

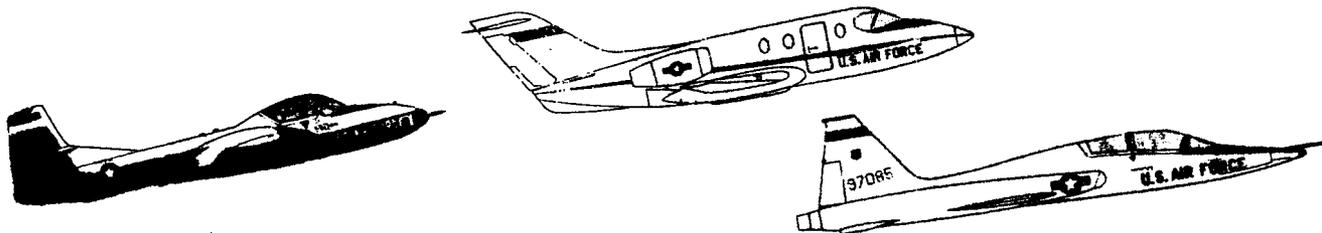
DCN 1625

COL (Ret) CIRILLO

Laughlin Air Force Base



Col Timothy A. Peppe
Commander
47th Flying Training Wing



The Best Little Base in Texas

7 JUNE 1995

MEMORANDUM FOR COL (Ret) CIRILLO

FROM: 47 FTW (LTCOL OLSON)

SUBJECT: LAUGHLIN KEY WORKERS

1. The following is a list of those individuals who played a key role in your visit.

LtCol Mike Oison
Capt Mark Hess
Capt Tom McKenna
Capt Craig Campbell
Capt Deborah Kuth *B. Kuth*
1Lt Nicole Foster *press*
2Lt Serena Foster *norm*

2. We thank you for the opportunity to show you our best. Please call me if I can be of further assistance. DSN 732-5638 COMM 210-298-5638/5191

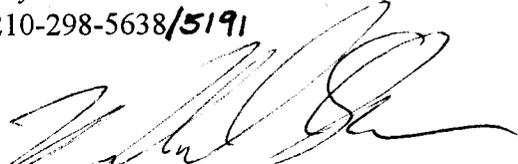

MICHAEL S. OLSON, LtCol, USAF
BRACC Coordinator

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(USAF Ret) Del Rio POC: Mr Jerry Home, President Military Affairs
Association - (210)774-0618
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47th FLYING TRAINING WING LAUGHLIN AFB, TX



Itinerary



Defense Base Realignment and Closure Commission Visit

5 - 7 June 1995

Finalized 06/06/95 10:52 AM

Capt Mark Hess, Wing Executive Officer, DSN 732-5191 Commercial 210-298-5191

Tuesday, 6 June 1995

1400 GEN BOLES, AETC VICE COMMANDER, ARRIVES VIA C-21 (LT COL JARMAN)

Met by: Col **Peppe**

Info: *Uniform: Short Sleeve Shirt, No Tie*

1405 DEPART FOR WING CONFERENCE ROOM (BRACC BRIEF- GEN BOLES)

Escort: Col **Peppe**

Attendees: Col **John McNabb** (Vice Commander)

Col **Pete Sutton** (Vice Commander, *Eff. 8 June*)

Lt Col **Jarman**

Capt **Mark Hess**

Info: *Gen Boles and Lt Col Jarman's bags will transported to their rooms by Capt Craig Campbell*

1425 ARRIVE FOR TOUR OF MEDICAL GROUP (GEN BOLES)

Escort: Col **Peppe**

Met by: Lt Col **Rich Pleasants** (Commander, 47 MG)

Info: *Uniform: Short Sleeve Shirt, No Tie*

1445 DEPART FOR TOUR OF BASE SUPPLY (GEN BOLES)

Escort: Col **Peppe**

Met by: Col **Carl Critchlow** (Commander, 47 SPTG)

Info: *Uniform: BDUs*

Info: *Drive through base housing to see whole house renovation*

1505 DEPART FOR MAINTENANCE FACILITIES -- (BLDG 68) (GEN BOLES)

Escort: Col **Peppe**

Met by: Mr. **Bob Wood** (Director, 47 OG/MA)

1530 DEPART FOR OPERATIONS TRAINING CENTER (GEN BOLES)

Escort: Col **Peppe**

Met by: Col **Jim McClure** (Commander, 47 OG)

Info: *Uniform: Flight Suit*

1550 DEPART FOR BASE OPS (GEN BOLES)

Escort: Col Peppe

1600 CONGRESSMAN BONILLA ARRIVES VIA C-21 (Lt Col Ron Kennedy & Marc Lubin)

Met by: Gen Bill Boles

Col Peppe

Col McNabb

Col Sutton

Mayor Alfredo Gutierrez (Mayor, Del Rio)

Judge Ray Kirkpatrick (Val Verde County, Judge)

Attendees: Mr. Jerry Horne (Military Affairs Association)

Ms. Ida Nino

Capt Tom McKenna

Info: Capt McKenna will follow with Lt Col Kennedy and Marc Lubin plus luggage

1610 DEPART FOR QUARTERS (CONGRESSMAN BONILLA & GEN BOLES)

Congressman Bonilla will escorted by Mr. Horne

Gen Boles will be escorted by Col Peppe

Lt Col Kennedy and Marc Lubin will be escorted by Capt McKenna

1730 CONGRESSMAN BONILLA DEPARTS THE RAMADA FOR BASE OPERATIONS

Escort: Mr. Horne

Info: Capt McKenna will transport Lt Col Kennedy, Marc Lubin, and Phil Ricks

1750 GENERAL BOLES DEPARTS FOR BASE OPERATIONS

Escort: Col Peppe

Info: Capt Hess will pick up Lt Col Jarman

1800 BRACC COMMISSIONERS ARRIVE LAUGHLIN AFB VIA C-12.

RADM (Ret) Benjamin Montoya, Ms Wendi Steele, Mr Al Cornella, and Col (Ret) Frank Cirillo

Escort: Lt Col Tim Malone (Commander, 87 FTS)

Met by: Congressman Bonilla, Mayor Gutierrez, Judge Kirkpatrick, Gen Boles, and Col Peppe.

Attendees: BG (Ret) Gagliardi, Mr Horne, Capt Hess, Capt McKenna, Lt Col Kennedy, Marc Lubin, and Phil Ricks

1810 DEPART FOR QUARTERS VIA DV SURREY.

Commissioners escorted by Congressman Bonilla, Gen Boles, and Col Peppe to Quarters

Info: *Baggage picked up by Capt Kuth and staff members; transported to quarters via van.*

Only Commissioners and Staff, Rep. Bonilla, Gen Boles, and Col Peppe will be on the DV Surrey

Capt McKenna will transport Lt Col Jarman and Lt Col Kennedy to Club XL

Capt Hess will transport Marc Lubin, and Phil Ricks to quarters or Club XL

1815 LEISURE TIME

Refreshments at Club XL for DVs, escorts, and community leaders.

1835 DEPART QUARTERS FOR DINNER AT CLUB XL (walk)

General Boles escorted by Col and Mrs Timothy Peppe.

Congressman Bonilla escorted by Mr and Mrs Jerry Horne

Mrs Wendi Steele escorted by Col and Mrs John McNabb

RADM (Ret) Benjamin Montoya escorted by Col and Mrs Jim McClure

Mr Al Cornella escorted by Col and Mrs Carl Critchlow

Mark Pross, Col (Ret) Frank Cirillo escorted by Col and Mrs Pete Sutton

1840 PRE-DINNER RECEPTION

Host: Congressman Bonilla and Mayor Gutierrez

1900 DINNER

Menu: Western Barbecue

Dress: Casual (open shirt/slacks)

**2000 MIKE CHAMPNESS (SEN. GRAMM MILITARY REP.) ARRIVES AT RAMADA VIA
POV**

2100 DEPART FOR QUARTERS (WALK)

Mr Horne will escort Congressman Bonilla to the Ramada

Capt Hess will escort Lt Col Kennedy, Mr Ricks, and Mr Lubin to the Ramada.

Wednesday, 7 June 1995

0700 PETER INMAN, ED PEREZ, & SKARDON BAKER (GOV. BUSH REPS) VIA AIRCRAFT

Met by: Capt Hess

Info: Capt Hess will escort them to the breakfast

0700 DEPART QUARTERS FOR BREAKFAST (SEE TRANSPORTATION LIST)

Escorts: Col Peppe and Jerry Horne

Info: Commissioner's bags picked up by Capt Kuth/Lt Col Olson and brought to Base Ops.

Congressman's bags picked up by Capt Hess at Ramada & delivered to Base OPs DV Lounge

Gen Boles' bags picked up by Capt Kuth/Lt Col Olson and brought to Base Ops

0715 CONTINENTAL BREAKFAST - RAMADA INN

Host: Del Rio Military Affairs Association

(see invitation list)

0750 DEPART RAMADA INN FOR LAUGHLIN AFB VIA DV SURREY

Escort: Col Peppe and Jerry Horne

(see transportation schedule)

0815 MG (RET) JOSUE (JOE) ROBLES ARRIVES VIA BORDER PATROL AIRCRAFT

Met by: Col Sutton

0820 ARRIVE HEADQUARTERS, 47 FTW CONFERENCE ROOM.

** Media present (Question and answer period in front of Wing HQ Building).*

0830 47 FTW MISSION BRIEFING BY COL PEPPE (SEE ATTENDANCE LIST)

Opening remarks by Gen Boles

Commissioner question and answer period

** Media present (instructed - no photos or questions)*

0910 DEL RIO COMMUNITY BRIEFING BY BG (RET) GAGLIARDI

Commissioner question and answer period

** Media present (instructed - no photos or questions)*

0940 REP. GALLEGOS & RUBIN HERNANDEZ DEPART FOR RAMADA

Escort: Capt Hess

0940 DEPART FOR TOUR OF LAUGHLIN AFB

Escorts: Colonel Peppe and Colonel McNabb

(see transportation schedule - DV Surrey and Bus)

<u>Arrival</u>	<u>Departure</u>	
0945	Hospital (walk through Bldg. 375) - escorted by Lt Col Pleasants /:15	- 1000
	- Drive through Base Housing (Enlisted Housing)	
1010	Base Supply (walk through Bldg. 77) - escorted by Col Critchlow/:15	- 1025
1030	Maintenance (walk through Bldg. 68) - escorted by Mr. Wood/:10	- 1040
1045	Operations (walk through Bldg. 320) - escorted by Col McClure/:30	
1050	Meeting with Students - escorted by Col McClure	- 1115

1120 ARRIVE AT BASE OPERATIONS (WALK)

Escort: Col Peppe and Col McNabb

Info: Refreshments available in the DV Lounge.

1130 BRACC COMMISSIONERS AND GEN BOLES DEPART VIA C-21 TO VANCE AFB

Escort: Col Peppe and Rep. Bonilla

1135 PETER INMAN, ED PEREZ, & SKARDON BAKER DEPART VIA PRIVATE AIRCRAFT

Escort: Capt Craig Campbell

1140 DEPART BASE OPERATIONS FOR CLUB XL

Travel in surrey to Club XL, Col Peppe's staff car and suburban will be prepositioned at the club.

1145 WORKING LUNCH

Host: Representative Bonilla (see attached attendance list)

1315 REPRESENTATIVE BONILLA DEPARTS CLUB XL FOR BASE OPS

Escort: Col Peppe and Mrs Nino

Info: Col Peppe will drive Congressman Bonilla and Mr Lubin in his staff car to Base Ops. Capt Hess will drive Mayor Gutierrez, Judge Kirkpatrick, and Mrs Nino to Base Ops and then to the Ramada in the suburban.

BG (Ret) Gagliardi, Col (Ret) Warner, Mr Ricks, Mr Cauthorn, Mr Champness, Mr Horne, and Mr Younts will travel to the Ramada in the surrey escorted by Lt Foster.

1330 CONGRESSMAN BONILLA DEPARTS VIA C-21 TO RANDOLPH AFB

Escort: Col Peppe and Ms Nino

Attendee: Capt Hess

06/06/95 10:52

DINNER

Dress: Casual

Location: Club XL Main Ballroom

6 June 1995

hosted by Congressman Bonilla and Mayor Gutierrez

DISTINGUISHED VISITORS	INVITED GUESTS	47 FTW STAFF PERSONNEL
Congressman Henry Bonilla General Bill Boles State Rep. Pete Gallego Mayor & Mrs Gutierrez Judge & Mrs Kirkpatrick Mr Al Cornella RADM (Ret) Benjamin Montoya Mrs Wendi Steele Mr Arthur Troilo	Mr and Mrs Jerry Horne Mr and Mrs Lonnie Ricks Mr. and Mrs Henry Yeackle Mr. and Mrs Bill Cauthorn BG (Ret) Albert Gagliardi Col (Ret) Frank Cirillo Col (Ret) Dave Warner Lt Col Len Jarman Lt Col Ron Kennedy Mr. Marc Lubin Mr. Ruben Hernandez Mr and Mrs Ruben Nino	Col and Mrs Timothy Peppe Col and Mrs John McNabb Col and Mrs Pete Sutton Col and Mrs Jim McClure Col and Mrs Carl Critchlow Lt Col and Mrs Rich Pleasants Mr and Mrs Bob Wood Capt and Mrs Mark Hess Lts Brian and Serena Armstrong Lt Nicole Foster CMSgt Ed Killea

06/06/95 10:53

47TH FLYING TRAINING WING

Breakfast Transportation

7 June 1995

DV SURREY	BUS
<p><i>Escorted by Mr Jerry Horne</i></p> <p>Congressman Henry Bonilla <i>(Return)</i></p> <p>General Bill Boles</p> <p>Col Tim Peppe</p> <p>Mayor Alfredo Gutierrez <i>(Return)</i></p> <p>State Rep. Pete Gallego <i>(Return)</i></p> <p>Judge Ray Kirkpatrick <i>(Return)</i></p> <p>Mr Al Cornella</p> <p>RADM (Ret) Benjamin Montoya</p> <p>Ms Wendi Steele</p> <p>BG (Ret) Albert Gagliardi</p> <p>Mr Mike Champness <i>(Return)</i></p> <p>Mr Skardon Baker <i>(Return)</i></p> <p>Mr Arthur Troilo <i>(Return)</i></p> <p>Col (Ret) Frank Cirillo</p>	<p><i>Escorted by Lt Nicole Foster</i></p> <p>Mr Marc Lubin <i>(Return)</i></p> <p>Col (Ret) Dave Warner</p> <p>Lt Col Ron Kennedy <i>(Return)</i></p> <p>Lt Col Len Jarman</p> <p>Mr Peter Inman <i>(Return)</i></p> <p>Mr Ed Perez <i>(Return)</i></p> <p>Ruben Hernandez</p>

BREAKFAST

7 June 1995

hosted by Del Rio Military Affairs Committee

RAMADA INN

Menu: Continental Breakfast

DISTINGUISHED VISITORS	INVITED GUESTS	47 FTW STAFF PERSONNEL
Congressman Henry Bonilla State Rep. Pete Gallego Mayor Alfredo Guitierrez Judge Ray Kirkpatrick Gen Bill Boles ADM (Ret) Benjamin Montoya Al Cornella Mrs Wendi Steele Mr Mike Champness Mr Skardon Baker Mr Arthur Troilo	Mr Jerry Home Mr Lonnie Ricks Mr Louy Younts Mr Jim Murdoch Mr Bill Cauthorn Mr Ron Woods Mr Gary Hughes Ms Debi Nielson Mr Frank Larson Mr Gary Stehle Mr Vidal Gonzalez Mr Mike Healy Mr Peter Inman Mr Ed Perez	BG (Ret) Gagliardi Col (Ret) Dave Warner Col (Ret) Frank Cirillo Lt Col Len Jarman Lt Col Ron Kennedy Mr Marc Lubin Mr Ruben Hernandez Mrs Ida Nino Mr Michael Stool Mr John Qualia Mr John Cody Ms Gloria Lopez Mr Robert Chavira Mr Roy Musquiz
		Col Timothy Peppe Capt Mark Hess Lt Nicole Foster

Capt Mark Hess, Wing Executive Officer, DSN 732-5191, COMM 210-298-5191

BREAKFAST

7 June 1995

Invited Guests (Continued)

J. R Koog (<i>Val Verde Cty Sheriff</i>)	Gus Pappas, (<i>City Manager</i>)
Charles Bruce (<i>Del Rio Police Chief</i>)	Najla Wills
Paul Berg, (<i>U.S. Border Patrol</i>)	Lee Weathersbee
Ralph Sinclair, Jr. (<i>Dir. U.S. Customs</i>)	Otila Gonzalez
Ralph Traslavina (<i>U.S. INS</i>)	Roy Musquiz
Hardy Hobbs	Modesta Berg
Pete Anthony (<i>Supt. School District</i>)	Bobby Fernandez
Norm Elder	

06/06/95 10:53

BRIEFING ATTENDANCE

47 FTW HQ/CONFERENCE ROOM

7 June 1995

DISTINGUISHED VISITORS	INVITED GUESTS	47 FTW STAFF PERSONNEL
Congressman Henry Bonilla Bill Boles Mayor Alfredo Guitierrez Judge Ray Kirkpatrick State Rep. Pete Gallego RADM (Ret) Benjamin Montoya MG (Ret) Josue (Joe) Robles Mr Al Cornella Mrs Wendi Steele Mr Mike Champness Mr Skardon Baker	Mr Jerry Horne Mr Lonnie Ricks Mr Louy Younts Mr Jim Murdoch Mr Bill Cauthorn Mr Ron Woods Mr Gary Hughes Ms Debi Neilson Mr Frank Larson Mr Gary Stehle	BG (Ret) Gagliardi Col (Ret) Dave Warner Col (Ret) Frank Cirillo Lt Col Len Jarman Lt Col Ron Kennedy Mr Marc Lubin Mr Ruben Hernandez Mr Mike Healy Mr Vidal Gonzalez Mr Peter Inman Mr Ed Perez
		Col Timothy Peppe Col John McNabb Col Jim McClure Col Carl Critchlow Col Pete Sutton Lt Col Pleasants Mr Bob Wood Lt Col Mike Olson Capt Mark Hess Lt Nicole Foster

06/06/95 10:53

47TH FLYING TRAINING WING

Base Tour Transportation

7 June 1995

DV SURREY <i>Escorted by Colonel Peppe</i>	FOLLOW-UP BUS <i>Escorted by Colonel McNabb</i>
<p>Congressman Henry Bonilla Gen Bill Boles Mayor Alfredo Guterrez Judge Ray Kirkpatrick Skardon Baker Rep Pete Gallego Mrs Wendi Steele RADM (Ret) Benjamin Montoya Mr Al Cornella MG (Ret) Josue (Joe) Robles BG (Ret) Albert Gagliardi Col (Ret) Frank Cirrillo Mr Mike Champness Mr Arthur Troilo</p>	<p>Col (Ret) Dave Warner Lt Col Ron Kennedy Lt Col Len Jarman Mr. Ruben Hernandez Mr. Marc Lubin Mr Peter Inman Mr Ed Perez Mr Jerry Horne</p>

Capt Mark Hess, Wing Executive Officer, DSN 732-5191, Comm 210-298-5191

06/06/95 10:57

LUNCH

Dress: Casual

Location: Club XL Daedalian Room

7 June 1995

hosted by Congressman Bonilla

ATTENDEES

Congressman Henry Bonilla
Mr Marc Lubin
BG (Ret) Albert Gagliardi
Lonnie Ricks
Bill Cauthorn

Mayor Gutierrez
Mr Mike Champness
Col Tim Peppe
Mr Jerry Horne
Mrs Ida Nino

Judge Ray Kirkpatrick
Mr Ruben Hernandez
Col (Ret) Dave Warner
Mr Louy Younts

Capt Mark Hess, Wing Executive Officer, DSN 732-5191, Comm 210-298-5191

DV SUITE ASSIGNMENTS

Bldg. 470
6/05/95 1800

<i>DISTINGUISHED VISITOR</i>	<i>SUITE (ROOM#)</i>	<i>PHONE EXT</i>
Lt Gen Boles	Del Rio	4702
RADM Montoya (USN Ret)	Silver Wings*	4701
Mr. Cornella	Silver Wings*	4701
Mrs. Steele	Amistad	4703
Col Cirillo (USAF Ret)	Val Verde*	4722
Lt Col Jarman	Val Verde*	4722
BGen Gagliardi (USAF Ret)	Rio Grande	4705
Col Warner (USAF Ret)	Tlaloc	4741

* Three bedroom and two bath

Important Phone Numbers

47 FTW Command Section	5191
-Protocol	5041/5698
Base Operations	5308
Command Post	5167
SATO Travel	5205
Weather	5870
Ramada Inn	775-1511

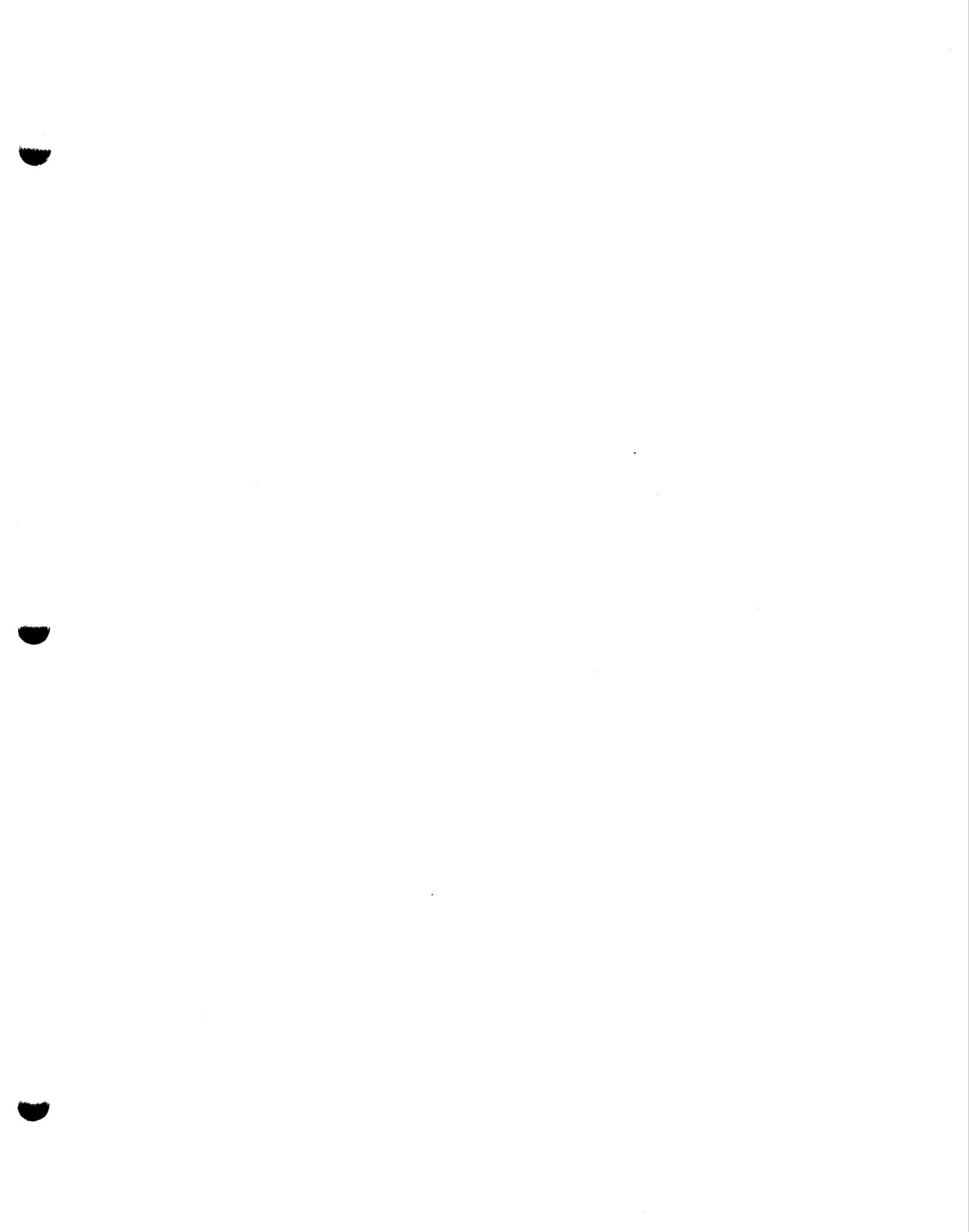
Dialing Instructions

Incoming calls - DSN 732-5731 or (210) 298-5731 (desk clerk will connect to room)

Room-to-Toom - Dial Extension

On-base Calls - Dial 7 + four digit extension.

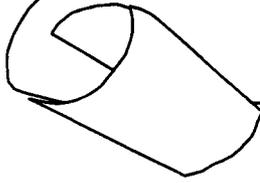
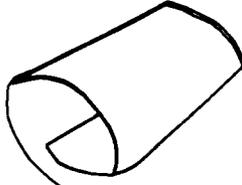
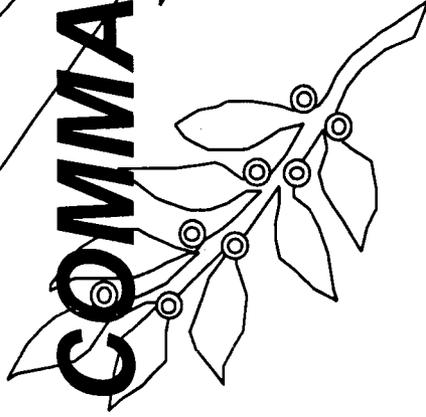
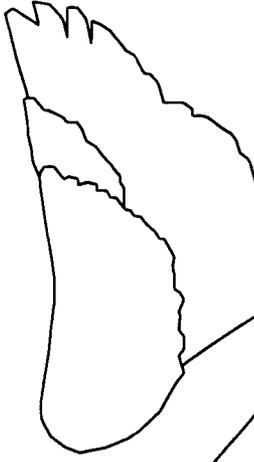
Off-base calls (local) - Dial 9 + seven digit #.



COLONEL TIMOTHY PEPPE

COMMANDER

511 AM C
TRAINING
47TH FLYING TR



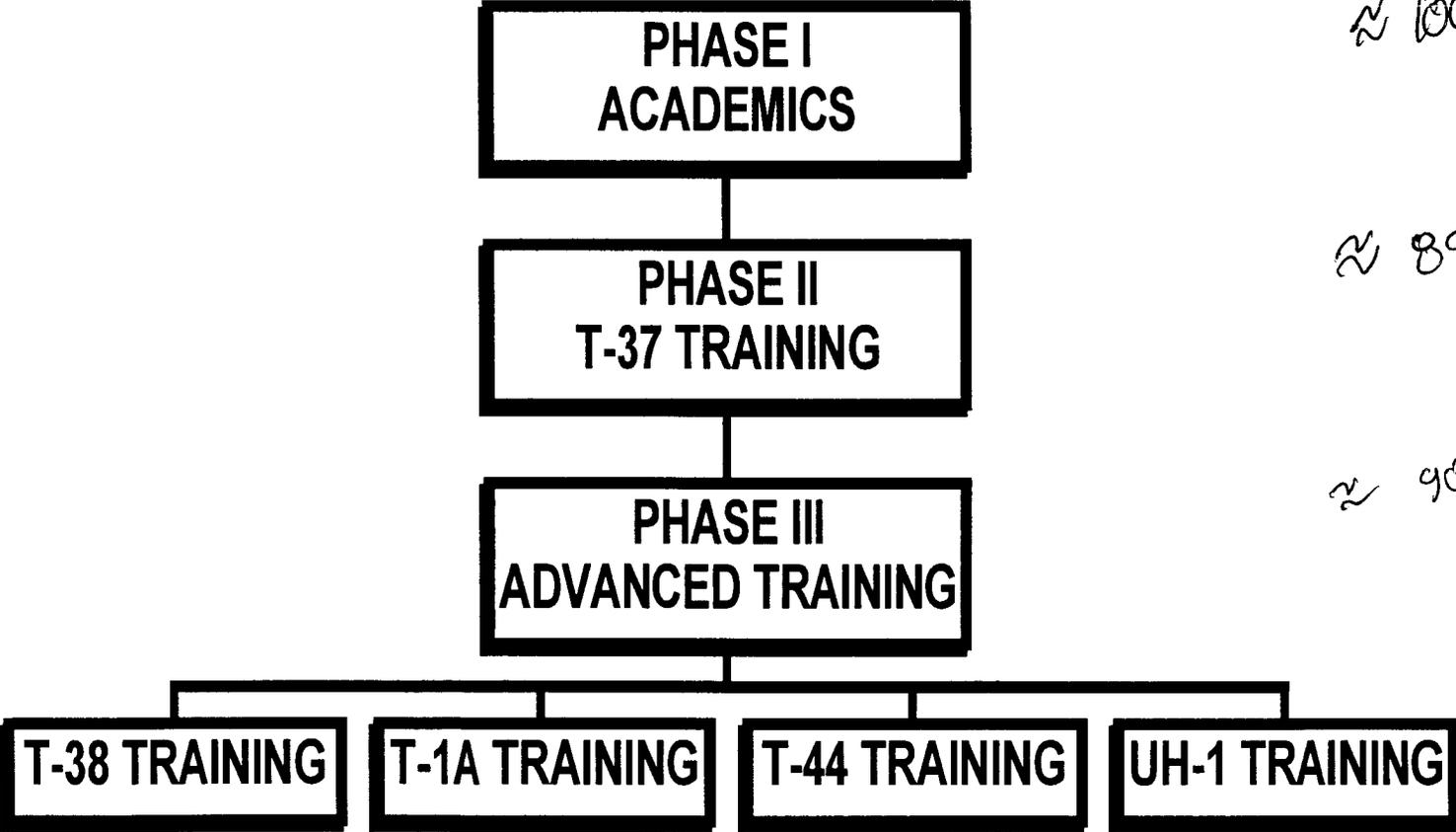
OVERVIEW

- **BASE ASSETS**
- **SPECIALIZED UNDERGRADUATE PILOT TRAINING**
- **WEATHER**
- **AIRSPACE**
- **FACILITIES**
 - **COMPLETED PROJECTS**
 - **CURRENT PROJECTS**
 - **FUNDED PROJECTS**
- **EXEMPLARY PERFORMANCE**
- **QUALITY OF LIFE**
- **COMMUNITY PARTNERSHIP**
- **SUMMARY**

BASE ASSETS

- **5228 ACRES**
 - **381 IMPROVED ACRES**
 - **2 X 8000' & 1 X 6000' RWY-SPOFFORD AUX 6000' RWY**
- **AIRCRAFT**
 - **80 T-37, 56 T38, 40 T-1A**
- **790 FACILITIES AND 60 MILES OF ROADS**
- **1453 MILITARY AND 1417 CIVILIAN**
 - **100% CIVIL SERVICE MAINTENANCE**
- **\$94 MILLION IN TOTAL ANNUAL EXPENDITURES**

SPECIALIZED UNDERGRADUATE PILOT TRAINING



~ 100 HRS

~ 89 HRS

~ 90 HRS

e-130
NAOY M Corp
@Hurst

Rotary
Ft Rucker

LAUGHLIN'S WEATHER

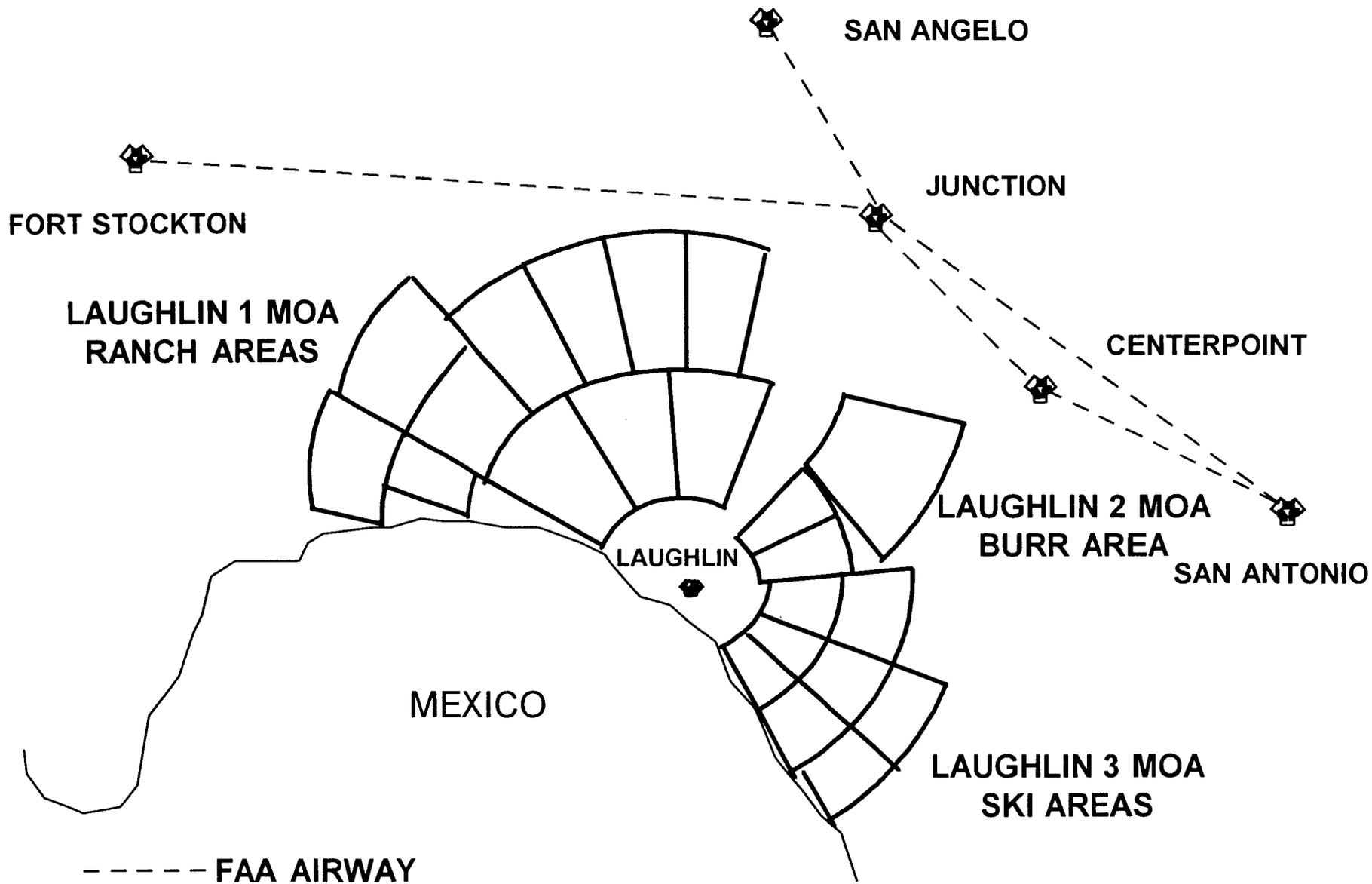
PERCENTAGE OF TIME

- WEATHER ABOVE 300 / 1 98.9%
 - SUITABLE FOR TRAINING
- WEATHER ABOVE 1500 / 3 90.9%
 - VFR PATTERN OPERATIONS
- WEATHER ABOVE 3000 / 5 81.8%
 - SOLO STUDENT CAPABILITY
- LAUGHLIN ENJOYS 338 THUNDERSTORM FREE DAYS PER YEAR

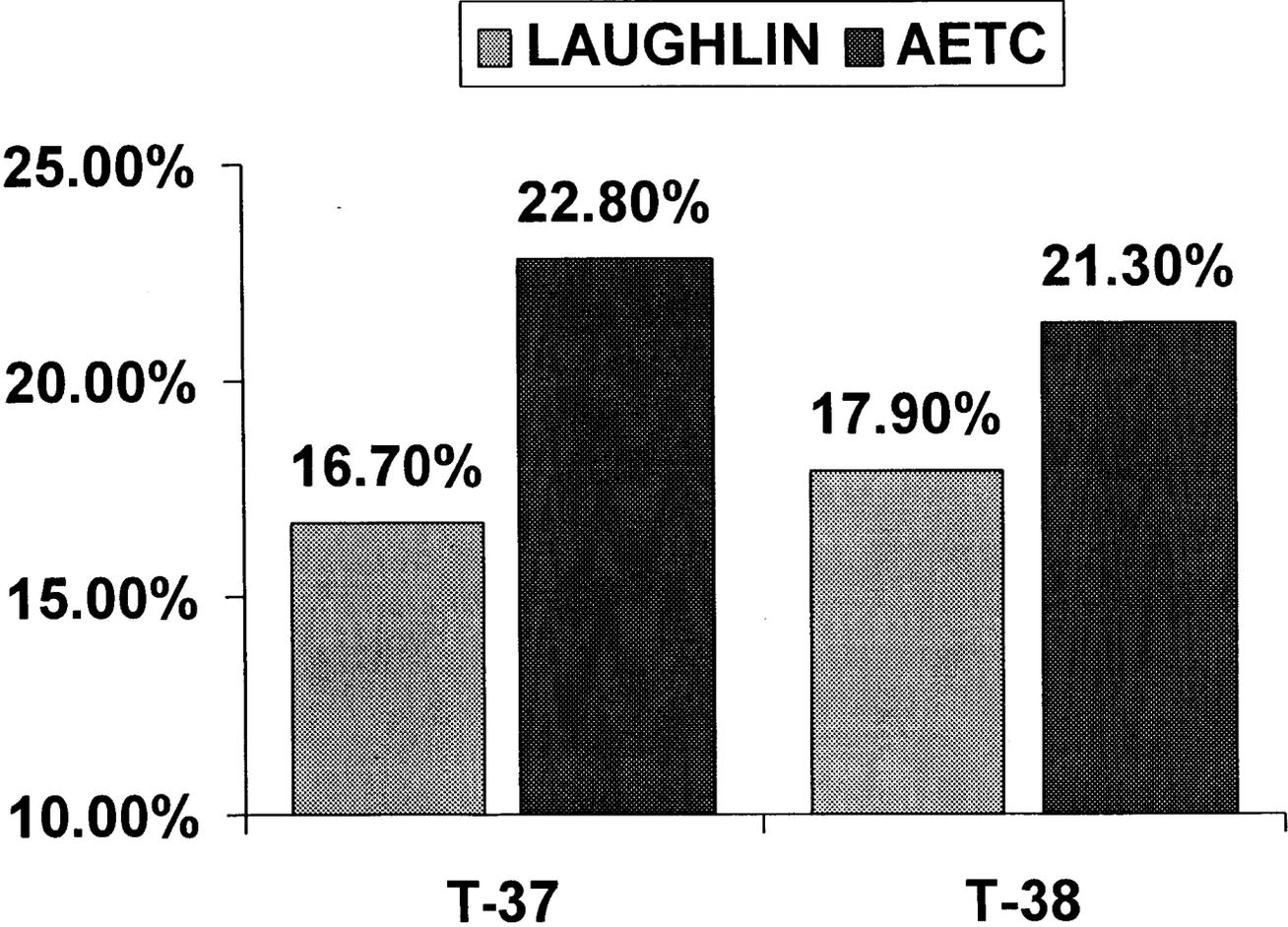
*Fewest in
AETC*

NUMBERS BASED ON YEARLY AVERAGES OVER THE PAST 10 YEARS

AIRSPACE

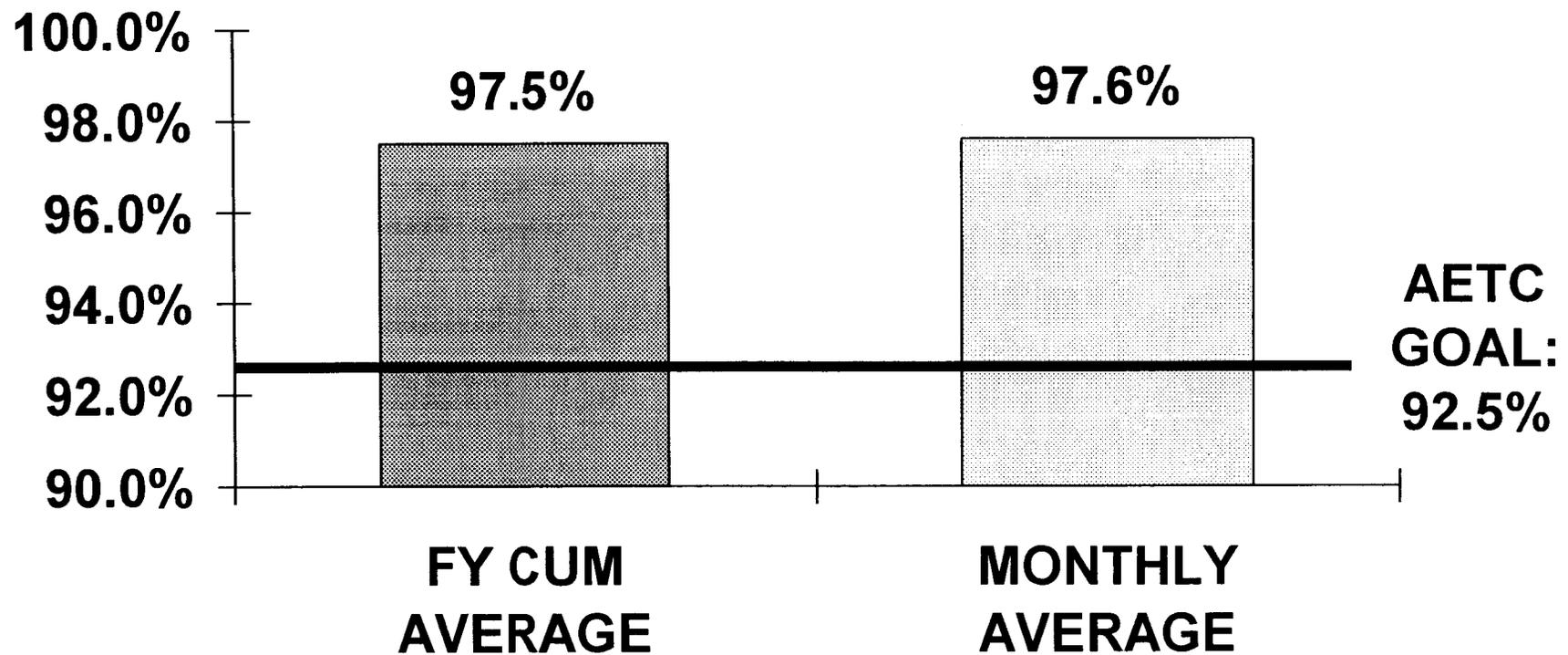


WX / OPS / MX LOSSES FIVE YEAR AVERAGE



LAUGHLIN'S STUDENT SORTIE EFFECTIVENESS

■ FY CUM AVERAGE ■ MONTHLY AVERAGE



A

FACILITIES

COMPLETED PROJECTS

- **ADAL SPECIALIZED UPT OPS**
 - **NEW 14,000 SF ADDITION TO THE OPERATIONS TRAINING COMPLEX FOR 86 FTS (T-1A)**
- **BASE GAS DISTRIBUTION SYSTEM UPGRADE**
- **RENOVATED HANGAR 2 AND 3**
- **UNDERGROUND STORAGE TANK REMOVAL**
- **UPGRADED HOSPITAL EMERGENCY GENERATOR**

FACILITIES

CURRENT PROJECTS

- **BUILDING 211 RENOVATION - ECD JUN 95**
- **T-1A HANGAR - ECD AUG 95**
- **MISSION SUPPORT FACILITY - ECD SEP 95**
- **COMMISSARY UPGRADE / RENOVATE - ECD DEC 95**
- **PHASE I / II WHOLE HOUSE RENOVATION - ECD FEB 96**
- **FIRE STATION - ECD JUN 96**

FACILITIES FUNDED PROJECTS

- **REPLACE UOQ ROOFS**
- **PHASE III FAMILY HOUSING RENOVATION**
- **AIRFIELD LIGHTING**
- **AIRFIELD PAVING**

EXEMPLARY PERFORMANCE UNIT AWARDS 1994

- **47 FTW** **AETC TO PROMOTE SAFETY (TOPS) TROPHY**
- **LCSAM** **AFA'S CITATION OF HONOR**
LT GENERAL LEO MARQUEZ AWARD
- **85 FTS** **AETC SUSTAINED PERFORMANCE SAFETY AWARD**
- **87 FTS** **USAF OUTSTANDING UNIT AWARD**
AETC UNIT SAFETY AWARD
- **47 OSS** **AETC BEST WEATHER FLIGHT**
- **47 SVS** **USAF SERVICE'S RESOURCE MGMT FLT AWARD**

QUALITY OF LIFE

- **DEL RIO**

- **OUTDOOR RECREATION PARADISE (YEAR ROUND)**

- **BIG BEND NATIONAL PARK**

- **LAKE AMISTAD**

- **LOW VIOLENT CRIME RATE**

- **LOW COST OF LIVING**

- **CULTURE**

- **ACUNA / DEL RIO - “BEST OF THE BORDER”**

- **COMMUNITY ARTS AND ENTERTAINMENT**

- **SAN ANTONIO (3 HOUR DRIVE)**

COMMUNITY PARTNERSHIP

- **PARTNERSHIPS**

- SCHOOLS--MENTOR, GROW YOUR OWN, CAMP EXCEL
- YOUTH SPORTS PROGRAMS
- STATE, COUNTY, & CITY GOVERNMENT--DEL RIO & ACUNA
- CHAMBER OF COMMERCE--DEL RIO & ACUNA
- CIVIC ORGANIZATIONS
- FED--FAA, BORDER PATROL, PARK SERVICE, CUSTOMS
- VAL VERDE MEMORIAL HOSPITAL
- ROTC SUPPORT--HIGH SCHOOLS / COLLEGES

- **EXTREMELY ACTIVE MILITARY AFFAIRS ASSOCIATION**

- HOST WELCOME AND GRADUATION RECEPTIONS
- SPONSORSHIP--SUPT CLASS, DORM PICNICS, WG EVENTS

SUMMARY

Superb Weather

+

Unrestricted Airspace

+

Excellent Facilities

+

Outstanding People

+

Unmatched Community Support

=

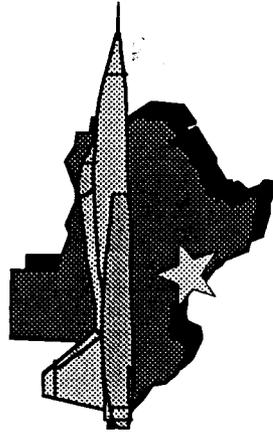
A Superb Pilot Training Environment

47th FLYING TRAINING WING



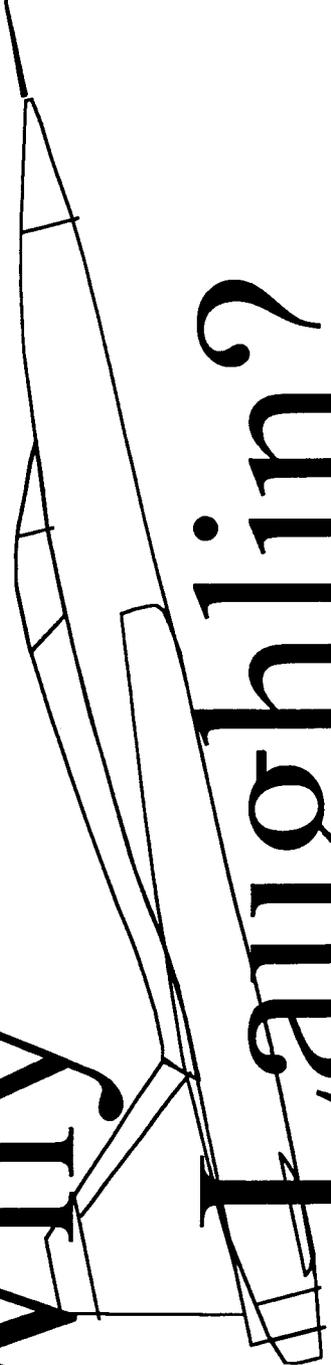
“Welcome to the Best Little Base in Texas”

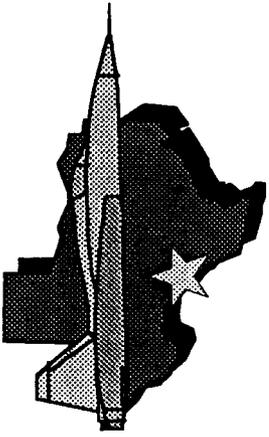




Del Rio Military Affairs Association

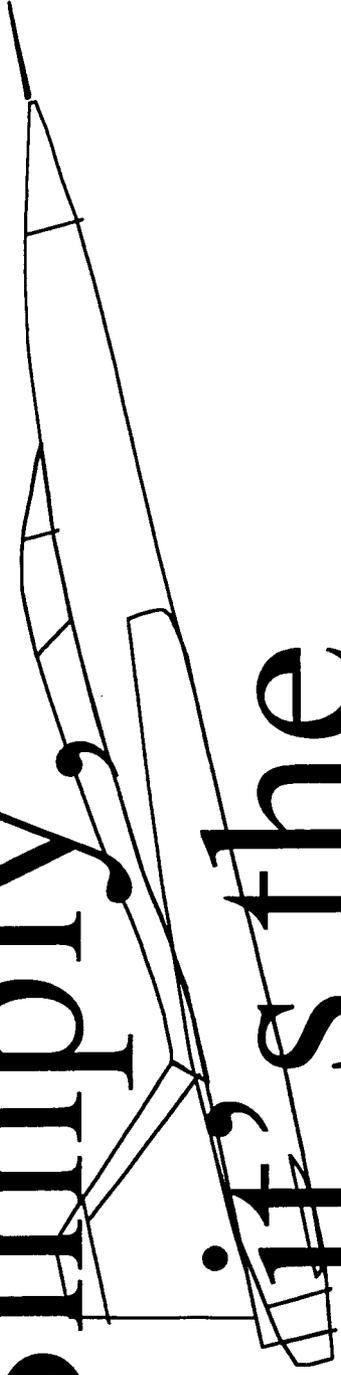
Why Laughlin?



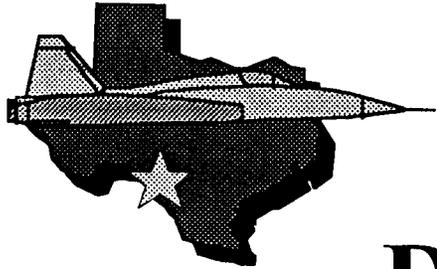


Del Rio Military Affairs Association

Simply,
it's the



Best !!!



Del Rio Military Affairs Association

DOD Joint Cross-Service Working Group Analysis

1. Flight Safety

2. Reality

-- **Randolph**

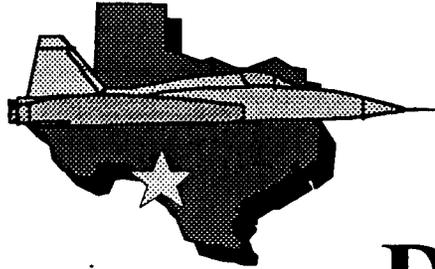
-- **Navy and Air Force**

-- **Weather Attrition**

-- **Hangers**

-- **Airspace/MTRs**

-- **Family Housing, BEQs, & BOQs**



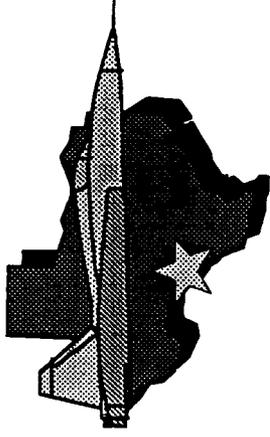
Del Rio Military Affairs Association

DOD Joint Cross-Service Working Group Analysis

3. Flying Training Mission Ratings

4. Mission Factor Weightings

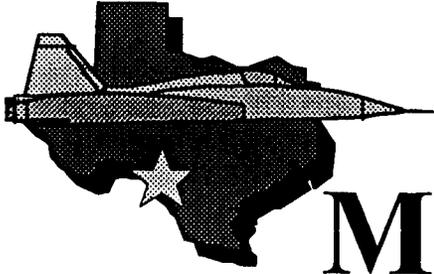
- Weather**
- Airspace**
- Encroachment**



Del Rio Military Affairs Association

BRAC FINAL SELECTION CRITERIA

- ~~Military Value~~
- ~~Return on Investment~~
- ~~Impacts~~

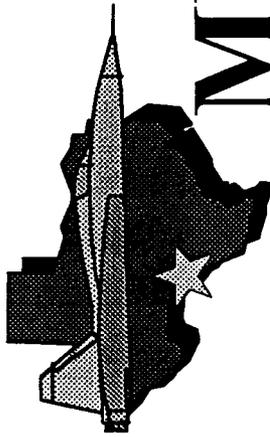


Del Rio Military Affairs Association

MILITARY VALUE

“It should be noted that in an intensive flying training operation, airspace and weather are by far the most important factors. ~~Without airspace and suitable weather, the other factors become relatively insignificant.~~”

USAF Data Call, 1991



Del Rio Military Affairs Association

MILITARY VALUE

“Of all the factors influencing flying training,
none are more important than ~~the airspace to do it in~~
and the weather to permit it.”

ECI Consultants, 1994

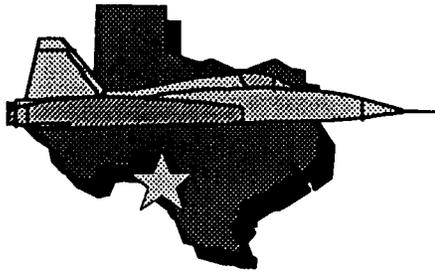


Del Rio Military Affairs Association

WEATHER ATTRITION

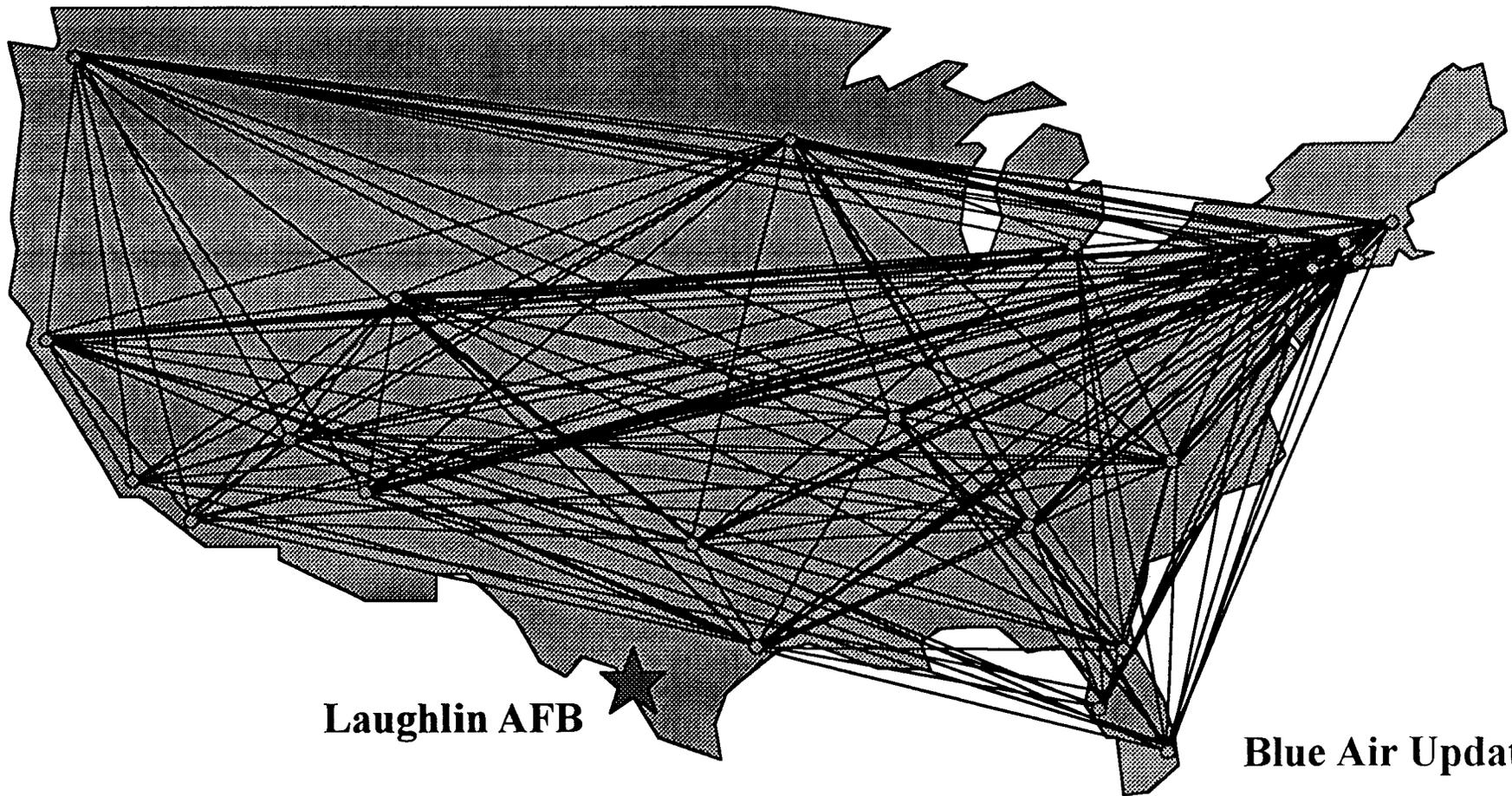
	<u>T-37</u>	<u>T-38</u>
LAUGHLIN	18.6	21.3
VANCE	22.7	22.4
COLUMBUS	22.5	22.9
REESE	27.1	27.0

10 year averages, USAF Data Call, 1993



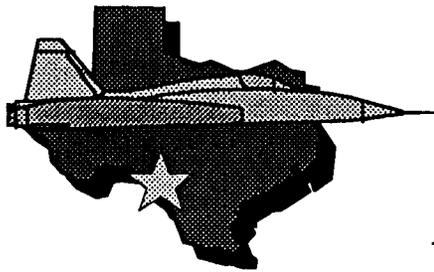
Del Rio Military Affairs Association

SCHEDULED AIRLINE TRAFFIC



Laughlin AFB

Blue Air Update



Del Rio Military Affairs Association

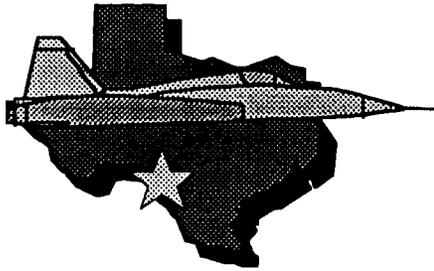
AIRSPACE COMMENTS

LAUGHLIN

OPS LIMITATIONS:

The largest USAF operation in Houston Center's area is at Laughlin AFB. According to Houston Center, the several hundred sorties generated at Laughlin are almost flawless. (Blue Air)

MAJCOM/Wing inputs



Del Rio Military Affairs Association

SENIOR OFFICER TESTIMONIALS

**“There is no better place to train military pilots than
Laughlin AFB.”**

4 ATC Commanders

3 Vice Commanders

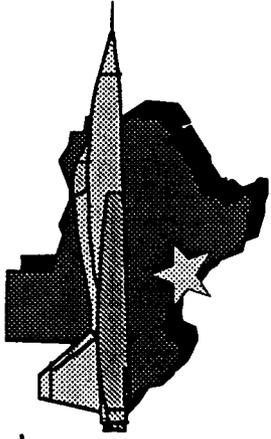
3 Deputy Chiefs of Staff, Operations

6 Inspector Generals

1 Deputy Chief of Staff, Logistics

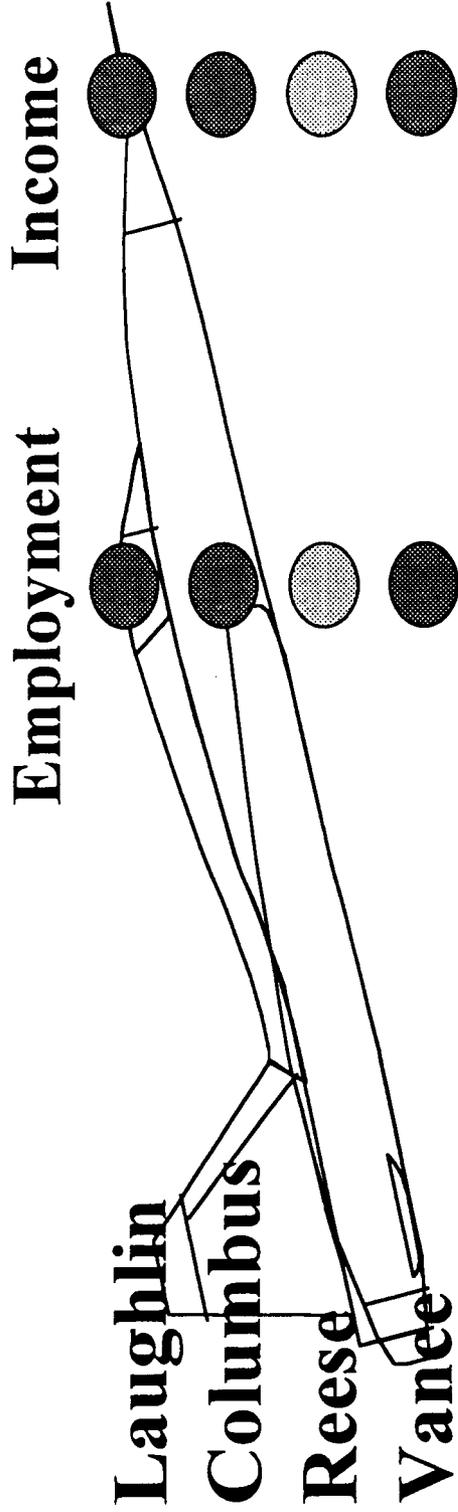
7 Wing Commanders

(Vance, Reese, Sheppard, Columbus)



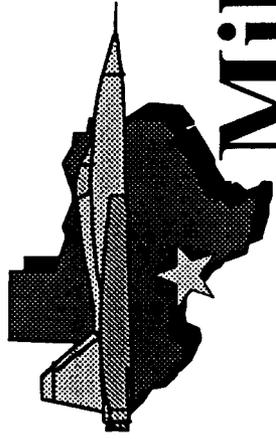
Del Rio Military Affairs Association

Economic Impact



Green - Exceeds Historic High

Yellow - Within 50% of Historic High

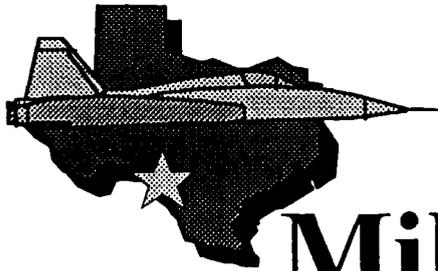


Del Rio Military Affairs Association

Military Base Expenditures

Base	County	Total	
		Impact in Thousands	% of County Gross Product
Kelly AFB	Bexar	\$1,481,089	5.27%
Laughlin AFB	Val Verde	\$144,713	24.22%
Randolph AFB	Bexar	\$574,637	2.05%
Reese AFB	Lubbock	\$170,146	3.35%

Source: Texas Dept. of Commerce Office of Economic Transition

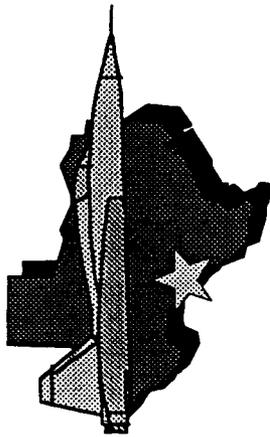


Del Rio Military Affairs Association

Military Base Employment

Base	County	Direct Indirect Base Employment	% of County Employment
Kelly AFB	Bexar	40,784	6.46%
Laughlin AFB	Val Verde	3,747	21.66%
Randolph AFB	Bexar	15,365	2.43%
Reese AFB	Lubbock	3,160	2.79%

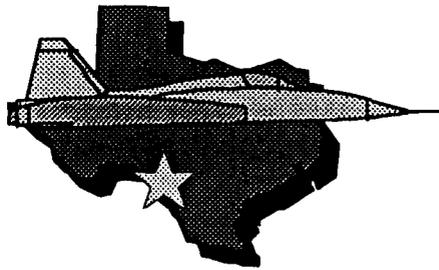
Source: Texas Dept. of Commerce Office of Economic Transition



Del Rio Military Affairs Association

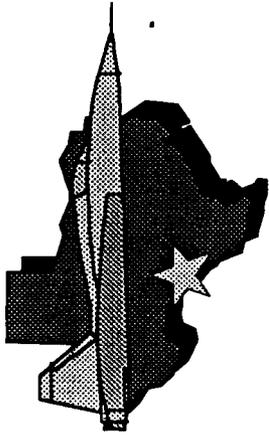
Economic Impact 1995 USAF Analysis

Base	Per Capita	
	Income	Unemployment
Columbus	\$14,706	8.1
<u>Laughlin</u>	<u>\$11,167</u>	<u>14.2</u>
Randolph	\$17,284	6.7
Reese	\$17,185	5.7
Vance	\$17,398	5.6



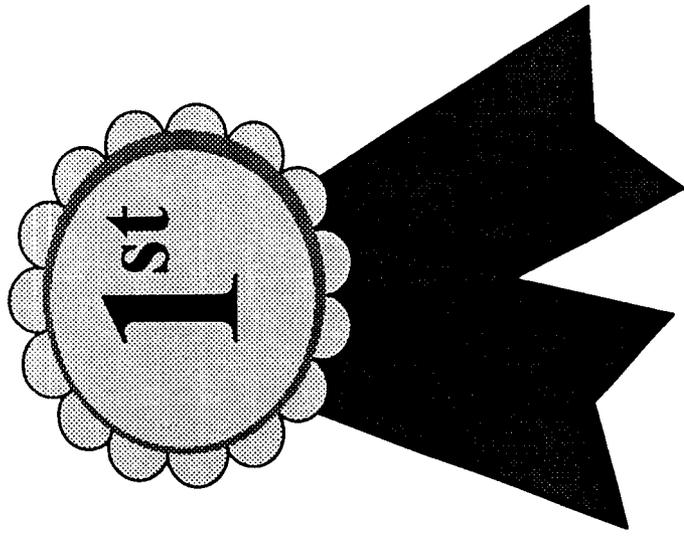
Del Rio Military Affairs Association
Economic Impact
1995 USAF Analysis

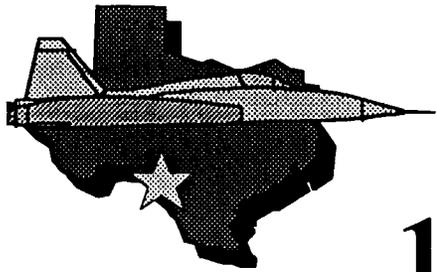
Base	Area Employment	Job loss	Percent
Columbus	48,953	2,661	5.4
<u>Laughlin</u>	<u>16,109</u>	<u>3,368</u>	<u>20.9</u>
Randolph	730,857	13,992	1.9
Reese	132,010	2,702	2.0
Vance	32,341	3,028	9.4



Del Rio Military Affairs Association

Laughlin Everyone's Number One

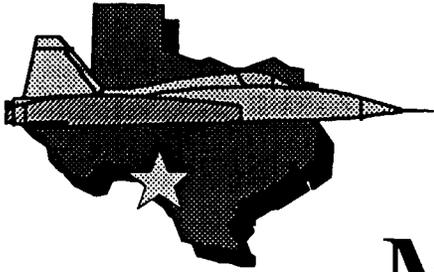




Del Rio Military Affairs Association

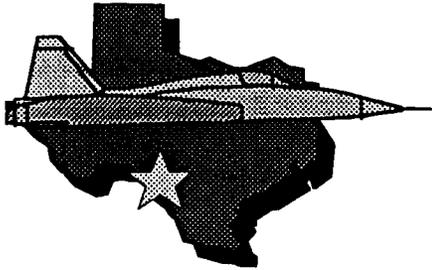
1991 BRAC Commission Air Force Staff Analysis

<u>Laughlin</u>	-----	<u>129</u>
Reese	-----	125
Columbus	-----	124
Vance	-----	122
Williams	-----	90



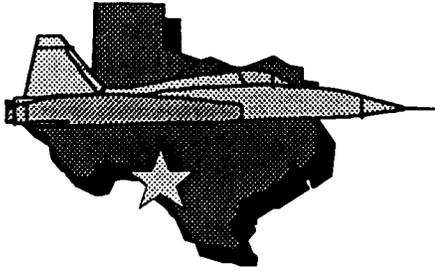
Del Rio Military Affairs Association
South Texas
Military Facilities Task Force
ECI Consultants, Inc.

	<u>Salt Water</u>	<u>w/o Salt Water</u>
Kingsville	42	39
<u>Laughlin</u>	<u>39</u>	<u>38</u>
Corpus	41	38
Sheppard	39	38
Columbus	37	36
Randolph	35	34
Vance	33	32
Meridian	31	30
Pensacola	32	29
Reese	29	28
Whiting	29	26



Del Rio Military Affairs Association
1995 UPT Analysis
Results Corrected
City of Lubbock, Texas

Base	Corrected Data	Corrected Data Icing Instead of Wind
<u>Laughlin</u>	<u>7.35</u>	<u>7.65</u>
Columbus	7.18	7.01
Reese	6.97	7.28
Vance	6.79	6.99



Del Rio Military Affairs Association

1995 UPT Analysis

BRAC Staff

Revised Weighting of Measures of Merit

	I	II
<u>Laughlin</u>	<u>7.8</u>	<u>7.4</u>
Columbus	7.2	6.4
Vance	6.7	6.3
Reese	6.4	6.3
Randolph	5.3	4.4









FOREWORD

The Economic Resource Impact Statement (ERIS) provides unclassified key information about the resources and economic impact of an air force base on the surrounding community. This document is made available to senior military officials, federal, state, and local officials, as well as to local business leaders and visitors to the base.

An installation's economic impact on the local community is calculated by use of a scientific cost model that breaks out off-base local area spending from gross expenditures. For the purposes of the model, the local area or economic impact region (EIR) includes all counties encompassing a 50-mile radius from the center of the air force base. The local expenditures are then multiplied by base unique economic multipliers to arrive at the economic impact.

The cost model also calculates the number of secondary jobs created (SJC) in the local area. Secondary jobs are those additional employment opportunities that are required by local businesses to support the presence of the air force base. The SJC is calculated by multiplying the total base primary jobs by the base unique economic multiplier.

All information contained herein is current as of 30 September 1994. Questions or comments regarding information appearing in this document should be directed to the Financial Analysis Branch, 47 FTW/FMA, LAUGHLIN AFB, TX 78843-5241, DSN 732-5656 or commercial (210) 298-5656.

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ABBREVIATIONS/ACRONYMS/DEFINITIONS

ABBREVIATIONS/ACRONYMS

APF	Appropriated Fund
AETC	Air Education and Training Command
BX	Base Exchange
DECA	Defense Commissary Agency
EIR	Economic Impact Region
MES	Material, Equipment, & Supplies
NAF	Nonappropriated Fund
n.e.i.	Not Elsewhere Included
SJC	Secondary Jobs Created
TDY	Temporary Duty
TEI	Total Economic Impact

DEFINITIONS

ECONOMIC IMPACT REGION (EIR): The geographic area that is affected by the local economic impact. It generally is limited to those counties that fall within a 50-mile radius of the base. However, it may also include other counties where a significant number of base personnel reside, or it may be less than 50 miles due to natural barriers.

SECONDARY JOBS CREATED (SJC): A statistical estimate of the number of jobs in the retail trade and services and wholesale trade employment sectors that exist in the local area as a result of the base's presence. The SJC is estimated using primary jobs at our installation multiplied by a factor provided by the Bureau of Economic Analysis, US Dept of Commerce.

TOTAL ECONOMIC IMPACT (TEI): The sum of initial Air Force local expenditures taken through all rounds of re-spending within the EIR.

ORGANIZATIONS

HOST - 47th Flying Training Wing	Command
47th Flying Training Wing	AETC

ASSIGNED UNITS (AETC)	
47th Operations Group (OG)	AETC
47th Operations Support Squadron (OSS)	AETC
85th Flying Training Squadron (FTS)	AETC
86th Flying Training Squadron (FTS)	AETC
87th Flying Training Squadron (FTS)	AETC
Civil Service Aircraft Maintenance (MA)	AETC
47th Support Group (SPTG)	AETC
47th Communications Squadron (CS)	AETC
47th Contracting Squadron (CONS)	AETC
47th Logistics Squadron (LS)	AETC
47th Services Squadron (SVS)	AETC
47th Security Police Squadron (SPS)	AETC
47th Civil Engineering Squadron (CES)	AETC
47th Mission Support Squadron (MSS)	AETC
47th Medical Group (MDG)	AETC
47th Medical Support Squadron (MDSS)	AETC
47 Medical Operations Squadron (MDOS)	AETC
47 Aerospace Medicine Squadron (AMS)	AETC
47 Dental Squadron (DS)	AETC

ATTACHED TENANT UNITS	
Air Force Office of Special Investigations	AFOSI
Defense Accounting Office	DAO-DE
Defense Commissary Agency	DECA
Defense Investigative Service	DIS
Defense Printing Service	DPS RF
Defense Reutilization Marketing Office	DRMO
US Army Corps of Engineers	CESWF-AO SA/LPO

FORCE STRUCTURE

AIRCRAFT		
ACTIVITY	TYPE AIRCRAFT	NUMBER ASSIGNED
85th Flying Training Squadron	T-37B	81
86th Flying Training Squadron	T-1A	22
87th Flying Training Squadron	T-38A	78
Total		181

SIMULATORS		
FLIGHT AIRCRAFT	TYPE SIMULATOR	NUMBER ASSIGNED
T-37	T-50	8
T-38	T-51	4
T-1	T-96	2
37 Cockpit		5
38 Cockpit		5
1 Cockpit		2
Total		26

CAPITAL ASSETS

LAND	Acres
Fee Owned	4,603
Easement, Right of Way	571
Leased	3
Permits	46
Licenses	5
Total	5,228

RUNWAYS	Width (Feet)	Length (Feet)
Basic Inside	150	6,246
All Weather Instrument	150	8,858
Instrument	150	8,310
Northwest Southeast (Inactive)	150	8,400
Northeast (Inactive)	150	5,900
West (Inactive)	150	5,750
Aux 1 (Inactive)	150	1,100
Spofford	150	6,000

BUILDINGS	Number	Square Feet
Training	5	171,112
Civil Engineers	48	284,942
Communications/Operations	29	50,487
Medical	4	81,711
Administrative	19	162,775
Base Supply	24	118,496
Commissary	1	34,718
Base Exchange	3	36,233
Welfare and Recreational	35	117,296
Maintenance	34	415,766
Other	17	53,437
Total	219	1,526,973

DORMITORY QUARTERS	Number	Square Feet
Unaccompanied Airmen/NCO	2	72,196
Unaccompanied Officer	2	85,209
Visiting Amn/Off Quarters	1	22,338
Temporary Lodging	5	11,230
Total	10	190,973

FAMILY HOUSING	2-BR	3-BR	4-BR	Total
Officer	44	196	12	252
Enlisted	120	180	48	348
Mobile Home Spaces				54
Total	164	376	60	654

COMPUTERS	Number
Owned	660
Leased	0
Total	660

VEHICLES	Number
Owned	252
Leased	14
Total	266

VALUE OF RESOURCES AND EXPENDITURES

AIRCRAFT SYSTEMS	VALUE
T-37	56,700,000
T-38	413,400,000
T-1	90,200,000
Total	560,300,000

CAPITAL ASSETS (Land, Buildings, and Real Property)	116,789,000
--	--------------------

EQUIPMENT	
Appropriated Fund	32,924,654
Nonappropriated Fund	2,993,656
Total	35,918,310

INVENTORIES	1,583,334
--------------------	------------------

STOCK FUNDS	
General Support	2,784,674
System Support	2,734,567
Medical/Dental	123,125
Aviation Fuels	0
Ground Fuels	13,645
Reparable Support	8,897,283
Stock Fund Total	14,553,294

SALES OUTLETS	
Base Exchange	1,143,561
Commissary	460,000
Nonappropriated Fund	111,297
Sales Outlet Total	1,714,858
TOTAL INVENTORIES	17,851,486

RETAIL SALES	
Base Exchange	2,861,166
Commissary	6,236,313
Nonappropriated Fund	2,620,577
Total Sales	11,718,056

BASE OPERATIONS AND MAINTENANCE	48,089,409
--	-------------------

SUMMARY OF PERSONNEL BY CLASSIFICATION AND HOUSING LOCATION

Classification	Living On-Base	Living Off-Base	Total
APPROPRIATED FUND MILITARY			
Active Duty Permanent Party	460	686	1,146
ANG/Reserve Permanent Party			
Flying Training			
U.S. Students	54	110	164
International Students	20	0	20
Total Military	534	796	1,330
ACTIVE DUTY MILITARY DEPENDENTS			
	666	861	1,527
APPROPRIATED FUND CIVILIANS			
General Schedule and General Manager			354
Wage Board			550
Other			0
Total Appropriated Fund Civilians			904
NONAPPROPRIATED FUND, CONTRACT CIVILIAN, AND PRIVATE BUSINESS			
Civilian Nonappropriated Fund			135
Civilian Base Exchange			48
Contract Civilians n.e.i.			294
Private Business On-base by Type:			
Branch Bank			3
Credit Union			6
Food Establishments			
Other Civilians, n.e.i.			480
Total NAF, Contract Civilian, and Private Business			966
MILITARY RETIREES			
Air Force			673
Army			132
Marines			22
Navy			58
Coast Guard			6
Total Military Retirees			891

SUMMARY OF ANNUAL GROSS PAYROLL BY CLASSIFICATION AND HOUSING LOCATION

Classification	Living On-Base \$	Living Off-Base \$	Total \$
----------------	----------------------	-----------------------	-------------

APPROPRIATED FUND MILITARY			
Active Duty Permanent Party	15,916,208	11,608,207	27,524,415
ANG/Reserve Permanent Party			
Flying Training			
U.S. Students	1,868,424	1,861,374	3,729,798
International Students	219,000	0	219,000
Total Military	18,003,632	13,469,581	31,473,213

APPROPRIATED FUND CIVILIANS	
General Schedule and General Manager	10,913,916
Wage Board	16,878,140
Other	0
Total Appropriated Fund Civilians	27,792,056

NONAPPROPRIATED FUND, CONTRACT CIVILIAN, AND PRIVATE BUSINESS	
Civilian Employee Pay, Nonappropriated Fund	1,483,209
Civilian Employee Pay, Base Exchange	579,361
Contract Civilians n.e.i.	0
Private Business On-base by Type:	
Branch Bank	43,630
Credit Union	63,433
Food Establishments	
Other Civilians, n.e.i.	0
Total NAF, Contract Civilian, and Private Business	2,169,633

MILITARY RETIREES	
Air Force	10,368,000
Army	1,572,000
Marines	216,000
Navy	828,000
Coast Guard	108,000
Total Military Retirees	13,092,000

NOTE: Salaries for contract civilians, n.e.i and other civilians,n.e.i. are included in contract costs; see page 8 for the labor share of the contracts remaining in the EIR.

SUMMARY OF CONSTRUCTION, CONTRACTS & EXPENDITURES FOR MES

**Actual Annual
Expenditure**

CONSTRUCTION	
Military Construction Program	4,217,132
Military Family Housing	9,287,196
Nonappropriated Fund	421,016
Operations & Maintenance	5,445,711
Other	0
Total Construction	19,371,055

CONTRACTS AND PROCUREMENT: SERVICES & MES	
Small Purchases	629,852
Service Contracts	8,726,788
Other Services (Utilities, Cable)	2,558,234
Total Services	11,914,874

COMMISSARY, BASE EXCHANGE, HEALTH, AND TDY EXPENDITURES	
Commissary	291,729
Base Exchange	167,935
Health	134,207
Education	
Impact Aid	259,087
Tuition Assistance	219,554
TDY	43,626
Total Commissary, Bx, Health, Education & TDY	1,116,138

Total Construction & Services	32,402,067
Other MES Procurement, n.e.i.	0

ECONOMIC IMPACT

	ANNUAL AMOUNT	LOCAL AMOUNT
PAYROLL		
Military On-base	18,003,632	26,638,174
Military Off-base	13,469,581	19,929,592
Appropriated Fund Civilian	27,792,056	41,121,126
Nonappropriated Fund Civilian	1,483,209	2,194,556
Base Exchange Civilian	579,361	857,223
Contract Civilian, n.e.i.	0	0
Other Civilians, n.e.i.	107,063	158,410
Total Payroll	61,434,902	90,899,081

CONSTRUCTION AND SERVICES		
Construction		
Labor Share		11,513,287
MES Share		17,707,081
Total Construction	19,371,055	29,220,369
Services		
Labor Share		9,663,525
MES Share		3,321,873
Total Services	11,914,874	12,985,398
Commissary/Base Exchange	459,664	711,468
Education	478,641	740,841
Health	134,207	207,726
TDY	43,626	67,524
Total Other Services	1,116,138	1,727,559
Total Construction and Services	32,402,067	43,933,325

Other MES, n.e.i.	0	0
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TOTAL AIR FORCE BASE EXPENDITURES	93,836,969	
TOTAL ECONOMIC IMPACT		134,832,406
SECONDARY JOBS CREATED		1,138





47 FTW MISSION

TO TRAIN THE WORLD'S BEST

PILOTS, AND MAINTAIN

CONSTANT READINESS TO

RESPOND TO CONTINGENCIES

WORLDWIDE.



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

LAUGHLIN AIR FORCE BASE

Laughlin Air Force Base is located six miles east of Del Rio, and about nine miles from the international bridge to Ciudad Acuna, Coah., Mexico. It is 150 miles west of San Antonio on U.S. Highway 90.

The 47th Flying Training Wing at Laughlin Air Force Base is one of five Air Education and Training Command pilot training units and conducts specialized undergraduate pilot training for the United States Air Force.

In achieving this mission, Laughlin recorded 58,924 flying hours and 47,761 sorties in the 12-month period ending September 30, 1993. An additional 17,003 hours were logged in flight simulator training at the base.

With more than 2,000 personnel required to support its mission, Laughlin has a significant economic impact on the neighboring city of Del Rio. Each year, Laughlin spends millions of dollars locally on construction projects and the purchase of food, supplies, services, and equipment.

People coming to Laughlin are immediately aware of the strong relationships which exist between the base and the Del Rio community. The congenial welcome visitors receive in the community makes the rapport obvious.

Laughlin does not exist as an entity in and of itself. On a daily basis, Del Rioans are called upon to provide various goods and services essential to the base's mission accomplishment.

At the same time, Laughlin workers and their families take an active part in the community; some as school teachers, and some coaches of little league baseball and other sports activities. Others contribute to schools, churches, law enforcement agencies and many other civic activities and events.

Everyone at Laughlin is appreciative of the strong bridges between the base and the community of Del Rio. Without this support, the accomplishment of the base mission would be more difficult and the tours of duty at Laughlin would be much less enjoyable.

Laughlin Air Force Base is named after Lt. Jack Laughlin, a Del Rio native killed over Java in the South Pacific in the early days of World War II. The base originally opened in the early 1940's. It was the Army Air Force B-26 training base during the war and was closed in 1947, after the war.

It reopened during the Korean Conflict as a jet fighter training base. From the late 1950's until 1963 it was the home of the Strategic Air Command's 4080th Strategic Reconnaissance Wing. It was a 4080th U-2 from Laughlin that discovered Soviet missiles in Cuba in 1962.

In 1962 the base became an Air Training Command Base and its mission for the past 32 years has been to train new pilots for the United States Air Force and allied nations. More than 180 new military pilots earn their silver wings at Laughlin each year after an intensive 52-week course where they learn to fly using the T-37 "Tweet", T-38 "Talon", and T-1A "Jayhawk" jet trainers. The base is also home to Laughlin's Civil Service Aircraft Maintenance Unit, recognized as the best aircraft maintenance unit in the Air Force in 1992.

The base has an aggressive modernization program to replace or enhance old facilities to make them more energy efficient and to provide a better working and living environment for our Air Force personnel. Several buildings have been clad to increase energy efficiency and a new academic building, built at a cost of \$5.5 million opened in 1988. This new facility houses the operations support squadron and three flying training squadrons in one building, replacing several World War II and Korean Conflict vintage buildings. A \$622,000 new water pipeline was recently installed to the base to replace a line put in the 1950's.

In July 1993, the 47th Flying Training Wing realigned under the new Air Education and Training Command, taking its place under 19th Air Force, headquartered at Randolph AFB, Texas.

(Current as Mar 94)



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

Specialized Undergraduate Pilot Training

To better prepare pilots for the entire spectrum of aircraft and flying missions of tomorrow, the Air Force has initiated a specialized undergraduate pilot training program. This program is replacing undergraduate pilot training, which universally trained all students in the Northrop T-38 supersonic trainer.

Specialized undergraduate pilot training differs from generalized training primarily in the advanced phase. After primary training in the Cessna T-37 Tweet, students select, by order of merit, advanced training in the bomber-fighter track, airlift-tanker track, or helicopter track. Each track is designed by Air Education and Training Command and gaining commands to best train each pilot for successful transition to his or her follow-on aircraft and mission.

The bomber-fighter track continues training in the T-38 Talon, which prepares pilots for transition to fighter and bomber aircraft. The airlift-tanker track trains in the Beechcraft T-1 Jayhawk, the military version of a multi-place business jet, facilitating the transition to crew positions in airlift and tanker aircraft. The helicopter track trains in the Bell UH-1 Huey utility helicopter for follow-on assignments in special operations, rescue and VIP support missions.

To begin specialized undergraduate pilot training, students must enter prior to age 27 1/2, have a college degree, pass a rigid physical examination and score a satisfactory grade on the battery of tests comprising the Air Force Officer Qualifying Test. Additionally, all pilot candidates must successfully complete an introductory flight screening program. This program identifies and motivates those candidates with potential to complete specialized undergraduate pilot training.

Specialized undergraduate pilot training began at Reese Air Force Base, Texas, in July 1992. Undergraduate pilot training continues at each base concurrently until all required T-1 aircraft have arrived at that base. Air Education and Training Command's transition will be completed in March 1997, when the last undergraduate pilot training class graduates at Columbus AFB, Miss.

Flying Training

The specialized undergraduate pilot training program lasts 52 weeks. The preflight phase takes three weeks and consists of academics and physiology training to prepare students for flight.

The second phase, primary training, is conducted in the twin-engine, subsonic T-37 Tweet, a rugged aircraft equal in maneuverability to most of the fighters of World War II. A student and instructor, seated side by side, are assigned specific practice airspace for each sortie. Students learn aircraft flight characteristics, emergency procedures, takeoff and landing procedures, aerobatics, and formation flying. Students also practice night, instruments, and cross-country navigation flying. Primary training takes 22 weeks and includes 254.5 hours of ground training, 27.3 hours in the flight simulator, and 89 flying hours in the T-37.

Advanced training for the bomber-fighter track is accomplished using the T-38 Talon. It is a tandem seat twin-engine supersonic jet capable of altitudes above 50,000 feet. There is increased emphasis on formation, navigation and low level navigation to facilitate transition to fighter and bomber aircraft. Training takes 27 weeks and includes 140 hours of ground training, 31.6 hours in the flight simulator and 119.2 flying hours in the T-38.

The airlift-tanker track uses the T-1 Jayhawk. Instruction centers on crew coordination and cockpit management duties in a multi-crew aircraft. Flight training includes radar cell formation and simulated refueling and airdrop missions. Training takes 27 weeks and includes 172.5 hours of ground training, 39.2 hours in the flight simulator and 119 flying hours in the T-1.

The helicopter track transitions students from fixed wing to rotary wing flight. It is conducted at the U.S. Army Aviation Center, Fort Rucker, Ala. The phase consists of basic helicopter flying including takeoff and landing, hovering, and emergency patterns. Advanced training consists of instruments, day tactics, and night tactics including night vision goggle training. The curriculum is currently being revised, and helicopter training for the U.S. Air Force restarts in fiscal year 1995 after a two-year shut down.

Academic and Military Training

When student pilots are not flying aircraft or simulators, much of their duty day is taken up with academics, officer development, self study and physical conditioning. Academics include conventional classes taught by platform instructors as well as computer-assisted instruction. Officer development topics include Air Force doctrine, rated officer duties, flying assignments, and perspectives of senior noncommissioned officers and senior officers.

Instructors

Flying instructors are specially selected military pilots and graduates of the Air Education and Training Command pilot instructor training program at Randolph Air Force Base, Texas. Instructor pilots must meet rigid personal, flying and professional standards.

Each instructor pilot is normally assigned two or three students. He or she is a teacher who must have patience, a keen understanding of human nature and an eye for painstaking detail.

Graduation

The realization of each student's goal comes with graduation. Students receive their silver pilot's wings, climaxing a year of dedicated effort.

Replaces ATC Fact Sheet February 1993
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December 1993



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

47th FLYING TRAINING WING

The 47th Flying Training Wing, located at Laughlin Air Force Base, Texas, conducts Specialized Undergraduate Pilot Training for the USAF, Air Force Reserve, Air National Guard and allied nation air forces utilizing the T-37, T-38 and T-1 aircraft.

The history of the wing dates back to 1947. On 28 July 1947, the 47th Bombardment Wing, Light, was designated, with the organization occurring 15 Aug. 1947. Between its organization and 1949, the wing trained in night tactical operations, conducted firepower demonstrations and participated in tactical exercises while flying the A-26, and later, the B-26 aircraft. The wing was organized at Biggs Air Force Base, Texas, and in November 1948 moved to Barksdale Air Force Base, LA.

The wing was inactivated in October 1949 and activated 12 March 1951 at Langley Air Force Base, VA, and transitioned to the B-45 medium jet bomber. From May 1951 until February 1952, the wing provided combat crew training in B-26 aircraft and operated the USAF Air Crew School (Light Bombardment and Tactical Reconnaissance, Night Photographic).

In June 1952, the wing moved to RAF Sculthorpe, England, and for the next decade, performed tactical training operations, including participation in exercises and firepower demonstrations in support of the North Atlantic Treaty Organization. During the assignment to England, the wing was redesignated as the 47th Bombardment Wing, Tactical. The wing converted from the B-45

bomber to the B-66 Destroyer in 1958. From 1960 to 1962, the wing assumed an air refueling mission utilizing the KB-50 tanker.

The wing was once again inactivated in June 1962. A decade later, 1 Sept. 1972, the wing was activated and redesignated as the 47th Flying Training Wing, replacing and absorbing the resources of the 3646th Pilot Training Wing at Laughlin Air Force Base.

(Current as of Jan 94)



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

85TH FLYING TRAINING SQUADRON

The 85th Flying Training Squadron, located at Laughlin Air Force Base, Texas, conducts the T-37 flying training portion of Specialized Undergraduate Pilot Training.

The squadron has a long and proud tradition of Air Force aviation. Activated in 1940, prior to the Japanese attack on Pearl Harbor, the 85th Bomb Squadron was an active and integral part of America's victory in World War II.

Flying the B-18 Bolo aircraft from McChord Field, Washington, the 85th's war record began two days after Pearl Harbor. It's mission was flying anti-submarine patrols off the west coast of the United States. This was a short lived mission, however, as training for overseas duty was to begin some six weeks later.

Following 10 months of training, the 85th, a squadron of the 47th Bomb Group, moved to North Africa as part of the Twelfth Air Force. The training not only included methods of operation, but also a change to the A-20 Havoc aircraft. It was in North Africa that the proud history of the unit came of age. It began operations by flying low-level missions against the enemy in North Africa. When Axis forces broke through at Kasserine Pass in February 1943, the 85th, though undermanned and undersupplied, flew attack missions against the advancing armored columns and helped stop the enemy's offense, an action for which the squadron was awarded the Presidential Unit Citation.

While remaining active in combat during March and April 1943, the squadron trained for medium-level bombardment operations. The 85th participated in the reduction of Pantellaria and Lampedusa in June 1943, and the invasion of Sicily in July. Near Messina, Italy in August 1943, the squadron bombed evacuation beaches used by the Germans. When the British Eighth Army began the invasion of Italy in September 1943, the 85th was there to add support. The squadron played an active part during the allied advance toward Rome from September 1943 through June 1944.

The invasion of Southern France during August and September 1944, saw more combat for the 85th. From September 1944 to April 1945 the mission of the 85th was to attack German communications in northern Italy. It was during this time the 85th began flying night intruder missions in the A-25 Invader. A second Presidential Unit Citation was awarded for the squadron's performance from April 21-24, 1945, when, in bad weather and over rugged terrain, the squadron, as part of the 47th Bomb Group, maintained operations for 60 consecutive hours, destroying enemy transportation in the PO Valley preventing an organized withdrawal of German forces. Throughout the war, the 85th Bomb Squadron flew against such targets as tanks, convoys, bivouac areas, troop concentrations, supply dumps, roads, pontoon bridges, rail lines, and airfields. The bravery and devotion to duty displayed by these men has created a history of which to be justifiably proud.

The 85th returned to the United States in April 1945. The squadron trained in a variety of tactical operations, including night operations. The 85th was one of the first squadrons to receive the B-45 Tornado, America's first jet bomber, which flew until 1958, when the B-66 Destroyer was introduced.

The 85th Bomb Squadron ended it's career in May 1962 while stationed at RAF Sculthorpe, England. In September 1972, the squadron was reactivated as the 85th Flying Training Squadron (formerly the 3645th Pilot Training Squadron) flying the T-37 Tweet aircraft.

(Current as of Nov 1993)

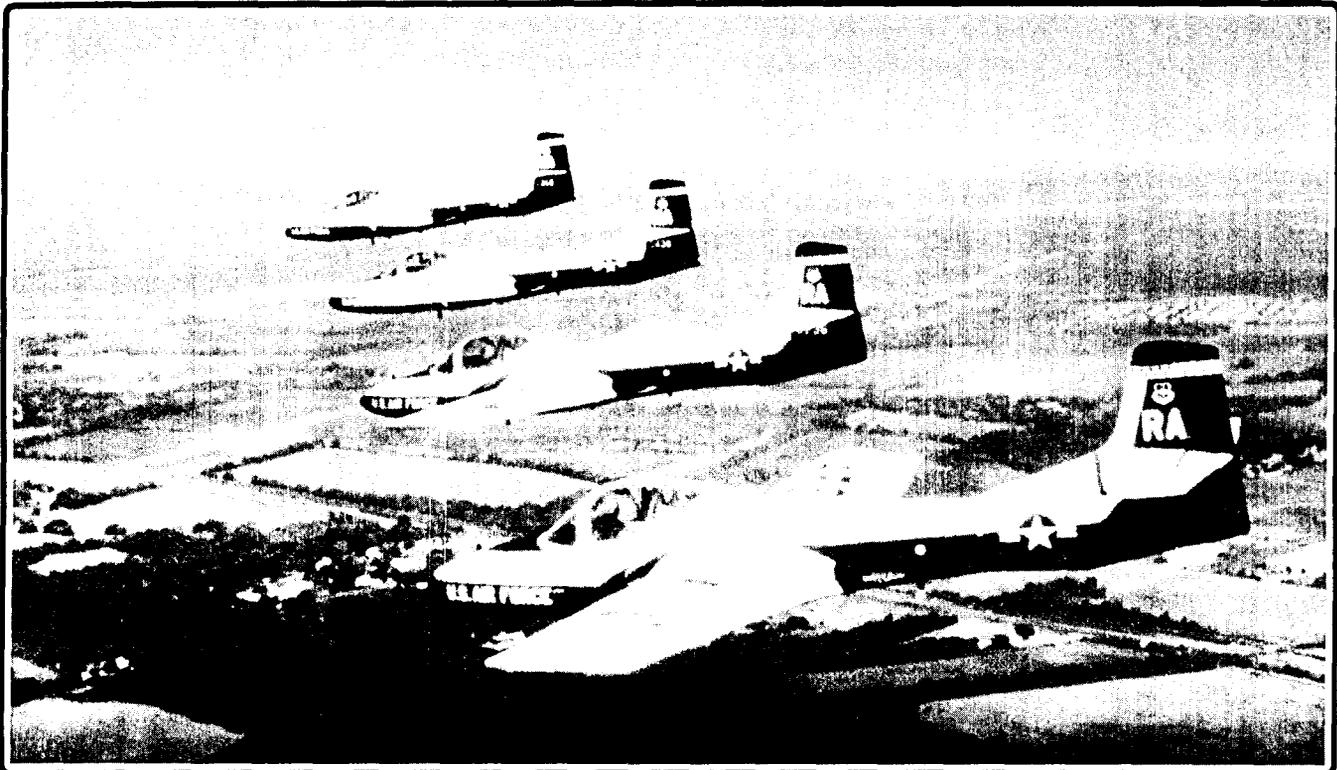


FACT SHEET

93-17

Secretary of the Air Force
Office of Public Affairs
Washington D.C. 20330-1690

T-37 Tweet



Mission

The T-37 Tweet is a twin-engine jet used for training undergraduate pilot, undergraduate navigator and tactical navigator students in fundamentals of aircraft handling, and instrument, formation and night flying.

Features

The twin engines and flying characteristics of the T-37 give student pilots the feel for handling the larger, faster T-38 Talon or T-1A Jayhawk later in the specialized undergraduate pilot training course. The instructor and student sit side by side for more effective training. The cockpit has dual controls, ejection seats and a clamshell-type canopy that can be jettisoned.

The T-37 has hydraulically operated speed brakes, tricycle landing gear and a steerable nose wheel. Six rubber-cell, interconnected fuel tanks in each wing feed the main tank in the fuselage.

The T-37B has improved radio navigational equipment, UHF radio and redesigned instrument panels. Many foreign air forces fly the T-37B, including those of Thailand, Greece, Chile, Jordan, Turkey and Pakistan. Students from 12 North Atlantic Treaty Organization countries train in T-37B's at Sheppard Air Force Base, Texas. Flying the T-37C are the air forces of Portugal, Peru, Colombia and Greece, among others.

The T-37C is similar to the T-37B, but has provisions for both armament and wingtip fuel tanks. The plane can carry two, 250-pound (112.5 kilogram) bombs. Associated equipment includes computing gun sights and a 16mm gun camera. The aircraft can be fitted with cameras for reconnaissance missions.

Background

The T-37A made its first flight in 1955 and went into service with the Air Force in 1956. The T-37B became operational in 1959. All T-37A's have been modified to T-37B standards.

A contract was awarded in August 1989 to Sabreliner Corp. for the T-37B Structural Life Extension Program. The contract included the design, testing and production of kits, installed by a U.S. Air Force contract field team, which modified or replaced critical structural components for the entire fleet, extending the capability of the T-37 into the next century. Delivery and installation of production kits continues until 1993. Well over 1,000 T-37s were built, and 530 remain in the U.S. Air Force inventory. All are being repainted in a distinctive dark blue and white to help formation training and to ease maintenance.

Air Education and Training Command plans to replace the T-37B with a new Joint Primary Aircraft Training System beginning the third quarter of fiscal year 1998, provided a request for proposal is issued in fiscal year 1994.

General Characteristics

Primary Function: Primary trainer in undergraduate pilot training, undergraduate navigator and tactical navigator training.

Builder: Cessna Aircraft Co.

Power Plant: Two Continental J69-T-25 turbojet engines.

Thrust: 1,025 pounds (461.25 kilograms), each engine.

Length: 29 feet, 3 inches (8.9 meters).

Height: 9 feet, 2 inches (2.8 meters).

Maximum Takeoff Weight: 6,625 pounds (2,981 kilograms).

Wingspan: 33 feet, 8 inches (10.2 meters).

Speed: 315 mph (Mach 0.90 at sea level)

Ceiling: 35,000 feet (10.6 kilometers).

Range: 460 miles (400 nautical miles).

Armament: T-37B, none; T-37C has provisions for external armament.

Unit Cost: \$164,854.

Crew: Two, student pilot and instructor pilot.

Date Deployed: December 1956.

Inventory: Active force, 530; ANG, 0; Reserve 0.

POINT OF CONTACT:

Air Education and Training Command, Public Affairs Office; 100 H Street, Suite 3; Randolph AFB TX 78150-4330; DSN 487-3946, or (210) 652-3946.

AIR FORCE INTERNAL INFORMATION

December 1993

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AFNEWS

Supersedes USAF Fact Sheet 87-27



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

86TH FLYING TRAINING SQUADRON

The 86th Flying Training Squadron, located at Laughlin Air Force Base, Texas, conducts the T-1 flying training portion of Specialized Undergraduate Pilot Training.

The squadron was designated the 86th Bombardment Squadron (Light) on Nov. 20, 1940, activated on Jan. 15, 1941 and stationed at McChord Field, Washington. Its mission was mainly anti-submarine patrols using the B-18 aircraft. In the six years that followed, the 86th traveled to all parts of the world earning a proud history. The mission was later expanded to include training personnel for overseas duty and combat operations.

Between 1942 and 1945, the 86th was stationed in approximately 20 different locations including French Morocco, Algeria, Tunisia, Malta, Sicily, Italy and France. The 86th supported combat operations in the Mediterranean Theater of Operations with the DB-7, A-20 and A-26 aircraft. The squadron earned numerous campaign streamers and two Distinguished Unit Citations for combat operations in North Africa (1943) and Italy (1945).

The squadron returned to the United States in 1945 and began training in a new mission--night tactical operations. Stationed at Biggs Field, Texas, in 1946, and then Barksdale Air Force Base, Louisiana, in 1948, the 86th was redesignated the 86th Bombardment Squadron, Light, Jet flying the A-26 and then B-45 aircraft. With the slowdown of military operations, the 86th was deactivated in October 1949.

The 86th Bombardment Squadron, Light, Jet was reactivated on March 23, 1954. The squadron was stationed at Sculthorpe RAF Station and Alconbury RAF Station, England, flying the B-45 and B-66 aircraft. The squadron was redesigned as the 86th Bombardment Squadron, Tactical on Oct. 1, 1955. The 86th remained in England while maintaining proficiency in a variety of tactical operations and was awarded the Air Force Unit Citation for operations from July 1958 to June 1960. On June 22, 1962, the 86th was deactivated. During 22 years of operations, the squadron distinguished itself by earning eleven campaign streamers, two Distinguished Unit Citations and the Air Force Outstanding Unit Award.

On March 22, 1972, the squadron was redesignated as the 86th Flying Training Squadron replacing the 3646th Pilot Training Squadron at Laughlin Air Force Base. Since 1972, the 86th has been training American and Allied Nation student pilots. From 1976 to 1979, the 86th trained Strategic Air Command co-pilots through the ACE program. The squadron was deactivated in September 1992. During its 20 years as a pilot training squadron, the 86th earned five Air Force Outstanding Unit Awards.

The 86th Flying Training Squadron was reactivated on Feb. 17, 1994, at Laughlin Air Force Base, Texas. The training mission of the squadron continues utilizing the T-1 Jayhawk as part of Specialized Undergraduate Pilot Training.

(Current as of Feb 1994)

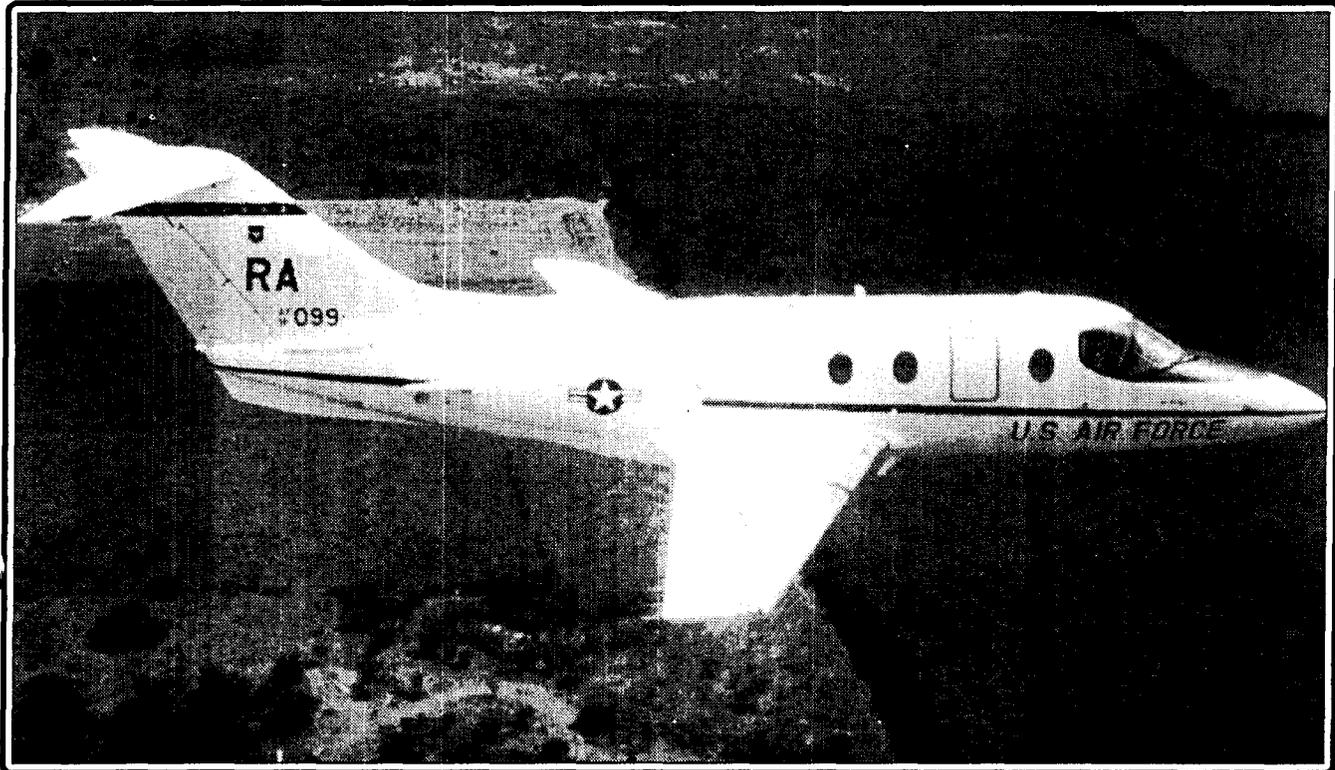


FACT SHEET

94-13

Secretary of the Air Force
Office of Public Affairs
Washington D.C. 20330-1690

T-1A Jayhawk



Mission

The T-1A Jayhawk is a medium-range, twin-engine jet trainer. It will be used by the U. S. Air Force's Air Education and Training Command to train student pilots to fly airlift or tanker aircraft.

Features

The swept wing Beech T-1A is a version of the Beech 400A. It has cockpit seating for an instructor and two students and is powered by twin turbofan engines capable of an operating speed of Mach .78 at altitude. The T-1A differs from its commercial counterpart with a single-point refueling system with greater capacity and increased bird strike protection in the windshield and leading edges for sustained low-level operation.

Background

The Jayhawk represents the first new training aircraft procured by the Air Force in 30 years and marks the beginning of a new era in undergraduate pilot training. The first aircraft was delivered to Reese Air Force Base, Texas in January 1992. Student training in the T-1A began at Reese in 1993.

Since the late 1950s, the Air Force UPT students have training in two aircraft: the T-37 Tweet, the primary trainer, and the T-39 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. Advanced training for students identified to go into bombers and fighters will be in the T-38. Those selected for airlift or tanker aircraft will receive their advanced training in the T-1A.

The T-1A will be used at four undergraduate pilot training bases: Reese; Columbus Air Force Base, Miss.; Laughlin Air Force Base, Texas; and Vance Air Force Base, Okla. It will also be used at Randolph Air Force Base, Texas, to train instructor pilots.

General Characteristics

Primary Function: Advanced trainer for airlift/tanker pilots

Builder: Beech Aircraft Corp.

Power Plant: Two Pratt and Whitney JT15D-5 turbofan engines

Thrust: 2,900 pounds each engine

Length: 48 feet, 5 inches (14.75 meters)

Height: 13 feet, 11 inches (4.24 meters)

Wingspan: 43 feet, 6 inches (13.25 meters)

Speed: 538 miles per hour (Mach .78)

Ceiling: 45,000 feet (13,716 meters)

Maximum Takeoff Weight: 16,100 pounds (7,302.9 kilograms)

Range: More than 2,100 nautical miles

Armament: None

Crew: Three (pilot, copilot (instructor pilot) and observer).

Date Deployed: February 1992

Unit Cost: \$4.1 million

Inventory: Active force, 52, 180 (anticipated by end of 1997); ANG, 0; Reserve, 0.

POINT OF CONTACT

Air Education and Training Command, Public Affairs Office; 100 H Street, Suite 3; Randolph Air Force Base TX 78150-4330; DSN 487-3946, or (210) 652-3946.

AIR FORCE INTERNAL INFORMATION

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JUNE 1994

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AFNEWS



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

87th FLYING TRAINING SQUADRON

The 87th Flying Training Squadron, located at Laughlin Air Force Base, Texas, conducts the T-38 flying training portion of Specialized Undergraduate Pilot Training.

The squadron has a long and proud tradition of Air Force aviation. The 87th Flying Training Squadron was originally designated as the 87th Aero Squadron on August 18, 1917. Little about the squadron at that time is known, except that the squadron was based at Kelly Field, Texas, and deactivated December 1, 1918.

On January 13, 1942, the unit was designated as the 87th Pursuit Squadron (Interceptor) and activated in February 1942 at Dale Mabry Field, Florida, flying the P-40 Warhawk. While preparing for combat, the 87th was stationed at several locations stateside including Rentschler Field, Connecticut, and Moris Field, North Carolina. After moving to North Carolina, the 87th was redesignated the 87th Fighter Squadron.

During World War II, the 87th flew two types of aircraft at several overseas locations in the fighter role. From 1942 through 1944, the 87th flew combat missions in the P-40 Warhawk from bases in North Africa, Sicily, and Italy. The squadron switched to the P-47 Thunderbolt in 1944 and flew combat operations from Italy, France, and in Austria after war's end. The 87th earned streamers for campaigns in Egypt-Libya, Tunisia, Sicily, Naples-Foggia, Anzio, Rome-Arno, Southern France, North Apennines, Po Valley, for the entire European Theater in Air Combat and was awarded Presidential Unit Citations for actions in North Africa-Sicily and Italy.

Following World War II, the 87th was deactivated but was reactivated as the 87th Fighter-Interceptor Squadron on September 11, 1952 and began operations in the F-51 Mustang at Sioux City Municipal Airport, Iowa. The unit transitioned to the F-86 Sabre in 1953, and moved overseas to RAF Bentwaters, England, in December 1954 through September 1955. The squadron was again deactivated in 1955.

Upon reactivation in April 1956, the 87th was stationed at Lockburne Air Force Base, Ohio, where it flew Sabres, F-102 Delta Daggers, and F-101 Voodos until it was deactivated in July 1968.

In September 1968, the 87th Fighter-Interceptor Squadron was reactivated and stationed at Duluth International Airport, Minnesota, flying the F-106 Delta Dart. It was at this time that the squadron adopted its "Red Bull" mascot. The F-106 aircraft had a distinctive "Red Bull" head painted on the aircraft tails and distinguished itself around the country during this time. In May 1971, the squadron moved to K.I. Sawyer Air Force Base Michigan, where it received the Air Force Outstanding Unit Award. The 87th was deactivated in September 1985.

The 87th was redesignated the 87th Flying Training Squadron and activated on April 2, 1990 at Laughlin Air Force Base, Texas, as part of the 47th Flying Training Wing, flying the T-38 Talon advanced supersonic trainer.

(Current as of Nov 1993)

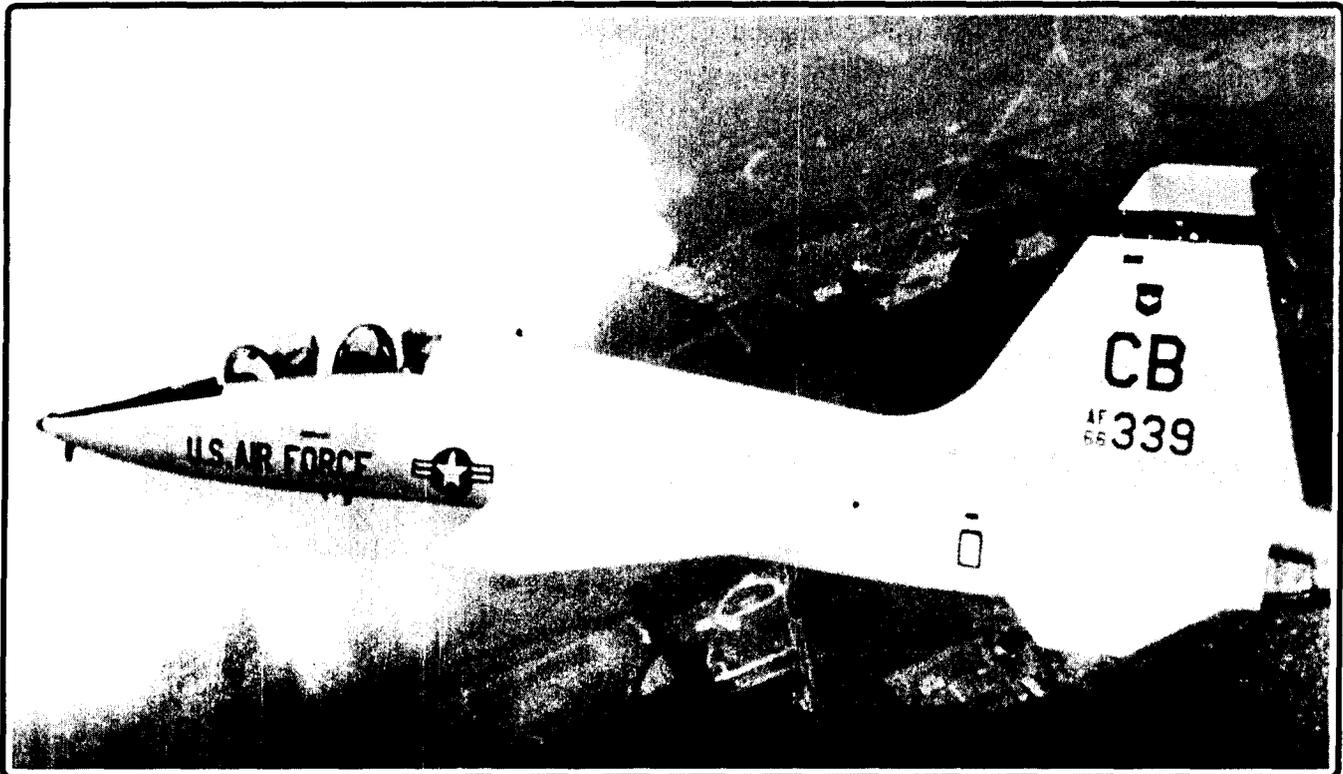


FACT SHEET

93-18

Secretary of the Air Force
Office of Public Affairs
Washington D.C. 20330-1690

T-38 Talon



Mission

The T-38 Talon is a twin-engine, high-altitude, supersonic jet trainer used in a variety of roles because of its design, economy of operations, ease of maintenance, high performance and exceptional safety record. It is used primarily by Air Education and Training Command for undergraduate pilot and pilot instructor training. Air Combat Command, Air Mobility Command and the National Aeronautics and Space Administration also use the T-38 in various roles.

Features

The T-38 has swept-back wings, a streamlined fuselage and tricycle landing gear with a steerable nose wheel. Two independent hydraulic systems power the ailerons, flaps, rudder and other flight control surfaces.

The instructor and student sit in tandem on rocket-powered ejection seats in a pressurized, air-conditioned cockpit. Critical components are waist high and can be easily reached by maintenance crews. Refueling and preflight inspections are easily performed.

The T-38 needs as little as 2,300 feet (695.2 meters) of runway to take off and can climb from sea level to nearly 30,000 feet (9,068 meters) in one minute.

Background

Student pilots fly the T-38A to learn supersonic techniques, aerobatics, formation, night and instrument flying, and cross-country navigation. More than 60,000 pilots have earned their wings in T-38A aircraft.

Test pilots and flight test engineers are trained in T-38A's at the U.S. Air Force Test Pilot School in Edwards AFB, Calif. Air Force Materiel Command

uses T-38A's to test experimental equipment such as electrical and weapon systems.

Pilots from most North Atlantic Treaty Organization countries are trained in the T-38A at Sheppard Air Force Base, Texas, through the Euro-NATO Joint Jet Pilot Training Program.

The National Aeronautics and Space Administration uses T-38A aircraft as trainers for astronauts and as observers and chase planes on programs such as the space shuttle.

Air Combat Command uses Air Education and Training Command's T-38A's for its Companion Training Program. This program gives younger, less-experienced bomber and tanker co-pilots a chance to develop self-confidence and decision-making skills needed to become aircraft commanders. Air Education and Training Command also uses a modified version, the AT-38B, to prepare pilots and weapon systems officers for fighter aircraft such as the F-4, F-15, F-16, A-10 and F-111. This model carries external armament and weapons delivery equipment for training.

The Talon first flew in 1959. More than 1,100 were delivered to the Air Force between 1961 and 1972 when production ended. Approximately 562 remain in service throughout the Air Force.

An ongoing program called Pacer Classic, the structural life extension program for the T-38, is integrating 10 modifications, including major structural renewal, into one process. As a result, the service life of T-38s should extend to the 2010. Additionally, the introduction of the T-1A Jayhawk Airlift/Tanker Training System will significantly relieve the T-38's work load.

General Characteristics

Primary Function: Advanced jet pilot trainer.

Builder: Northrop Corp.

Power Plant: Two General Electric J85-GE-5 turbojet engines with afterburners.

Thrust: 3,850 pounds (1,642.5 kilograms) with afterburners.

Length: 46 feet, 4 1/2 inches (14 meters).

Height: 12 feet, 10 1/2 inches (3.8 meters).

Wingspan: 25 feet, 3 inches (7.6 meters).

Speed: 812 mph (Mach 1.08 at sea level).

Ceiling: Above 55,000 feet (16,667 meters).

Maximum Takeoff Weight: 12,093 pounds (5,200 kilograms).

Range: 1,000 miles (870 nautical miles).

Armament: T-38A: none; AT-38B has provisions for external armament.

Unit Cost: \$756,000.

Crew: Two, student and instructor.

Date Deployed: March 1961.

Inventory: Active force, 562; ANG, 0; Reserve 0.

POINT OF CONTACT:

Air Education and Training Command; Public Affairs Office; 100 H Street, Suite 3; Randolph AFB TX 78150-4330; DSN 487-3946, or (210) 652-3946.

AIR FORCE INTERNAL INFORMATION

December 1993

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AFNEWS

Supersedes USAF Fact Sheet 86-21



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

FIRST LIEUTENANT JACK THOMAS LAUGHLIN

The United States Air Force installation now known as Laughlin Air Force Base was officially dedicated, in compliance with War Department General Order No. 10, in honor of Jack Thomas Laughlin on March 28, 1943. Lt. Laughlin was the first Del Rio pilot to lose his life during World War II.

Laughlin was born in Del Rio Sep 17, 1914, the youngest of four children of Jack Thomas and Anna McGehee Laughlin. He attended Del Rio public schools, graduating from Del Rio High School in May 1932. Following graduation, he worked with archaeological excavation crews from the University of Texas and Smithsonian Institution. He later enrolled in the University of Texas, receiving a bachelor degree in business administration in 1938.

Laughlin became the supervisor of an archaeological laboratory in San Antonio, restoring, classifying and cataloging these for the University of Texas Museum. In September 1940, Jack Thomas Laughlin joined the Army Air corps Aviation Cadet Program.

Laughlin completed his flying training as several California bases, including Santa Maria, Moffett, Mather, Bakersfield, and Stockton. On April 27, 1941, at Stockton, he received the silver wings of an Army Air Corps pilot and an assignment to a B-17 heavy bombardment unit at Fort Douglas, Utah. While training in California, Laughlin met and fell in love with Mary Fundulakis of Sacramento, CA. They were wed at the Fort Douglas chapel on Aug 27, 1941.

In December 1941, Laughlin and a contingent from Fort Douglas received orders and departed for Java. They began their journey across the Pacific but because of Japanese gains, they were re-routed through Africa.

The last letter Laughlin wrote to his wife was postmarked in Africa on Jan 24, 1942. Five days later, Jan 29, 1942, the B-17 carrying 1 Lt Jack Thomas Laughlin was lost over the Makasser Straits on its first combat mission.

(Current as of April 1994)



Fact Sheet

United States Air Force

47th Flying Training Wing
Office of Public Affairs
Laughlin AFB, TX 78843-5227
(210) 298-5988

COLONEL TIMOTHY A. PEPPE

Colonel Timothy A. Peppe is commander, 47th Flying Training Wing, Laughlin Air Force Base, Texas. As commander, he is responsible for the undergraduate flying training for United States Air Force officers and officers from selected allied nations. He is also responsible for maintaining the readiness of units assigned to his command to be able to deploy in support of contingency operations worldwide.

After graduating from North Carolina State, he entered the Air Force and started pilot training at Craig AFB, Ala., in June 1970. He is a command pilot with more than 3,200 hours in a variety of aircraft.

The colonel and his wife, the former Murray Dale Watts of Clarksville, Tenn. have four children: Cyndi, Scott, Kathryn and Tiffany.

EDUCATION:

- 1970 Bachelor of science degree in food science, N. C. State University
- 1982 Master's degree in business administration, Webster University
- 1984 Armed Forces Staff College, Norfolk, Va.
- 1989 Air War College, Maxwell Air Force Base, Ala.

ASSIGNMENTS:

1. June 1970 - June 1971, student, pilot training, Craig Air Force Base, Ala.
2. July 1971 - October 1971, student, T-37 pilot instructor training, Randolph Air Force Base, Texas
3. November 1971 - September 1974, instructor pilot, 3617th Pilot Training Squadron, Craig Air Force Base, Ala.
4. October 1974 - March 1975, RF-4C training, Shaw Air Force Base, S. C.
5. April 1975 - July 1975, flying RF-4Cs, 14th Tactical Reconnaissance Squadron, Udorn Royal Thai Air Force Base, Thailand
6. July 1975 - July 1977, instructor pilot, 67th Tactical Reconnaissance Wing, Bergstrom Air Force Base, Texas
7. July 1977 - May 1980, instructor pilot, 15th Tactical Reconnaissance Squadron, later branch chief, Standardization/Evaluation Branch, 18th Tactical Fighter Group; flight commander, 15th Tactical Reconnaissance Squadron, Kadena Air Base, Japan

8. May 1980 - January 1984, action officer, then later deputy chief, fighter career management section, Rated Officer Branch, Air Force Manpower and Personnel Center, Randolph Air Force Base, Texas
9. January 1984 - June 1984, Armed Forces Staff College, Norfolk, Va.
10. July 1984 - September 1984, RF-4 training, Bergstrom Air Force Base, Texas
11. October 1984 - July 1988, operations officer and commander, 38th Tactical Reconnaissance Squadron, Zweibrucken Air Base, Germany
12. August 1988 - June 1989, student, Air War College, Maxwell Air Force Base, Ala.
13. June 1989 - September 1991, chief, Rated Management Branch, Directorate of Personnel Plans, Pentagon, Washington, D. C.
14. September 1991 - July 1992, commander, 82nd Support Group, Williams Air Force Base, Ariz.
15. July 1992 - July 1994, deputy assistant chief of staff for plans and policy, Headquarters AIRSOUTH, Naples, Italy
16. August 1994 - present, wing commander, 47th Flying Training Wing, Laughlin Air Force Base, Texas

FLIGHT INFORMATION:

Rating: Command pilot
 Flight Hours: More than 3,200
 Aircraft Flown: T-37, T-38, and RF-4C

MAJOR AWARDS AND DECORATIONS:

Defense Superior Service Medal
 Meritorious Service Medal with two oak leaf clusters
 Air Force Commendation Medal with one oak leaf cluster
 Joint Meritorious Unit Award
 Air Force Outstanding Unit Awards (six)
 Air Force Organizational Excellence Award
 Combat Readiness Medal
 National Defense Service Medal with bronze service star
 Armed Forces Expeditionary Medal

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant	Jun 3, 1970
First Lieutenant	Dec 3, 1971
Captain	Dec 3, 1973
Major	May 1, 1982
Lieutenant Colonel	Nov 1, 1986
Colonel	Dec 1, 1991

(Current as of March 1995)



SAN FELIPE DEL RIO
Consolidated Independent School District



ML'

P.O. DRAWER 420128

DEL RIO, TEXAS 78842

May 30, 1995

Rogelio H. Musquiz, Principal
Ruben Chavira Elementary
Hwy 277 South
Del Rio, TX 78840

Col. Timothy A. Peppe
Wing Commander
Laughlin Air Force Base, TX 78843

Dear Col. Peppe:

The end of another school year is nearing and I could not let it end without extending my sincere appreciation for all the help you and your staff have provided "our school". I hope it is not presumptuous of me to call our association a "partnership." A partnership, I might add, that will continue to grow stronger and closer.

In discussing how my staff might develop a closer partnership with the military and civil service members of the Laughlin community, we have envisioned the establishment of a tradition -- the Project XL Mentor Program. This Mentor Program was well received by teachers and most especially by the students. The students looked forward to their tutorial sessions and were eager to show improvement. Students felt important, special, their self-esteem was boosted and these are feelings that can make a big difference in a child's life. We would also like to establish improved accessibility of parent workshops related to the TAAS test and learning strategies that will assist parents in helping their children at home.

The Tutorial Computer Program that is being set up on base for students is another way that you and your staff demonstrate the importance of education. You are not only providing your community a service, but you are working in partnership with us to see that each child has an opportunity to succeed.

Although our partnership has emphasis in academics, you have also provided us with equipment that we badly needed for our Field Day Events. The portable bleachers you lent us allowed students to observe the activities in a safe and comfortable manner. Mr. Jerry Gott, Recreational Department Director, and his staff facilitated the transfer of the bleachers to our campus. We hope to continue our Field Day Events and I understand that you will be disposing of some wooden portable bleachers in the near future due to lead paint used on them. If it is possible, I would like to request that you consider giving them to Ruben Chavira Elementary School. I will seek to find volunteer parents and community members that will refinish the bleachers so they will be suitable for use by our children. I hope some arrangements can be made for the bleachers -- if not I understand that sometimes regulations may not allow for such transactions. In any case, I will certainly appreciate any efforts you may take on our behalf.

At present, my staff and I look forward to seeing you at the parade where we will be present to show our support for Laughlin Air Force Base. If there is anything that I can do to assist you in providing "our school community" better services, please do not hesitate to call me. I look forward to our continued partnership.

Sincerely,

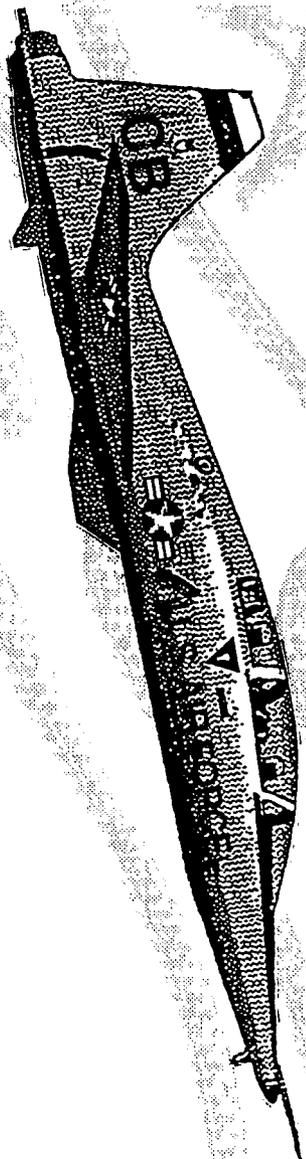


Rogelio H. Musquiz, Principal



AICUZ/ENCROACHMENT FACTS Laughlin AFB, TX.

- * Laughlin AFB has no encroachment problems and none foreseen.
- * The base owns the runway clear zones outright and has a perpetual lease on the Accident Potential Zone (APZ) 1 areas (no encroachment possible).
- * APZ 2, which extends approx. 2 miles off each end of the runways, is classified as rural (pop. 1.9/sq. mile) has no foreseeable development due to lack of ground water sources.
- * The City of Del Rio has past zoning around Laughlin AFB which precludes development around the base.
- * All AICUZs meet or exceed Air Force standards.



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A CAFB 2000 Briefing

May 1, 1995