Feb 66. [Back](#)

k Previous flight indoctrination program (FIP) graduates to receive only 12 hrs in T-41. [Back](#)

l T-38s were integrated at Laredo when Class 67-A entered basic on 8 Feb 66. T-38 training for students started at Craig on 14 Sep 66 with the entry of Class 67-F into basic. [Back](#)

m Jul 65 syl & Sep 65 Chg used for T-33 UPT program; T-33's phased out--last class grad Feb 67 at Craig (67E). [Back](#)

n Previous FIP students to receive only 12 hrs in T-41. [Back](#)

o Students exceeding course training standards may graduate w/less than 90 hrs, but no less than 85 hours w/o HQ ATC approval. [Back](#)

p Students exceeding course training standards may graduate w/less than 120 hrs, but no less than 115 hrs w/o HQ ATC approval. [Back](#)

q Previous FIP students to receive only 18 hrs in T-41. [Back](#)

r Entered Preflight, 24 Aug 66; T-37, 14 Sep 66; and T-38, Mar 67. [Back](#)

s Previous FIP students to receive only 18 hrs in T-41. [Back](#)

t Students exceeding course training standards may graduate w/less than 90 hrs, but no less than 85 hrs w/o HQ ATC approval. [Back](#)

u Students exceeding course training standards may graduate w/less than 120 hrs, but no less than 115 hrs w/o HQ ATC approval. [Back](#)

v Students allowed to progress on a Qualified Proficient basis. [Back](#)

w Students allowed to progress on a Qualified Proficient basis; however, no less than 76 hrs w/o HQ ATC approval. [Back](#)

x Students allowed to progress on a Qualified Proficient basis; however, no less than 105 hrs w/o HQ ATC approval. [Back](#)

y Test began at Reese with Class 78-06 on 11 Aug 77. [Back](#)

z Test began at Williams with Class 78-08 on 18 Oct 77 and at Vance with Class 79-03 on 15 Mar 78. [Back](#)

aa Test began at Laughlin with Class 80-03 on 3 Apr 79. [Back](#)

bb The last class trained under the non-IFS syllabus, Class 80-06 at Columbus, graduated 8 Jun 80. [Back](#)

cc To counter projected T-38 shortages due to weaknesses found in T-38 wings, different course requirements were established for student pilots, depending on whether they would be assigned to fighter-attack-reconnaissance (FAR) aircraft after graduation or to tanker-transport-bomber (TTB) aircraft. For prospective TTB pilots, 1.2 hours of contact flying and 4.2 hours of formation training became 5.4 hours of additional instrument flying. However, total flying hours remained unchanged for all students. [Back](#)

dd Class 82-04, the last GAF UPT Class trained before the GAF program was replaced by the ENJJPT program, graduated on 7 Aug 82. [Back](#)

ee Class 83-01 began training at Sheppard AFB, Texas, on 1 Oct 81, initiating the ENJJPT program. [Back](#)

ff Project TRIM (Time Related Instruction Management), an innovative application of computers to instruction and a student training-accounting system, began phasing in 16 Jan 84. Each class undergoing academic training at this time also phased in to the computer-assisted instruction program. [Back](#)

gg Implemented for all classes beginning after 1 Oct 85. [Back](#)

hh Since both the TRIM and the IFS versions used the instrument flight simulator, the decision was made to separate the two courses by the type of computer management used. Thus, base management system (BMS) and TRIM. [Back](#)

ii Considered administratively as Change 1. [Back](#)

jj The 49 week syllabus was in force for all the UPT classes that graduated in FY 88. [Back](#)

kk FSP at Hondo provided 14 flying hours for OTS. Beginning in May 1987 a new Light Aircraft Training for ROTC (LATR) program provided

14 hrs, also at Hondo for ROTC. It replaced the Flight Indoctrination Program, previously offered at school campuses and at Embry Riddle Aeronautical University. USAFA ran its own Pilot Indoctrination Program which provided cadets with 18.5 to 21.5 flying hours in a T-41. [Back](#)

ll The 52 week syllabus went into effect 27 Oct 87 with the entry of Class 89-01 and was used for the classes scheduled to graduate in FY 89. [Back](#)

mm Considered administratively as Change 1. [Back](#)

nn Considered administratively as Change 1. [Back](#)

oo Changes 1 and 2 to FY 91 syllabus occurred in FY 92. [Back](#)

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MAJOR CHANGES IN UNDERGRADUATE PILOT TRAINING 1939-1998

(Best viewed with 800 x 600 resolution)

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Specialized Undergraduate Pilot Training (SUPT)

FY 92 SYLLABI

Phase	Primary (T-37)/Bomber-Fighter Track (T-38) -- SUPT ^a
Syllabus	P-V4A-A, (TRIM) SUPT (T-37/T-38), Jul 92 Vol 1, General Instructions Vol 2, Preflight and Primary Vol 3, Bomber-Fighter
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours (T-37) 96 Sorties/119.2 Flying Hours (T-38)
Length of Training	19 Days Preflight + 210 Flying Training Days (52 Calendar Weeks)
Changes	None

FY 93 SYLLABI

Phase	Primary (T-37) -- SUPT
Syllabus	P-V4A-A, (TRIM) SUPT (T-37), Dec 92
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)
Changes	Change #1 - Mar 93 Change #2 - Aug 93
.	
Phase	Bomber-Fighter Track (T-38) -- SUPT

Syllabus	P-V4A-A, (TRIM) SUPT (T-38), Jan 93
Sorties/Flying Hours	96 Sorties/119.2 Flying Hours 86 Sorties/108.8 Flying Hours (T-38)
Length of Training	120 Training Days
Changes	Change #1 - May 93 Change #2 - Aug 93
Phase	Tanker-Transport Track (T-1A) -- SUPT^b
Syllabus	Prime Item Development Specification for T-1A, 22 Jan 93
Sorties/Flying Hours	73 Sorties/119.0 Flying Hours
Length of Training	120 Training Days
Changes	SMC 93-1 - 211600Z Apr 93
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, (ENJJPT) (T-37/T-38), Dec 92
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours 109 Sorties/137.0 Flying Hours
Length of Training	15 Days Preflight + 216 Flying Training Days (55 Calendar Weeks)
Changes	None
Phase	Primary(T-37) -- UPT^c
Syllabus	P-V4A-B, (TRIM) UPT (T-37), Dec 92
Sorties/Flying Hours	62 Sorties/80.9 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Days (26 Calendar Weeks)
Changes	Change #1 - Mar 93 Change #2 - Aug 93 Change #3 - Oct 93
Phase	Advanced (T-38) -- UPT^c
Syllabus	P-V4A-B, (TRIM) UPT (T-38), Nov 92
Sorties/Flying Hours	86 Sorties/108.8 Flying Hours
Length of Training	120 Training Days
Changes	Change #1 - Mar 93 Change #2 - Aug 93 Change #3 - Oct 93

FY 94 SYLLABI

Phase	Primary(T-37) -- Joint SUPT^d
Syllabus	P-V4A-J, (TRIM) Joint SUPT (T-37), May 94
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)
Changes	Change #1 - Sep 94
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, (ENJJPT) (T-37/T-38), Jan 94
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 109 Sorties/133.7 Flying Hours (T-38)
Length of Training	15 Days Preflight + 216 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - May 94

FY 95 SYLLABI

Phase	Primary (T-37) -- UPT
Syllabus	P-V4A-B, UPT (T-37), Apr 95
Sorties/Flying Hours	62 Sorties/80.9 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)
Changes	None
Phase	Advanced (T-38) -- UPT
Syllabus	P-V4A-B, UPT (T-38), May 95
Sorties/Flying Hours	86 Sorties/109.0 Flying Hours
Length of Training	120 Training Days
Changes	Change #1 - Sep 95
Phase	Airlift-Tanker Track (T-1A) -- SUPT
Syllabus	P-V4A-G, SUPT (T-1A), Feb 95
Sorties/Flying Hours	61 Sorties/104.0 Flying Hours
Length of Training	120 Flying Days
Changes	None
Phase	Primary (T-37) -- Joint SUPT
Syllabus	P-V4A-A/J, Joint SUPT (T-37), Apr 95
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)

Changes	None
Phase	Primary (T-37)/Advanced (T-38), -- ENJJPT
Syllabus	P-V4A-N, (ENJJPT) (T-37/T-38), Feb 95
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 111 Sorties/135.5 Flying Hours (T-38)
Length of Training	15 Days Preflight + 220 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - May 95 Change #2 - Nov 95

FY 96 SYLLABI

Phase	Airlift-Tanker-Maritime Track (T-1A) -- Joint SUPT*
Syllabus	P-V4A-G, Joint SUPT (T-1A), Dec 95
Sorties/Flying Hours	61 Sorties/104.0 Flying Hours
Length of Training	120 Training Days
Changes	Change #1 Change #2 Change #3 Mar 97

FY 97 SYLLABI

Phase	Bomber-Fighter Track (T-38) -- SUPT
Syllabus	P-V4A-A, SUPT (T-38), Jun 97
Sorties/Flying Hours	96 Sorties/118.7 Flying Hours
Length of Training	120 Training Days
Changes	None
Phase	Bomber-Fighter Track (T-38) -- SUPT
Syllabus	P-V4A-A, SUPT (T-38), Sep 97
Sorties/Flying Hours	96 Sorties/118.7 Flying Hours
Length of Training	120 Training Days
Changes	None
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT

Syllabus	P-V4A-N, ENJJPT (T-37/T-38), Jul 97
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 112 Sorties/133.5 Flying Hours
Length of Training	15 days Preflight + 220 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - Oct 97

FY 98 SYLLABI

Phase	Primary (T-37) --Joint SUPT
Syllabus	P-V4A-A, Joint SUPT (T-37), Oct 97
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	24 Days Preflight + 90 Flying Training Days (27 Calendar Days)
Changes	None
Phase	Airlift-Tanker-Maritime Track (T-1A) -- Joint SUPT*
Syllabus	P-V4A-G, Joint SUPT (T-1A), Oct 97
Sorties/Flying Hours	58 Sorties/103.5 Flying Hours
Length of Training	120 Training Days
Changes	None

^a SUPT began with the entry of Class 93-12 into preflight training at Reese AFB on 20 July 1992. A special three-volume syllabus outlined a primary phase with 6 more sorties and 8.1 more flying hours in the T-37 and the new bomber-fighter track which provided students with 10 more sorties and 10.4 more flying hours in the T-38. A prototype syllabus for the tanker-transport track, subsequently published on 22 January 1993, called for students to fly 93 sorties and 119.0 flying hours in the brand new T-1A. Students began training in the bomber-fighter and tanker-transport tracks on 26 January 1993 and flew the first student sortie in the T-1 on 19 February 1993. [Back](#)

^b McDonnell Douglas Training Systems, the contractor responsible for courseware, published what amounted to the prototype syllabus for the T-1A. [Back](#)

^c SUPT, already underway at Reese, would be phased in incrementally at the remaining pilot training bases with Class 95-02 in November 1993 at Laughlin, Class 96-04 in April 1995 at Vance, and Class 97-08 in April 1996 at Columbus. Until that happened the UPT syllabi would still be in effect at those bases. [Back](#)

^d The Air Force and Navy began joint fixed-wing training with the implementation of joint primary training in September 1994 at Reese AFB, Texas, and the Navy's Whiting Field near Pensacola, Florida. [Back](#)

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Specialized Undergraduate Pilot Training (SUPT)

FY 92 SYLLABI

Phase	Primary (T-37)/Bomber-Fighter Track (T-38) -- SUPT^a
Syllabus	P-V4A-A, (TRIM) SUPT (T-37/T-38), Jul 92 Vol 1, General Instructions Vol 2, Preflight and Primary Vol 3, Bomber-Fighter
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours (T-37) 96 Sorties/119.2 Flying Hours (T-38)
Length of Training	19 Days Preflight + 210 Flying Training Days (52 Calendar Weeks)
Changes	None

FY 93 SYLLABI

Phase	Primary (T-37) -- SUPT
Syllabus	P-V4A-A, (TRIM) SUPT (T-37), Dec 92
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)
Changes	Change #1 - Mar 93 Change #2 - Aug 93
.	
Phase	Bomber-Fighter Track (T-38) -- SUPT
Syllabus	P-V4A-A, (TRIM) SUPT (T-38), Jan 93
Sorties/Flying Hours	96 Sorties/119.2 Flying Hours (T-38)
Length of Training	120 Training Days
Changes	Change #1 - May 93 Change #2 - Aug 93
Phase	Tanker-Transport Track (T-1A) -- SUPT^b

Syllabus	Prime Item Development Specification for T-1A, 22 Jan 93
Sorties/Flying Hours	73 Sorties/119.0 Flying Hours
Length of Training	120 Training Days
Changes	SMC 93-1 - 211600Z Apr 93
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, (ENJJPT) (T-37/T-38), Dec 92
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours 109 Sorties/137.0 Flying Hours
Length of Training	15 Days Preflight + 216 Flying Training Days (55 Calendar Weeks)
Changes	None
Phase	Primary(T-37) -- UPT_c
Syllabus	P-V4A-B, (TRIM) UPT (T-37), Dec 92
Sorties/Flying Hours	62 Sorties/80.9 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Days (26 Calendar Weeks)
Changes	Change #1 - Mar 93 Change #2 - Aug 93 Change #3 - Oct 93
Phase	Advanced (T-38) -- UPT_c
Syllabus	P-V4A-B, (TRIM) UPT (T-38), Nov 92
Sorties/Flying Hours	86 Sorties/108.8 Flying Hours
Length of Training	120 Training Days
Changes	Change #1 - Mar 93 Change #2 - Aug 93 Change #3 - Oct 93

FY 94 SYLLABI

Phase	Primary(T-37) -- Joint SUPT_d
Syllabus	P-V4A-J, (TRIM) Joint SUPT (T-37), May 94
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours

Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)
Changes	Change #1 - Sep 94
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, (ENJJPT) (T-37/T-38), Jan 94
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 109 Sorties/133.7 Flying Hours (T-38)
Length of Training	15 Days Preflight + 216 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - May 94

FY 95 SYLLABI

Phase	Primary (T-37) -- UPT
Syllabus	P-V4A-B, UPT (T-37), Apr 95
Sorties/Flying Hours	62 Sorties/80.9 Flying Hours
Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)
Changes	None
Phase	Advanced (T-38) -- UPT
Syllabus	P-V4A-B, UPT (T-38), May 95
Sorties/Flying Hours	86 Sorties/109.0 Flying Hours
Length of Training	120 Training Days
Changes	Change #1 - Sep 95
Phase	Airlift-Tanker Track (T-1A) -- SUPT
Syllabus	P-V4A-G, SUPT (T-1A), Feb 95
Sorties/Flying Hours	61 Sorties/104.0 Flying Hours
Length of Training	120 Flying Days
Changes	None
Phase	Primary (T-37) -- Joint SUPT
Syllabus	P-V4A-A/J, Joint SUPT (T-37), Apr 95
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours

Length of Training	19 Days Preflight + 90 Flying Training Days (26 Calendar Weeks)
Changes	Change #1 - Mar 96
Phase	Primary (T-37)/Advanced (T-38), -- ENJJPT
Syllabus	P-V4A-N, (ENJJPT) (T-37/T-38), Feb 95
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 111 Sorties/135.5 Flying Hours (T-38)
Length of Training	15 Days Preflight + 220 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - May 95 Change #2 - Nov 95

FY 96 SYLLABI

Phase	Airlift-Tanker-Maritime Track (T-1A) -- Joint SUPT*
Syllabus	P-V4A-G, Joint SUPT (T-1A), Dec 95
Sorties/Flying Hours	61 Sorties/104.0 Flying Hours
Length of Training	120 Training Days
Changes	Change #1 - May 96 Change #2 - Nov 96 Change #3 - Mar 97

FY 97 SYLLABI

Phase	Bomber-Fighter Track (T-38) -- SUPT
Syllabus	P-V4A-A, SUPT (T-38), Jun 97
Sorties/Flying Hours	96 Sorties/118.7 Flying Hours
Length of Training	120 Training Days
Changes	None
Phase	Bomber-Fighter Track (T-38) -- SUPT

Syllabus	P-V4A-A, SUPT (T-38), Sep 97
Sorties/Flying Hours	96 Sorties/118.7 Flying Hours
Length of Training	120 Training Days
Changes	None
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, ENJJPT (T-37/T-38), Jul 97
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 112 Sorties/133.5 Flying Hours (T-38)
Length of Training	15 days Preflight + 220 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - Oct 97

FY 98 SYLLABI

Phase	Primary (T-37) --Joint SUPT
Syllabus	P-V4A-A, Joint SUPT (T-37), Oct 97
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	24 Days Preflight + 90 Flying Training Days (27 Calendar Weeks)
Changes	Change #1 - Jun 98
Phase	Airlift-Tanker-Maritime Track (T-1A) -- Joint SUPT*
Syllabus	P-V4A-G, Joint SUPT (T-1A), Oct 97
Sorties/Flying Hours	58 Sorties/103.5 Flying Hours
Length of Training	120 Training Days
Changes	None

FY 00 SYLLABI

Phase	Primary (T-37) --Joint SUPT
Syllabus	P-V4A-A, Joint SUPT (T-37), Jan 00

Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	27 days Preflight + 90 Flying Training Days (28 Calendar Weeks)
Changes	Change #1, Mar 00 Change #2, Jun 00
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, ENJJPT (T-37/T-38), May 00
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 109 Sorties/130 Flying Hours (T-38)
Length of Training	15 days Preflight + 216 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - May 00 Change #2 - Oct 00 Change #3 - Nov 00

FY 01 SYLLABI

Phase	Advanced (T-38) -- SUPT
Syllabus	P-V4A-A, SUPT (T-38), Mar 01
Sorties/Flying Hours	96 Sorties/118.7 Flying Hours
Length of Training	120 Training Days
Changes	None
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, ENJJPT (T-37/T-38), May 01
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37) 109 Sorties/130 Flying Hours (T-38)
Length of Training	15 days Preflight + 216 Flying Training Days (55 Calendar Weeks)
Changes	Change #1 - Oct 01 Change #2 - Dec 01 Change #3 - May 02

FY 02 SYLLABI

Phase	Advanced (T-38) -- SUPT
Syllabus	P-V4A-A, SUPT (T-38), Apr 02
Sorties/Flying Hours	96 Sorties/118.7 Flying Hours
Length of Training	120 Training Days
Changes	Change #1 - Jun 02
Phase	Advanced (T-38C) -- SUPT
Syllabus	P-V4A-A, SUPT (T-38C), Aug 02
Sorties/Flying Hours	96 Sorties/118.7 Flying Hours
Length of Training	120 Training Days
Changes	None
Phase	Primary (T-37)/Advanced (T-38) -- ENJJPT
Syllabus	P-V4A-N, ENJJPT (T-37/T-38), Nov 02
Sorties/Flying Hours	93 Sorties/123.0 Flying Hours (T-37)
	109 Sorties/130.0 Flying Hours (T-38)
Length of Training	15 days Preflight + 216 Flying Training Days (55 Calendar Weeks)
Changes	None
Phase	Primary (T-37) --Joint SUPT
Syllabus	P-V4A-A, Joint SUPT (T-37), Mar 02
Sorties/Flying Hours	68 Sorties/89.0 Flying Hours
Length of Training	27 days Preflight + 90 Flying Training Days (28 Calendar Weeks)
Changes	Change #1 - Jun 02

a SUPT began with the entry of Class 93-12 into preflight training at Reese AFB on 20 July 1992. A special three-volume syllabus outlined a primary phase with 6 more sorties and 8.1 more flying hours in the T-37 and the new bomber-fighter track which provided students with 10 more sorties and 10.4 more flying hours in the T-38. A prototype syllabus for the tanker-transport track, subsequently published on 22 January 1993, called for students to fly 93 sorties and 119.0 flying hours in the brand new T-1A. Students began training in the bomber-fighter and tanker-transport tracks on 26 January 1993 and flew the first student sortie in the T-1 on 19 February 1993. [Back](#)

b McDonnell Douglas Training Systems, the contractor responsible for courseware, published what amounted to the prototype syllabus for the T-1A. [Back](#)

c SUPT, already underway at Reese, would be phased in incrementally at the remaining pilot training bases with Class 95-02 in November 1993 at Laughlin, Class 96-04 in April 1995 at Vance, and Class 97-08 in April 1996 at Columbus. Until that happened the UPT syllabi would still be in effect at those bases. [Back](#)

d The Air Force and Navy began joint fixed-wing training with the implementation of joint primary training in September 1994 at Reese AFB, Texas, and the Navy's Whiting Field near Pensacola, Florida. [Back](#)

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CURTISS AT-9 "Jeep"



The AT-9 was designed as a twin-engine pilot transition trainer at a time when there was a need for a "hot" trainer with light bomber landing characteristics. The original AT-9 prototype used steel tube fuselage and fabric covered wings, but the production version was all stressed skin. The AT-9s and AT-9As, useful for pilot transition only, were phased out of service as production tactical models and more versatile trainers for full crew integration training became available.

SPECIFICATIONS

Span: 40 ft. 4 in.

Length: 31 ft. 8 in.

Height: 10 ft. 10 in.

Weight: 6,000 lbs. loaded

Engine: 295 h.p. Lycoming R-680-9.

PERFORMANCE

Maximum speed: 197 mph.

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BEACHCRAFT AT-10 "Wichita"



The AT-10 was the most produced of the Advanced twin-engine trainers. It was a four-seater, all-wood, low-wing Monoplane. It resulted from a program undertaken in 1941/2 to conserve essential metals for combat aircraft by building the trainer types of non-strategic materials. The entire airframe, except for engine nacelles, was of wooden construction.

SPECIFICATIONS

Span: 44 ft.

Length: 34 ft. 4 in.

Weight: 6,465 lbs. loaded

Engines: 2 295 h.p. Lycoming R-680.

PERFORMANCE

Maximum speed: 200 mph.

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NORTH AMERICAN T-6G "TEXAN"



The AT-6 advanced trainer was one of the most widely used aircraft in history. Evolving from the BC-1 basic combat trainer ordered in 1937, 15,495 Texans were built between 1938 and 1945. The USAAF procured 10,057 AT-6s; others went to the Navy as SNJs and to more than 30 Allied nations. Most AAF fighter pilots trained in AT-6s prior to graduation from flying school. Many of the "Spitfire" and "Hurricane" pilots in the Battle of Britain trained in Canada in "Harvards," the British version of the AT-6. To comply with neutrality laws, U.S. built Harvards were flown north to the border and were pushed across.

In 1948, Texans still in USAF service were redesignated as T-6s when the AT, BT and PT aircraft designations were abandoned. To meet an urgent need for close air support of ground forces in the Korean Conflict, T-6s flew "mosquito missions" spotting enemy troops and guns and marking them with smoke rockets for attack by fighter-bombers.

The aircraft pictured above is one of 1,802 T-6s remanufactured under a 1949 USAF modernization program, redesignated as T-6Gs, and given new serial numbers. It is on display at the USAF Museum at Wright Patterson and was acquired from the Pennsylvania Air National Guard in 1957 and is painted as an AT-6 based at Randolph Field, Texas in 1942.

SPECIFICATIONS

Span: 42 ft.

Length: 29 ft. 6 in.

Height: 10 ft. 10 in.

Weight: 5,617 lbs. loaded

Armament: None (some AT-6s used for gunnery/bombing training)

Engine: Pratt & Whitney R-1340 of 600 hp.

Cost: \$27,000

PERFORMANCE

Maximum speed: 210 mph.

Cruising speed: 145 mph.

Range: 770 miles

Service Ceiling: 23,200 ft.

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BOEING B-17 "FLYING FORTRESS"



The Flying Fortress is one of the most famous airplanes ever built. The B-17 prototype first flew on July 28, 1935. Few B-17s were in service on December 7, 1941, but production quickly accelerated. The aircraft served in every WW II combat zone, but is best known for daylight strategic bombing of German industrial targets. Production ended in May 1945 and totaled 12,726.

In March 1944 the B-17G, shown above, was assigned to the 91st Bomb Group--"The Ragged Irregulars"--and based at Bassingbourn, England. There it was named *Shoo Shoo Baby* by its crew, after a popular song. It flew 24 combat missions in WW II, receiving flak damage seven times. Its first mission (Frankfurt, Germany) was on March 24, 1944, and last mission (Posen, Poland) on May 29, 1944, when engine problems forced a landing in neutral Sweden where the airplane and crew were interned. In 1968, *Shoo Shoo Baby* was found abandoned in France; the French government presented the airplane to the USAF. In July 1978, the 512th Military Airlift Wing moved it to Dover AFB, Delaware, for restoration by the volunteers of the 512th Antique Restoration Group. The massive 10-year job of restoration to flying condition was completed in 1988 and the aircraft was flown to the USAF Museum in October 1988.

SPECIFICATIONS

Span: 103 ft. 10 in.

Length: 74 ft. 4 in.

Height: 19 ft. 1 in.

Weight: 55,000 lbs. loaded

Armament: Thirteen .50-cal. machine guns with normal bomb load of 6,000 lbs.

Engines: Four Wright "Cyclone" R-1820s of 1,200 hp. ea.

Cost: \$276,000

Serial Number: 42-32076

PERFORMANCE

Maximum speed: 300 mph.

Cruising speed: 170 mph.

Range: 1,850 miles

Service Ceiling: 35,000 ft.

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NORTH AMERICAN B-25 "MITCHELL" (& the TB-25 Advanced Trainer)



TB-25 at Mather AFB, California in the 1950s

The B-25 medium bomber was one of America's most famous airplanes of WW II. It was the type used by General Doolittle for the Tokyo Raid on April 18, 1942. Subsequently, it saw duty in every combat area being flown by the Dutch, British, Chinese, Russians and Australians in addition to our own U.S. forces. Although the airplane was originally intended for level bombing from medium altitudes, it was used extensively in the Pacific area for bombing Japanese airfields from treetop level and for strafing and skip bombing enemy shipping. More than 9,800 B-25s were built during WW II.

The TB-25 (the old AT-24) Advanced Trainer version served as a twin-engine Transition and aircrew Trainer until the last one was retired at Reese AFB, TX in 1959.

SPECIFICATIONS

Span: 67 ft. 7 in.

Length: 52 ft. 11 in.

Height: 15 ft. 9 in.

Weight: 28,460 lbs. loaded

Armament: Five .50-cal. machine guns; 5,000 lbs. of bombs

Engine: Two Wright R-2600s of 1,700 hp. ea.

Cost: \$96,000

PERFORMANCE

Maximum speed: 275 mph.

Cruising speed: 230 mph.

Range: 1,200 miles

Service Ceiling: 25,000 ft.

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NORTH AMERICAN BC-1 (BT-9, BT-14, AT-6)

Note: Please scroll for BT-9, BT-14 & AT-6...)



The BC-1 was first monoplane advanced-basic combat trainer and was a low-wing, closed canopy with retractable gear.

SPECIFICATIONS

Span: 42 ft.

Length: 27 ft. 9 in.

Engine: 600 hp.

PERFORMANCE

Maximum speed: 205 mph.

NORTH AMERICAN BT-9

Scroll up or down for other variants...



NORTH AMERICAN BT-14

Scroll up or down for other variants...



The BT-14 is an all-metal military trainer developed from the North American BT-9. After the U.S. entered WW II, the BT-14 and its predecessor the BT-9, along with the Vultee BT-13, provided thousands of cadets with basic pilot training. In 1940, 251 BT-14s were built for the Army Air Corps. While the BT-9's fuselage was covered with fabric, that of the BT-14 was metal-covered. The two aircraft also had different engines, cowlings, wings, and tail shapes. Many foreign countries used variants of these aircraft. Other developments of the basic design included the BC-1 and the well-known AT-6.

The BT-14 variant shown above, and on display at the USAF Museum, has a BT-9 cowling and engine, but it is otherwise the same as the BT-14. It is one of a group of NA-64s built originally for the French. When Germany defeated France in 1940, undelivered NA-64s were diverted to the Royal Canadian Air Force where they served as Yale I radio trainers. When the donor purchased this airplane in March 1974, it was barely flyable; however, after extensive restoration, it appeared at numerous air shows and was also used for aerial photography. In 1978 it was donated to the USAF Museum by Challenge Publications, Inc. (Air Classics, Air Combat, Air Progress), Mr. Edwin Schnepf, President.

SPECIFICATIONS

Span: 40 ft. 10 in.

Length: 28 ft. 8 in.

Height: 11 ft. 6 in.

Weight: 4,500 lbs. loaded

Armament: None

Engine: Pratt & Whitney R-985 of 450 hp.

Cost: \$20,500

PERFORMANCE

Maximum speed: 180 mph.

Cruising speed: 147 mph.

Range: 765 miles

Service Ceiling: 21,650 ft.

Another BT-14...



NORTH AMERICAN AT-6 "TEXAN"

Scroll up for other variations...



The AT-6 advanced trainer was one of the most widely used aircraft in history. Evolving from the BC-1 basic combat trainer ordered in 1937, 15,495 Texans were built between 1938 and 1945. The USAAF procured 10,057 AT-6s; others went to the Navy as SNJs and to more than 30 Allied nations. Most AAF fighter pilots trained in AT-6s prior to graduation from flying school. Many of the "Spitfire" and "Hurricane" pilots in the Battle of Britain trained in Canada in "Harvards," the British version of the AT-6. To comply with neutrality laws, U.S. built Harvards were flown north to the border and were pushed across.

In 1948, Texans still in USAF service were redesignated as T-6s when the AT, BT and PT aircraft designations were abandoned. To meet an urgent need for close air support of ground forces in the Korean Conflict, T-6s flew "mosquito missions" spotting enemy troops and guns and marking them with smoke rockets for attack by fighter-bombers.

The aircraft pictured above is one of 1,802 T-6s remanufactured under a 1949 USAF modernization program, redesignated as T-6Gs, and given new serial numbers. It is on display at the USAF Museum at Wright Patterson and was acquired from the Pennsylvania Air National Guard in 1957 and is painted as an AT-6 based at Randolph Field, Texas in 1942.

SPECIFICATIONS

Span: 42 ft.

Length: 29 ft. 6 in.

Height: 10 ft. 10 in.

Weight: 5,617 lbs. loaded

Armament: None (some AT-6s used for gunnery/bombing training)

Engine: Pratt & Whitney R-1340 of 600 hp.

Cost: \$27,000

PERFORMANCE

Maximum speed: 210 mph.

Cruising speed: 145 mph.

Range: 770 miles

Service Ceiling: 23,200 ft.

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Vultee BT-13 (BT-15) "Valiant"

Scroll down for info on BT-15...



The "Valiant" was the basic trainer most widely used by the USAAF during WW II. It represented the second of the three stages of pilot training--primary, basic and advanced. Compared with the primary trainers in use at the time, it was considerably more complex. The BT-13 not only had a more powerful engine, it was also faster and heavier. In addition, it required the student pilot to use two-way radio communications with the ground, operate landing flaps and a two-position variable pitch propeller.

Nicknamed the "Vibrator" by the pilots who flew it, the BT-13 was powered by a Pratt & Whitney R-985 engine. But to counter the shortage of these engines early in the BT-13 production program, 1,693 Valiants were produced in 1941-2 with a Wright R-975 engine and were designated as BT-15s. By the end of WW II, 10,375 BT-13s and BT-15s had been accepted by the AAF.

The BT-13 on display, one of 1,775 -Bs built, was acquired from Mr. Raymond Brandy of West Carrollton, Ohio in 1965.

SPECIFICATIONS

Span: 42 ft. 2 in.

Length: 28 ft. 8 1/2 in.

Height: 12 ft. 4 3/4 in.

Weight: 4,227 lbs. loaded

Armament: None

Engine: Pratt & Whitney R-985 of 450 hp.

Crew: Two (instructor & student)

Cost: \$20,000

Serial number: 42-90629

PERFORMANCE

Maximum speed: 155 mph.

Cruising speed: 130 mph.

Range: 880 miles

Service Ceiling: 19,400 ft.

Another picture of a BT-13...



Vultee BT-15 (BT-13) "Valiant"

Scroll up for info on BT-13...



The BT-15 is like the BT-13 except for an engine change. It used a 450-hp engine, had tandem seats, 3-wheel landing gear and went 185-mph.

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LOCKHEED F-80 (P-80 & T-33) "SHOOTING STAR"

Scroll down for the T-33...



The Shooting Star was the first USAF aircraft to exceed 500 mph in level flight, the first American jet airplane to be manufactured in large quantities and the first USAF jet to be used in combat. Designed in 1943, the XP-80 made its maiden flight on Jan. 8, 1944. Several early P-80s were sent to Europe for demonstration, but WW II ended before the aircraft could be employed in combat. (The aircraft was redesignated in 1948 when "P" for "Pursuit" was changed to "F" for "Fighter.") Of 1,731 F-80s built, 798 were F-80Cs.

Although it was designed as a high-altitude interceptor, the F-80C was used extensively as a fighter-bomber in the Korean Conflict, primarily for low-level rocket, bomb and napalm attacks against ground targets. On Nov. 8, 1950, an F-80C flown by Lt. Russell J. Brown, flying with the 16th Fighter-Interceptor Squadron, shot down a Russian-built MiG-15 in the world's first all-jet fighter air battle.

The F-80C shown above and on display at the USAF Museum is one of the few remaining Shooting Stars which flew combat missions during the Korean Conflict. It is painted in the markings of a unit to which it was assigned in 1950, the 8th Fighter-Bomber Group. After service in the Uruguayan Air Force during the 1960s, it was transferred to the USAF Museum in Dec. 1970, where it was restored and then placed on display in 1979.

SPECIFICATIONS

Span: 38 ft. 10 1/2 in.

Length: 34 ft. 6 in.

Height: 11 ft. 4 in.

Weight: 16,856 lbs. max.

Armament: Six .50-cal. machine guns and eight 5 in. rockets or 2,000 lbs. bombs

Engine: Allison J33 of 5,400 lbs. thrust (with water-alcohol injection)

Cost: \$93,456

Serial number: 49-696

C/N: 080-2444

PERFORMANCE

Maximum speed: 580 mph.

Cruising speed: 437 mph.

Range: 1,090 miles

Service Ceiling: 46,800 ft.

LOCKHEED T-33 "SHOOTING STAR"

Scroll up for F-80 (P-80)



The two-place T-33 jet was designed for training pilots already qualified to fly propeller-driven aircraft. It was developed from the single-seat F-80 fighter by lengthening the fuselage slightly more than three feet to accommodate a second cockpit.

Originally designed the TF-80C, the T-33 made its first flight in March 1948. Production continued until August 1959 with 5,691 T-33s built. In addition to its use as a trainer, the T-33 has been used for such tasks as drone director and target towing, and in some countries even as a combat aircraft. The RT-33A version, reconnaissance aircraft produced primarily for use by foreign countries, had a camera installed in the nose and additional equipment in the rear cockpit.

The T-33 is one of the world's best known aircraft, having served with the air forces of more than 20 different countries for almost 40 years. Many are still in use throughout the world. The T-33A on shown above and on display at the USAF Museum was flown to the Museum in 1962.

SPECIFICATIONS

Span: 37 ft. 6 in.

Length: 37 ft. 8 in.

Height: 11 ft. 7 in.

Weight: 15,000 lbs. max.

Armament: Two .50-cal. machine guns in nose

Engine: Allison J-33 of 5,400 lbs. thrust

Crew: Two

Cost: \$123,000

Serial number: 53-5974

C/N: 580-9456

PERFORMANCE

Maximum speed: 525 mph.

Cruising speed: 455 mph.

Range: 1,000 miles

Service Ceiling: 45,000 ft.

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PIPER L-21 (PA-18) "Super Cub"



The L-21 was a Korean war light Liaison aircraft for the Army and later became used by the USAF. It is a single engine, high-wing, 2-seater. The PA-18 was used by the Air Force in civil markings for contract training at civilian schools. The PA-18 was typically used for agricultural purposes in the civilian sector.

SPECIFICATIONS

Span: 35 ft. 3 in.

Length: 22 ft. 6 in.

PERFORMANCE

Maximum speed: 125 mph.

Range: 750 miles

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Lockheed P-38 "Lightning" (F-4, F-5, F-38)



The Lightning was designed in 1937 as a high-altitude interceptor. The first one built, the XP-38, made its public debut on February 11, 1939 by flying from California to New York in seven hours. Because of its unorthodox design, the airplane experienced "growing pains" and it required several years to perfect it for combat. Late in 1942, it went into large-

scale operations during the North African campaign where the German Luftwaffe named it "Der Gabelschwanz Teufel"--"The Forked-Tail Devil."

Equipped with droppable fuel tanks under its wings, the P-38 was used extensively as a long-range escort fighter and saw action in practically every major combat area of the world. A very versatile aircraft, the Lightning was also used for dive bombing, level bombing, ground strafing and photo reconnaissance missions.

TYPE	Number built/Converted	Remarks
XP-38	1	XP-322 crashed 11 Feb. 1939
YP-38	13	Service test aircraft
P-38	30	YP-38 w/ 37mm cn. & 4 .50-cal. mgs.
XP-38A	1 (cv)	P-38 40-762 w/ press. cp. & 20mm cn.
P-38B/C	0	B&C designators never assigned
P-38D	36	improved P-38; self-sealing fuel tanks
P-38E	210	improved P-38D; 20mm cannon
P-38F	527	improved P-38E; V-1710-49 & 53
P-38G	1082	improved P-38F; V-1710-51 & 55
P-38H	601	improved P-38G; V-1710-89 & 91
P-38J	2970	improved P-38H
P-38K	1 (cv)	P-38G 42-13558 w/ V-1710-75 & 77
P-38L-LO	3810	improved P-38J; V-1710-111 & 113
P-38L-VN	113	Vultee-built P-38Ls
P-38M	75 (cv)	P-38L mod. as night fighter

SPECIFICATIONS (P-38L)

Span: 52 ft.

Length: 37 ft. 10 in.

Height: 12 ft. 10 in.

Weight: 17,500 lbs. loaded

Armament: Four .50-cal. machine guns and one 20mm cannon

Engines: Two Allison V-1710s of 1,475 hp. ea.

Cost: \$115,000

PERFORMANCE

Maximum speed: 414 mph

Cruising speed: 275 mph

Range: 1,100 miles

Service Ceiling: 40,000 ft.

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Bell P-39 "Airacobra"



The P-39 was one of America's first-line pursuit planes in December 1941. It made its initial flight in April 1939 at Wright Field and by the time of the Pearl Harbor attack, nearly 600 had been built. Its unique engine location behind the cockpit caused some pilot concern, but this proved to be no more of a hazard in a crash landing than with an engine

located forward of the cockpit. However, the P-39's spin characteristics could be quite a problem if recovery techniques were ignored.

The Airacobra saw combat throughout the world, particularly in the Southwest Pacific, Mediterranean and Russian theaters. Because its engine was not equipped with a supercharger, the P-39 performed best below 17,000 feet altitude, and it often was used at lower altitudes for such missions as ground strafing. When P-39 production ended in August 1944, Bell had built 9,584 Airacobras, of which 4,773 had been allotted to the Soviet Union. Russian pilots particularly liked the cannon-armed P-39 for its ground attack capability. Other P-39s served French and British forces.

TYPE	Number built/ Converted	Remarks
XP-39	1	Prototype P-39
YP-39	13	Improved XP-39; Service test aircraft
YP-39A	1 (cv)	YP-39 w/ new engine; high alt. test only
XP-39B	1 (cv)	XP-39 w/ new engine; no turbo-supercharger
P-39C	80	P-45 redesignated; 60 became P-39D
P-39D	60 (cv)	Imp. P-39C; 4x.30, 2x.50 mgs. & 37mm cn.
P-39D-1	863	Imp. P-39D; self-sealing fuel tanks
P-39D-2	1 (cv)	Imp. P-39D-1; 158 ordered
XP-39E	3	P-39D-1 w/ new engine; XP-63 Prototype
P-39E	0	Imp. P-39D-1; 4,000 ordered

P-39F-1	229	P-39D w/ aero products
P-39F-2	2 (cv)	propeller
P-39G	0	P-39F mod. for photo recon.
P-39H	0	1800 ordered became K,L,
P-39J	25	M,N models
P-39K	210	Designation not assigned
P-39L	250	Modified P-39D-1; new
P-39M	240	engine & auto boost
P-39N	2095	P-39F w/ new engine
P-39P	0	Mod. P-39K; Curtiss prop. &
P-39Q	4905	rocket rails
		Mod. P-39L; new engine &
		prop gearing chg.
		Improved P-39M; new
		engine
		Designation not assigned
		Imp. P-39N; 37mm cn. &
		4x.50-cal. mgs.

SPECIFICATIONS

Span: 34 ft.

Length: 30 ft. 2 in.

Height: 12 ft. 5 in.

Weight: 7,570 lbs. normal load

Armament: One 37mm cannon firing through the propeller hub; two .50-cal. machine guns in the nose; two .50-cal. machine guns in packets under the wing; 500 lbs. of bombs externally.

Engine: Allison V-1710 of 1,200 hp.

Cost: \$46,000

PERFORMANCE

Maximum speed: 376 mph.

Cruising speed: 250 mph.

Range: 650 miles

Service Ceiling: 35,000 ft.

Another P-39 picture...



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CURTISS P-40 "Warhawk"



The P-40, developed from the P-36, was America's foremost fighter in service when WWII began. P-40s engaged Japanese aircraft during the attack on Pearl Harbor and the invasion of the Philippines in December 1941. They also were flown in China early in 1942 by the famed Flying Tigers and in North Africa in 1943 by the first AAF all-black unit, the 99th Fighter Squadron.

The P-40 served in numerous combat areas--the Aleutian Islands, Italy, the Middle East, the Far East, the Southwest Pacific and some were sent to Russia. Though often outclassed by its adversaries in speed, maneuverability and rate of climb, the P-40 earned a reputation in battle for extreme ruggedness. At the end of the P-40's brilliant career, more than 14,000 had been produced for service in the air forces of 28 nations, of which 2,320 were of the "E" series.

TYPE	Number built/Converted	Remarks
XP-40	1 (cv)	10th P-36A w/ eng. chg.
P-40	200	Improved XP-40; 524 ordered
P-40A	0	Designation not assigned
P-40B	131	Imp. P-40; arm. pl.;2x.30-cal. mgs.
P-40C	193	Imp. P-40B; self-sealing fuel tanks
P-40D	22	Mod. fuselage; 4x.50-cal. mgs.
P-40E	2320	Imp. P-40D; 6x.50-cal. mgs.
XP-40F	1 (cv)	P-40D w/ Rolls-Royce eng.
YP-40F	1 (cv)	Mod. of 3rd P-40F built
P-40F	1311	Imp. P-40E; eng. chg.
P-40G	1 (cv)	Mod. of 66th P-40; -E wings
P-40H	0	Designation not used
P-40J	0	Imp. P-40E w/ turbo (canc.)
XP-40K	1 (cv)	P-40K-10 w/ V-1650 eng.
P-40K	1300	Imp. P-40E w/ eng. chg.
P-40L	700	Imp. P-40F
P-40M	600	Imp. P-40K-20
P-40N-1-15	1977	Imp. P-40E; 4x.50-cal. mgs.
P-40N-20-35	3022	Imp. P-40N-1-15; eng. chg.
P-40N-40-CU	220	Last production P-40; 9,000 canc.
P-40P	0	Designation not used

XP-40Q 1
P-40R 300 (cv)

Mod. P-40N; 4-blade prop.
Mod. -F & -L models; eng. chg.

SPECIFICATIONS (P-40E)

Span: 37 ft. 4 in.
Length: 31 ft. 9 in.
Height: 12 ft. 4 in.
Weight: 9,100 lbs. loaded
Armament: Six .50-cal. machine guns; 700 lbs. of bombs externally.
Engine: Allison V-1710 of 1,150 hp.
Cost: \$45,000

PERFORMANCE

Maximum speed: 362 mph.
Cruising speed: 235 mph.
Range: 850 miles
Service Ceiling: 30,000 ft.

Another P-40 picture...



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REPUBLIC P-47 "Thunderbolt"



Affectionately nicknamed "Jug," the P-47 was one of the most famous AAF fighter planes of WW II. Although originally conceived as a lightweight interceptor, the P-47 developed as a heavyweight fighter and made its first flight on May 6, 1941. The first production model was delivered to the AAF in March 1942, and in April 1943 the Thunderbolt flew its first combat mission--a sweep over

Western Europe. Used as both a high-altitude escort fighter and a low-level fighter-bomber, the P-47 quickly gained a reputation for ruggedness. Its sturdy construction and air-cooled radial engine enabled the Thunderbolt to absorb severe battle damage and keep flying. During WW II, the P-47 served in almost every active war theater and in the forces of several Allied nations. By the end of WW II, more than 15,600 Thunderbolts had been built.

Production P-47B, -C, early -D and -G series aircraft were built with metal-framed "greenhouse" type cockpit canopies. Late -D series (dash 25 and later) aircraft and all -M and -N series production aircraft were given clear "bubble" canopies, which gave the pilot improved rearward vision.

TYPE	Number built/Converted	Remarks
XP-47	0	Lt. Interceptor; Canc.
XP-47A	0	Mod. XP-47;no guns or radios
XP-47B	1	Imp. P-44 & XP-47 design
P-47B	171	1st prod. a/c;8 .50-cal. in wings
P-47C	602	Imp. P-47B
P-47D-RE	3963	Razorback P-47D;Blocks 1-22
P-47D-RE	2546	Bubble Canopy P-47D; Blocks 25-30
P-47D-RA	2350	Evansville Ind. Plant; Blks. 2-23
P-47D-RA	3743	Evansville Bubble Canopy; Blks. 26-40
XP-47E	1 (cv)	Mod. -B (171st Built); Press. Cockpit
XP-47F	1 (cv)	Mod. P-47B;laminar flow wing
P-47G-CU	354	Curtiss Built -D model
XP-47H	1 (cv)	Mod. P-47D; 16 cyl. Chrysler eng.
XP-47J	1	New model; 6 .50-cal.
XP-47K	1 (cv)	Mod. P-47D w/ Hawker Typhoon Cnpy.
XP-47L	1 (cv)	Mod. P-47D-20
YP-47M	3 (cv)	Mod. P-47D; dive brakes

P-47M 130
XP-47N 1
P-47N-RE 1667
P-47N-RA 149

Fighter-bomber version
Imp. -D; new wing
Long-range escort model
5934 canc. after VJ-Day

SPECIFICATIONS P-47D

Span: 40 ft. 9 in.

Length: 36 ft. 2 in.

Height: 14 ft. 8 in.

Weight: 17,500 lbs. max.

Armament: Six or eight .50 cal. machine guns and either ten rockets or 2,500 lb. of bombs

Engine: One Pratt & Whitney R-2800-59 of 2,430 hp.

Crew: One

Cost: \$85,000

PERFORMANCE

Maximum speed: 433 mph.

Cruising speed: 350 mph.

Range: 1,030 miles

Service Ceiling: 42,000 ft.

Another P-47 picture



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NORTH AMERICAN P-51 (F-51) "Mustang"



The P-51 was designed as the NA-73 in 1940 at Britain's request. The design showed promise and AAF purchases of Allison-powered Mustangs began in 1941 primarily for photo recon and ground support use due to its limited high-altitude performance. But in 1942, tests of P-51s using the British Rolls-Royce "Merlin" engine revealed much improved speed and service ceiling, and in Dec. 1943, Merlin-powered P-51Bs first entered combat over

Europe. Providing high-altitude escort to B-17s and B-24s, they scored heavily over German interceptors and by war's end, P-51s had destroyed 4,950 enemy aircraft in the air, more than any other fighter in Europe.

Mustangs served in nearly every combat zone, including the Pacific where they escorted B-29s to Japan from Iwo Jima. Between 1941-5, the AAF ordered 14,855 Mustangs (including A-36A dive bomber and F-6 photo recon versions), of which 7,956 were P-51Ds. During the Korean Conflict, P-51Ds were used primarily for close support of ground forces until withdrawn from combat in 1953.

TYPE	Number built/Converted	Remarks
XP-51	2	Model NA-73; Developed for UK
P-51	150	Prod. model; 4 20mm cannon
P-51A	310	Fitted w/ bomb racks; 4 .50-cal. mgs
XP-51B	2 (cv)	Imp. P-51; was XP-78
P-51B-NA	1988	Prod. model; Blks 1-15; Inglewood
P-51C-NT	1750	Dallas Plant; Blks 1-11
P-51D-NA	6502	Bubble Canopy; Blks 1-30
P-51D-NT	1454	Blks 5-30; 6 .50-cal. mgs.
TP-51D-NT	10	2-place trainer variant
P-51E	0	Model not assigned
XP-51F	3	Exp. lt. weight test model
XP-51G	2	Mod. XP-51F w/ new eng.
P-51H-NA	555	Prod. model; Blks 1-10
XP-51J	2	Mod. XP-51F w/ new eng.
P-51K-NT	1337	Imp. -D; Aeroprop; Blks 1-15
P-51L-NA	0	Imp. -H w/ new eng.
P-51M-NT	1	Imp. -H w/ new eng.

SPECIFICATIONS P-51D

Span: 37 ft. 0 in.

Length: 32 ft. 3 in.

Height: 13 ft. 8 in.

Weight: 12,100 lbs. max.

Armament: Six .50-cal. machine guns and ten 5 in. rockets or 2,000 lbs. of bombs.

Engine: Packard built Rolls-Royce "Merlin" V-1650 of 1,695 hp.

Cost: \$54,000

PERFORMANCE

Maximum speed: 437 mph.

Cruising speed: 275 mph.

Range: 1,000 miles

Service Ceiling: 41,900 ft.

Another P-51 picture



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CONSOLIDATED PT-3 (PT-1, XPT-2, O-17) "Trusty"



The Consolidated PT-1 was adopted in 1924 to replace the aging JN-4 fleet of trainers. The PT-1 was essentially an improved version of the earlier Dayton-Wright TW-3 when the newly formed Consolidated Aircraft Corporation took over the TW-3 contract in 1923. The PT-1 featured an improved 180-hp engine and an extended fuselage accommodating a second tandem seat. The PT-3 followed in 1928 and was similar to the PT-1 with only the addition of a more powerful 220-hp engine. The PT-1 and PT-3 served as the Air Service and Air Corps primary trainers for most of the period from mid-1920s to mid-1930s. Over 460 aircraft of these types were built and served with flying training units. The O-17 was a converted PT-3 with more fuel capacity for longer endurance and machine gun emplacement for observation work.

SPECIFICATIONS

Span: 34 ft. 6 in.

Length: 28 ft. 1 in.

Height: 10 ft. 3 in.

Weight: 2,481 lbs. maximum

Armament: None

Engine: Wright J-5 (R-790-AB) of 220 hp..

Cost: \$10,000

PERFORMANCE

Maximum speed: 102 mph.

Cruising speed: 81 mph.

Range: 300 miles

Service Ceiling: 14,000 ft.

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This Page last updated Wednesday, October 31, 2001

Stearman PT-13 (PT-17, PT-18, PT-27) "Kaydet"

Scroll down for PT-17 & PT-27 variations...



The PT-13 was typical of the biplane primary trainer used during the late 1930s and WW II. Whereas it was powered by a Lycoming engine, the same airplane with a Continental engine was designated the PT-17, and with a Jacobs engine, the PT-18. A later version which featured a cockpit canopy was designated the PT-27 (see picture below).

Of 10,346 Kaydets ordered for the U.S. and its Allies, 2,141 were PT-13s for the AAF. Following WW II, the Kaydet was phased out in favor of more modern trainers.

The PT-13D shown above (and on display at the USAF Museum), was donated in 1959 by the Boeing Airplane Company (which purchased the Stearman Company in 1938), and was the last Kaydet produced.

SPECIFICATIONS

Span: 32 ft. 2 in.

Length: 24 ft. 10 in.

Height: 9 ft. 2 in.

Weight: 2,717 lbs. loaded

Armament: None

Engine: Lycoming R-680 of 220 hp..

Cost: \$11,000

PERFORMANCE

Maximum speed: 125 mph.

Cruising speed: 104 mph.

Range: 450 miles

Service Ceiling: 14,000 ft.

Another PT-13 Picture...



Stearman PT-17 (PT-13, PT-18, PT-27) "Kaydet"

Scroll up for PT-13 & down for the PT-27 variations...



Stearman PT-27 (PT-13, PT-17, PT-18) "Kaydet"

Scroll up for PT-13 and PT-17 variations...



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FAIRCHILD PT-19 "Cornell"



The PT-19 developed by Fairchild in 1938 to satisfy a military requirement for a rugged monoplane primary trainer, was ordered into quantity production in 1940. In addition to being manufactured by Fairchild during WW II, the "Cornell" was produced in the U.S. by the Aeronca, Howard and St. Louis Aircraft Corporations and in Canada by Fleet Aircraft, Ltd.

Some Cornells were powered by Continental radial engines and designated PT-23s, while others were produced with cockpit canopies and designated PT-26s. Altogether, 7,742 Cornells were manufactured for the AAF, with 4,889 of them being PT-19s. Additional Cornells were supplied to Canada, Norway, Brazil, Ecuador and Chile.

The PT-19A shown above is on display at the USAF Museum and was donated to them in November 1984 by Mr. Howard Phillips, Seattle, Washington.

SPECIFICATIONS

Span: 35 ft. 11 3/16 in.

Length: 27 ft. 8 3/8 in.

Height: 7 ft. 9 in.

Weight: 2,450 lbs. loaded

Armament: None

Engine: Ranger L-440 of 175 hp.

PERFORMANCE

Maximum speed: 124 mph.

Cruising speed: 106 mph.

Range: 480 miles

Service Ceiling: 16,000 ft.

Another PT-19 picture



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Ryan PT-22 (PT-21) "Recruit"

Scroll down for a picture of the PT-21 variation...



Primary trainers represented the first of three stages of military flight training--primary, basic, and advanced. Prior to 1939, the Air Corps relied entirely on biplanes as primary trainers, but in 1940 it ordered a small number of Ryan low-wing civilian trainers and designated them as PT-16s. They were so successful that the Air Corps then ordered large numbers of improved versions, among them the PT-22. By the time production was completed in 1942, 1,023 PT-22s had been delivered. Twenty-five additional trainers, ordered for the Netherlands, were taken over by the Air Corps in 1942 and designated as PT-22As.

The PT-22 shown above and on display at the USAF Museum was donated by Mrs. Nickolas A. Romano, Jr. and her son, Nicky, of Hampton, Virginia in 1969 in memory of her husband who lost his life in Vietnam on July 1, 1968 in the crash of the airplane he was piloting. Chief Warrant Officer Romano had served as an enlisted man in the USAF for 22 years prior to retiring. He then enlisted in the U.S. Army to attend flight school and become a pilot. The airplane was restored by the Department of aviation Technology, Purdue University.

SPECIFICATIONS

Span: 30 ft. 1 in.

Length: 22 ft. 7 1/2 in.

Height: 7 ft. 2 in.

Weight: 1,860 lbs. maximum

Armament: None

Engine: Kinner R-540 of 160 hp..

Cost: \$10,000

PERFORMANCE

Maximum speed: 125 mph.

Cruising speed: 100 mph.

Range: 205 miles

Service Ceiling: 15,400 ft.

Another PT-22 Picture...



Ryan PT-21 (PT-22) "Recruit"

Scroll up for PT-22 variation...



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T-1A “Jayhawk”



The first T-1A was delivered to Reese Air Force Base, Texas, in January 1992, and student training began in 1993.

Since the late 1950s, Air Force undergraduate pilot training students have trained in two aircraft: the T-37 Tweet, the primary trainer, and the T-38 Talon, the advanced trainer. With the introduction of specialized undergraduate pilot training in 1993, students continue to receive their primary flying training in the T-37, but the advanced phase was tailored for students' follow-on assignments.

For students going to bombers and fighters, advanced training is conducted in the T-38. Those selected for airlift or tanker aircraft receive advanced training in the T-1A.

The T-1A is used at Columbus AFB, Miss., Laughlin AFB, Texas, and Vance AFB, Okla. It is also used at Randolph AFB, Texas, to train instructor pilots.

SPECIFICATIONS

Span: 43 ft. 6 in.

Length: 48 ft. 5 in.

Height: 13 ft. 11 in.

Weight: 16,100 lbs. maximum

Armament: None

Engine: 2 Pratt and Whitney JT15D-5B turbofans of 2,900lbs of thrust each

Cost: \$4.1million

PERFORMANCE

Maximum speed: 539 mph.

Cruising speed: 504 mph.

Range: 2,100 miles

Service Ceiling: 41,000 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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T-3A “Firefly”



A propeller-driven aircraft used by the Air Force to screen pilot candidates by exposing them to military style traffic patterns, aerobatics and spins. It replaced the T-41 which was incapable of performing these maneuvers. It also taught students takeoffs and landings, stalls, slow flight, ground operations and mission planning.

The T-3A was the newest version of Slingsby Aviation’s T-67 Firefly of military training aircraft. The prototype began flying in the summer of 1991, and the Air Force accepted delivery in February 1994. The T-3A was assigned to training squadrons at Hondo Airport, Texas in March 1994, and to the Air Force Academy in January 1995. Air Force flight operations in the T-3A were suspended in July 1997.

SPECIFICATIONS

Span: 34ft. 9in.

Length: 24ft. 9in.

Height: 7ft. 9in.

Weight: 2,550lbs. maximum

Armament: None

Engine: One Textron Lycoming Ltd. AEIO-540-D4A5

Cost: \$295,000

PERFORMANCE

Speed: 155 mph.

Range: 352 miles

Service Ceiling: 19,000 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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T-6A “Texan II”



Produced by Raytheon Aircraft, the T-6A Texan II is a military trainer version of Raytheon's Beech/Pilatus PC-9 Mk II.

Stepped-tandem seating in the single cockpit places one crewmember in front of the other, with the student pilot in the front seat and the instructor pilot in the rear. A pilot may also fly the aircraft alone from the front seat. Pilots enter the T-6A cockpit through a side-opening, one-piece canopy that has demonstrated resistance to bird strikes at speeds up to 270 knots.

The T-6A has a Pratt & Whitney Canada PT6A-68 turbo-prop engine that delivers 1,100 horsepower. Because of its excellent thrust-to-weight ratio, the aircraft can perform an initial climb of 3,300 feet (1,006 meters) per minute and can reach 18,000 feet (5,486.4 meters) in less than six minutes.

The aircraft is fully aerobatic and features a pressurized cockpit with an anti-G system, and an advanced avionics package with sunlight-readable liquid crystal displays.

Before being formally named in 1997, the T-6A was first identified in a 1989 Department

of Defense Trainer Aircraft Master Plan as the aircraft portion of the Joint Primary Aircraft Training System, or JPATS. The system includes an integrated suite of simulators, training devices and computer management system.

On Feb. 5, 1996, Raytheon was awarded the JPATS acquisition and support contracts. The first operational T-6A arrived at Randolph Air Force Base, Texas, in May 2000.

The T-6A will be used to provide the basic skills necessary for joint specialized undergraduate pilot students to progress to one of four training tracks: the Air Force bomber-fighter track, the Air Force airlift-tanker or Navy maritime track, the Navy strike track or the Air Force-Navy helicopter track.

Instructor pilot training in the T-6 began at Randolph in 2000. Undergraduate pilot training began in October 2001 at Moody AFB, Ga.

SPECIFICATIONS

Span: 33 ft. 6 in.

Length: 33 ft. 5 in.

Height: 10 ft. 7 in.

Weight: 6,500lbs empty

Armament: None

Engine: 1,100 horsepower Pratt & Whitney Canada PT6A-68 turbo-prop engine

Cost: \$4.5 million

PERFORMANCE

Speed: 359 mph

Range: 900 miles

Service Ceiling: 35,000 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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NORTH AMERICAN T-28 "TROJAN"



North American T-28A "Trojan"

USAF Museum

The first T-28 made its initial flight on September 24, 1949. Designed as a replacement for the T-6 trainer, the "Trojan" went into production in 1950. The USAF version (T-28A) was powered by an 800-hp. engine, whereas later U.S. Navy versions (T-28B and C) were powered by 1,425-hp. engines. When production ended in 1957, a total of 1,948 of the three different versions had been built.

In 1962, the USAF began a program to modify more than 200 T-28s as tactical fighter-bombers for counterinsurgency warfare in Vietnam. Equipped with 1,425-hp. engines, these airplanes (redesignated the T-28D "Nomad") proved to be an effective weapon in close air support missions against enemy troops inside South Vietnam.

The T-28A shown above and on display at the USAF Museum was transferred there in September 1965.

SPECIFICATIONS

Span: 40 ft. 7 in.

Length: 32 ft.

Height: 12 ft. 8 in.

Weight: 7,812 lbs. without external load

Armament: Two .50-cal. machine guns in detachable pods under wing, two 100-lb. bombs, or six 2.25 in. rockets

Engine: Wright R-1300 of 800 hp.

Cost: \$123,000

Serial Number: 49-1494

C/N: 159-6

PERFORMANCE

Maximum speed: 283 mph.

Cruising speed: 190 mph.

Range: 1,000 miles

Service Ceiling: 25,200 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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BEECH T-34 "MENTOR"



T-34 from James Connally AFB flying over western Texas

The T-34A was used by the USAF for primary flight training during the 1950s. The original Mentor, a Beechcraft Model 45 derived from the famous Beechcraft Bonanza, was first flown in December 1948. The first military prototype, designated YT-34 by the USAF, made its initial flight in May 1950.

After extensive testing the USAF ordered the Mentor into production as the T-34A in early 1953. The first production T-34A was delivered to Edwards AFB in October 1953 for evaluation, and deliveries to the Air Training Command began in 1954.

The T-34A served as the standard primary trainer until the USAF introduced the Cessna T-37 jet trainer in the late 1950s. As they were replaced by the T-37, many T-34s were turned over to base Aero Clubs. In all, 450 T-34As were produced for the USAF. Three hundred fifty were built in the U.S.A. and 100 more were produced in Canada under license. In addition, two U.S. Navy versions of the Mentor were produced: the T-34B and the turboprop-powered T-34C. The Mentor also was built for the military forces of at least 10 friendly foreign nations.

SPECIFICATIONS

Span: 32 ft. 10 in.

Length: 25 ft. 11 in.

Height: 9 ft. 7 in.

Weight: 2,900 lbs. loaded

Armament: None

Engine: Continental O-470-13 of 225 hp.

Cost: \$51,000

PERFORMANCE

Maximum speed: 191 mph.

Cruising speed: 173 mph.

Range: 821 miles

Service Ceiling: 20,000 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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This Page last updated Thursday, May 16, 2002

CESSNA T-37 "Tweet"



The T-37 is a twin-engine primary trainer used for teaching the fundamentals of jet aircraft operation and instrument, formation and night flying. Affectionately known as the "Tweety Bird" or "Tweet," it was the first USAF jet aircraft designed from conception as a trainer (as opposed to a modification such as the T-33). Its flying characteristics helped student pilots prepare to transition to the larger, faster T-38 "Talon" later in the pilot training program. Side-by-side seating in the T-37 makes it easier for the instructor to observe and communicate with the student.

The XT-37 prototype made its initial flight on October 12, 1954, and the pre-production T-37A first flew on September 27, 1955. Following modifications, the T-37A entered operational USAF service in 1957. In 1959, the T-37B joined the USAF. Similar to the -A, it had more powerful engines, a redesigned instrument panel and improved radio communications and navigational equipment. In time, all -As were modified to -B standards.

The T-37C, with provisions for armament and extra fuel, was built for export. Both T-37Bs and -Cs serve the air forces of several Allied nations. In all, nearly 1,300 T-37As, -Bs and -Cs were built before production ended in the late 1970s. In addition, nearly 600 A-37s--attack modifications of the T-37--were built.

SPECIFICATIONS

Span: 33 ft. 10 in.

Length: 29 ft. 4 in.

Height: 9 ft. 5 in.

Weight: 6,580 lbs. max.

Armament: None

Engines: Two Continental J69-T-25s of 1,025 lbs. thrust ea.

Crew: Two

Cost: \$166,000

PERFORMANCE

Maximum speed: 410 mph

Cruising speed: 350 mph.

Range: 650 miles

Service Ceiling: 35,000 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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NORTHROP T-38 "TALON"



The first T-38A delivered to Randolph AFB in March 1961

In the mid-1950s, the USAF required a trainer with higher performance than the T-33 to better prepare student pilots for the latest tactical aircraft that were then coming into service. The aircraft chosen was the T-38A which offered high performance with low maintenance and operating costs. The T-38A became the USAF's first supersonic trainer. The T-38A prototype first flew on 10 April, 1959, and production continued until 1972. A total of 1,189 T-38As were built. Some were later modified into AT-38Bs with external armament for weapons training purposes.

Jacqueline Cochran set eight performance records in the fall of 1961 flying a production T-38A and in February 1962 a T-38A set four international time-to-climb records. The USAF Thunderbirds used T-38As from 1974 to 1982 because of their economic operation and high performance. Other users of the T-38A include the U.S. Navy in their Top Gun combat simulation program and the National Aeronautics and Space Administration (NASA).

SPECIFICATIONS

Span: 25 ft. 3 in.

Length: 46 ft. 4 1/2 in.

Height: 12 ft. 10 1/2 in.

Weight: 11,761 lbs. loaded

Armament: None

Engines: Two General Electric J85-GE-5A turbojets of 3,850 lbs. thrust each with afterburner

Crew: Two

Cost: \$756,000

PERFORMANCE

Maximum speed: 812 mph.

Cruising speed: 578 mph.

Range: 1093 miles

Service Ceiling: 45,000 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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CESSNA T-41 "MESCALERO"



The T-41 trainer is a standard Cessna Model 172 light general aviation aircraft purchased "off-the-shelf" by the Air Force for preliminary flight screening of USAF pilot candidates. The first 170 T-41As were ordered in 1964, and an additional 34 were ordered in 1967. Most went into service at various civilian contract flight schools, each located near one of Air Training Command's Undergraduate Pilot Training (UPT) bases. In 1968 and 1969 the USAF Academy acquired 52 T-41Cs, with more powerful engines, for cadet flight training.

The T-41 on shown above and on display at the USAF Museum was flown to the Museum in April 1993.

SPECIFICATIONS

Span: 35 ft. 10 in.

Length: 26 ft. 11 in.

Height: 8 ft. 10 in.

Weight: 2,300 lbs. loaded

Armament: None

Engine: One Continental O-300-C six-cylinder piston engine of 145 hp.

Cost: \$13,465

Serial number: 65-5251 (for one shown)

PERFORMANCE

Maximum speed: 139 mph.

Cruising speed: 117 mph.

Range: 720 miles

Service Ceiling: 13,100 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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This Page last updated Wednesday, October 31, 2001

T-44A "Pegasus"



T-44As at NAS Corpus Christi

The T-44A "Pegasus" aircraft is a twin-engine, pressurized, fixed-wing monoplane manufactured by Beech Aircraft Corporation, Wichita, Kansas. The aircraft is used by the U.S. Navy (USN) for advanced turboprop aircraft training and for intermediate E2/C2 (carrier based turboprop radar aircraft) training at the Naval Air Station, Corpus Christi (NASCC), Texas.

The T-44 is equipped with deicing and anti-icing systems augmented by instrumentation and navigation equipment, which allows flight under instrument and icing conditions. The interior includes a seating arrangement for an instructor pilot (right seat), a student pilot (left seat), and a second student. Two additional passenger seats are included. A distinguishing feature of the aircraft is the avionics fault insertion capabilities afforded the instructor pilot from the right-seat armrest and the second student/observer audio control panel that allows the second student to monitor all radio communications.

USAF pilot trainees fly in the T-44 as part of the USAF-USN joint flying training effort.

SPECIFICATIONS

Span: 50 ft. 3 in.

Length: 35 ft. 6 in.

Height: 14 ft. 3 in.

Weight: 9,650 lbs. maximum

Armament: None

Engine: Two Pratt & Whitney Canada PT-6A-34B 550 hp engines.

Cost: \$

PERFORMANCE

Maximum speed: 287 mph

Range: 1,625 miles

Service Ceiling: 31,300 ft.

(Information provided by Chief of Naval Air Training CNATRA)

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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This Page last updated 16 May 2002

CESSNA AT-8, AT-17, UC-78 "BOBCAT"



The UC-78 is a military version of the commercial Cessna T-50 light transport. Cessna first produced the wood and tubular steel, fabric covered T-50 in 1939 for the civilian market. In 1940, the Air Corps ordered them under the designation AT-8 as multi-engine advanced trainers.

Thirty-three AT-8s were built for the Air Corps, and production continued under the designation AT-17 reflecting a change in equipment and engine types. In 1942, the AAF adopted the Bobcat as a light personal transport and those delivered after January 1, 1943 were designated UC-78s. By the end of WW II, Cessna had produced more than 4,600 Bobcats for the AAF, 67 of which were transferred to the U.S. Navy as JRC-1s. In addition, 822 Bobcats had been produced for the Royal Canadian Air Force as Crane 1s.

Dubbed the "Bamboo Bomber" by the pilots who flew them, it was one of the aircraft featured in the popular television series "Sky King" of the 1940s and '50s.

The UC-78 above is on display (S/N 42-71626) at the USAF Museum and is one of the 1,806 -Bs built for the AAF. It was acquired by the Museum in 1982.

SPECIFICATIONS

Span: 41 ft. 11 in.

Length: 32 ft. 9 in.

Height: 9 ft. 11 in.

Weight: 5,700 lbs. max.

Armament: None

Engines: Two Jacobs R-755-9s of 245 hp. each

Cost: \$31,000

Serial Number: 42-71626 (for one at museum)

C/N: 4322

Other Registrations: N43BB, N4403N

PERFORMANCE

Maximum speed: 175 mph.

Cruising speed: 150 mph.

Range: 750 miles

Service Ceiling: 15,000 ft.

Address history questions to [AETC History Office Webmaster](#), HQ AETC/HO, DSN 487-6564 or comm 210-652-6564, Randolph AFB TX

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**Boeing B-17 G "Flying Fortress"
USAF Museum**













Vultee BT-13B "Valiant"







**Lockheed F-80C "Shooting Star"
USAF Museum**





















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MODEL PT-27

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U.S. AIR FORCE

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North American T-28A "Trojan"

**Lockheed T-33A "Shooting Star"
USAF Museum**





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Cessna T-41A 'Mescalero'
USAF Museum





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Cessna UC-78B "Bobcat"

