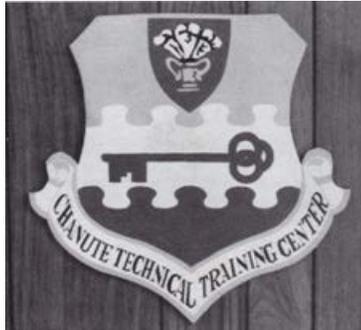


# CHANUTE TECHNICAL TRAINING CENTER



## LINEAGE

## STATIONS

Chanute AFB, IL

## ASSIGNMENTS

## COMMANDERS

LIST OF COMMANDERS IS FROM CHANUTE BOOK UNDER TITLE OF CHANUTE COMMANDERS. IT WAS NOT CLEAR WHO COMMANDED THE BASE AND WHO COMMANDED THE TECH CENTER, AND IF THERE WAS ANY DIFFERENCE, IF THE PERSON DID BOTH

Cpt Charles C. Edgar, May 1917  
Cpt Charles Calvert Benedict, 15 Jun 1917  
Maj James S. Dunsworth, 15 Jul 1917  
Maj Maxwell Kirby, 21 Sep 1917  
LTC Fredrick M. Jones, 30 Sep 1917  
Maj George Washington Krapf, 31 Mar 1918  
Maj Arthur E. Wilbourn, 14 Jul 1918  
Maj Adlai H. Gilkeson, 10 Oct 1918  
LTC Henry Lee Watson, 30 Oct 1918  
LTC Ira Loganecker, 7 Jan 1919  
Maj John N. Reynolds, 22 Jul 1920  
1Lt Charles M. Leonard, 14 Dec 1920

1Lt Langhorne W. Motley, 10 Jan 1921  
Maj George Edwards Stratemeyer, 24 Feb 1921  
Maj Fredrick L. Martin, 26 Jul 1921  
Cpt Ralph R. Cousins, 28 Dec 1923  
Maj William C. McChord, 1 Jul 1924  
Maj Leo G. Heffernam, 24 Feb 1928  
LTC Seth W. Cook, 30 Jun 1928  
*Maj Leo G. Heffernam, 10 Feb 1928 dates don't jive*  
LTC Jacob W. S. Wuest, 30 Jun 1930  
Cpt Thomas S. Voss, 28 Mar 1931  
Cpt Walter C. Bender, 6 Apr 1931  
Cpt Samuel C. Skep, 5 May 1931  
LTC James A. Mars, 14 Jul 1931  
Col Junius Q. Jones, 21 Aug 1934  
Maj Earl G. Harper, 10 Feb 1938  
BG Davenport Johnson, 19 Mar 1938  
BG Raymond E. O'Neill, 3 Oct 1940  
Col Joseph H. Davidson, 5 Nov 1944  
Col Harold L. Neely, 21 Jan 1946  
BG Raymond E. O'Neill, 8 Feb 1946  
BG Fay R. Upthegrove, 30 Apr 1946  
BG Aubry L. Moore, 1 Dec 1948  
MG Byron Gates, 1 Oct 1949  
MG Augustus M. Minton, 31 May 1955  
BG Andrew J. Kinney, 11 Jun 1957  
MG Wiley D. Ganey, 17 Apr 1959  
MG Lloyd P. Hopwood, 14 Aug 1960  
MG Leo F. Dusard, Jr., 31 Jul 1964  
MG James E. Roberts, 31 Jul 1966  
MG Marvin C. Demler, 19 Nov 1967  
MG James B. Knapp, 24 Aug 1969  
MG Frank W. Elliott, Jr., 27 Jul 1972  
MG Lloyd R. Leavitt, Jr., 26 Jul 1974  
MG Edwin W. Robertson, II, 30 Jun 1976  
MG Norma E. Brown, 6 Apr 1979  
MG Joseph D. Moore, 30 Jul 1982  
MG William J. Grove, Jr., 14 Aug 1985  
BG Joel M. McKean, 16 Oct 1986  
MG Peter D. Robinson, 2 Sep 1990  
MG Lawrence E. Day, 10 Jan 1990  
BG Keith Tedrow, 1 Nov 1991

## **HONORS**

### **Service Streamers**

## **Campaign Streamers**

## **Armed Forces Expeditionary Streamers**

## **Decorations**

## **EMBLEM**

## **EMBLEM SIGNIFICANCE**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

A shift to technical training accompanied the suspension of flying training. The mechanical end of the training was maintained by classes held in the mornings, afternoons, and evenings. This prompted the need for additional officers to serve as instructors and 30 came from Ft. Sheridan's officers' reserve training camp in Illinois in later November to fill the need. On 19 November 1917, the officers began a series of courses for the noncommissioned officers. Efforts were made to make winter at Chanute as comfortable as possible. The medical corps was expanded and the bakers' unit of six men was added in mid-November. New wood buildings were erected, one of which was an addition on the guard house. Wood sidewalks were laid, the principal streets were macadamized and coal was stockpiled. Lights were added to the buildings, runways, and roads. The flying field in front of hangars 10 through 24 was given a gravel foundation similar to a hard gravel road.

A new wing was built on the hospital, and Chanute's first five nurses arrived on 9 March 1918. "Daily sick call . . . increased noticeably." The nurses arrived just in time to help prepare the 83rd, the 831st, and the 832nd for departure. Those going to France were given a series of six shots and had their teeth examined. Any teeth thought possible of giving any trouble in France were pulled. The camp dentist in March was pulling 25 to 50 teeth per day.

The 83rd Aero Squadron left on 23 March 1918 for Langley Field, Hampton, Virginia, and the 831st and 832nd left the following day for Hempstead and Garden City, New York, respectively. While these three squadrons prepared to leave, Chanute began to organize its fifth new squadron. Designated the 203rd, it was to be a school squadron composed largely of mechanics. On 19 March, it was augmented by 15 men from the Marmon Auto School in Indianapolis, Indiana. Three Rantoul ladies organized the mess for the new squadron.

Better weather and a shortage of barracks prompted another burst of construction on Chanute. In March 1918, a crushed stone foundation extended the runways at the north end of the field and the airplanes were readied for a resumption of training. More room was made in the original barracks by converting the long side porches into additional bed space, and construction began on four new steel barracks. These improvements, once completed, doubled the capacity from 1,000 to 2,000, but the new barracks were not completed until October 1918, and in the meantime, the men had to live in

tents. The soldiers also worked on beautifying the field by planting flowers under the supervision of a garden committee comprised of three officers.

Baseball became the craze that spring, and the soldiers built a diamond along the fence so that the townspeople could watch from the road. Another addition to the field's facilities in April was a 200 capacity dovecote, and Chanute began a new type of flying training. The field organized a pigeon section to train pigeons for messenger service in France. The birds were taken up in planes and released several miles from Rantoul. The local paper reported several of the birds AWOL, and warned hunters to be careful which pigeons they shot.

And then the war ended. With the armistice, the need for aviators disappeared, and on 19 November 1918 a dispatch from Washington, DC closed Chanute to flying. Cadets already in training had the option of continuing at another field or receiving their discharge. Many wanted out, but still others wanted to go overseas with an occupation army. None wanted to return to Texas. The 38th and 203rd Aero Squadrons were demobilized on 1 December, and by 4 December 1918, the airplanes were being crated up and shipped out. All restrictions were removed on the comings and goings of the remaining soldiers, and rumors on the future of Chanute were rampant.

When students first arrived at Chanute, they were given preparatory training in military bearing and mathematics. Afterwards, each student went before a trades board which determined the best job for him. The intent of the board was to keep a soldier from entering a course "in which he could not succeed."

A second major department started training at Chanute when the Air Service Photographies School moved from Langley Field, Virginia, in 1922. Students specialized in photographic chemistry, mosaic making, portrait work, slide making, and practical ground photography. A third training department came later that year when the Air Service Communications School was transferred from Ft. Till, Oklahoma. In that department, students learned the "mystery" of Morse Code, the wireless radio, teletype, and other means of electrical communication. They also learned to maintain and repair the equipment even during simulated combat exercises. Together, the three schools merged and became the Air Service Mechanics School, later changed to the Air Corps Technical School (ACTS) in 1926.

The rapid expansion of training functions necessitated additional facilities. In 1922, funds were appropriated to construct nine steel hangars in the south edge of the original 1917 airfield. The completion of Hangar 100 (still in use in 1977) on 1 June 1923, represented the last major construction at Chanute until 1938.

The excitement generated by flying training during World War I subsided with the advent of the less spectacular but equally important technical training activities. While pilot training could be observed for several miles by local citizens, most technical training courses were conducted behind hangar walls. The parachute riggers course, however, did offer its share of adventure. Once every two weeks, graduating students were required to jump with chutes they had personally packed.

The ground rules of our training was that we were to serve a minimum of one year of active duty after

receiving our commission, then be placed on reserve status. However, a few days before we were to graduate, the command section informed the class that instead of one year of active duty, we must accept a minimum of three years. The question was asked, "What happens if we refuse to accept this condition?" The answer, quickly returned, "Buck privates for three years." ALL A GREED TO SIGN. We came from widely different geographical and social backgrounds. In the end we had only one thing to bind us together—the United States Army Air Corps. Regardless of our attitude toward the Army or the program, we had to admit that the training was interesting and our outlook—good or bad—had been changed forever. We learned a lot about discipline, team work, and our ability to endure. Above all, we made friendships that carried over into civilian life after the war was over. All things considered, each of us would probably say that these were the most exciting days of our lives, but we would not want to do them again.

Since many Chanute graduates were shipped directly to combat areas, a special training program was initiated to prepare them for chemical warfare. During training exercises the troops were required to wear gas masks while performing normal duties. The exercises gradually were increased until the mask could be worn for a period of four consecutive hours without interfering with job performance (as is done to this day). To dramatize the need for chemical warfare training, special demonstrations were sometimes arranged. For example, at an exhibition basketball game, the players wore gas masks much to the amusement and enjoyment of the spectators. It was noted, however, that a problem developed when the players tried to yell to each other and the referees.

Near the end of the war, in May 1945, the Post Laundry suffered large personnel cutbacks. To alleviate the shortages, permission was obtained to use German prisoners-of-war (POW) who were incarcerated at Hoopeston, Illinois. There was much concern and considerable publicity given to the prisoners working alongside American females. To solve the problem, separate sections were lined off, thus segregating the POWs. The small nucleus of prisoners quickly jumped to 234, with some assigned to other work sections. The POWs continued working until they were released to their homeland in October 1945.

After the war, morale understandably reached an all-time low for Chanute soldiers as they impatiently anticipated discharge. The obvious solution to the problem was to discharge those men who had served their country during the war, but who wanted to return to civilian life. For a brief period, Chanute became the second largest Army Air Force Separation Center in the country as more than 30,000 soldiers received discharges before the center was deactivated in January 1946. Rapid demobilization dropped Chanute's student strength to less than 5,000 early in 1946. The reduction meant that several thousand barracks spaces were left vacant. The University of Illinois, together with Chanute officials, implemented a plan to utilize more than 2,000 of the vacancies to house war veterans who attended the University. Thirty-two barracks were fenced off and turned over to the University, but transportation to the campus (some 20 miles away) posed problems so the plan was dropped after just one semester.

From 1940-45, more than 200,000 students graduated from a multitude of courses. The war brought a return of flying training, but most important were the contributions of Chanute men in the war effort.

Chanute's jet propulsion training changed from an advanced to a basic course in 1947. It was increased from six to twenty weeks and covered all phases of both single and multi-engine jet aircraft. To accommodate field operational needs, US AF dropped such prerequisites as airplane and engine mechanics. Most students entered the course after completing basic military training (BMT). The change not only increased the efficiency of mechanics, but also eliminated extraneous materials from the course outline. Additionally, it saved valuable training time since the entire course was taught on location. In just one year, the number of students to enter jet propulsion jumped from 25 to more than 125 every two weeks. Nearly 2,000 jet engine mechanics graduated in 1948, and the course has continued as one of Chanute's largest since that time. During the postwar years it had become apparent that the lessons of the late 1920's and '30s had not been learned well. By 1949, Chanute had become the "worst" installation in Air Training Command (ATC) according to its commander, Major General Robert W. Harper. Buildings had deteriorated due to improper maintenance, community relations were poor, men still lived in open-bay barracks, and recreational facilities were insufficient. To take care of his problem base, General Harper selected Brigadier General Byron E. Gates as Chanute's new commander. General Gates brought a reputation as a military leader known for building up and improving Air Force facilities.

The 1950's main deterrent to Russian expansion was provided by USAF's Strategic Air Command (SAC), and Chanute Technical Training Center played a vital role in training maintenance personnel for SAC's bombers and missiles. The need to maintain an effective retaliatory force heavily impacted training programs. To meet the challenge, the Air Force accelerated its conversion to an all-jet force and pressed ahead with its missile development programs. By the end of 1954, all US AF fighter planes were jet-propelled and the last B-29 was retired, as the new B-52 entered America's arsenal. Two years earlier, Chanute AFB was selected as the "prime" training base for producing skilled mechanics and maintenance personnel for the B-52 and B-58 bombers. The First B-52 intercontinental bomber entered the USAF's inventory in June 1954. Throughout the year, Chanute's 3345th Technical School readied trainers and other facilities necessary to train maintenance personnel. To provide sufficient space and instructors for the large influx of trainees, ATC directed that Sheppard AFB absorb Chanute's jet engine courses for the F-80 and F-84 aircraft. In 1954, the Jet Engine Branch produced a record 5,000 jet engine apprentice-level mechanics. The next year witnessed the partial completion of new test cells in the base's "900" area. That enabled students to completely disassemble and reassemble a variety of engines and then "fire em up" in the soundproof facilities.

Chanute broke ground for the construction of the Bomarc Erection Center in July 1960 and the \$ 140,000 building was occupied in early November. The facility was designed so that the missile could be elevated to a vertical launch position inside the structure. Actual instruction in the IM-99B Bomarc started in mid-August, although much of the training was conducted without the aid of the operational trainer. By December 1960 Chanute had the responsibility for 16 courses on the IM-99A and IM-99B Bomarc systems. Following President John F. Kennedy's decision to halt the production of the Minuteman "mobile force" (installed on railroad cars), emphasis was placed on strengthening fixed site deployments. In early 1961 Chanute specialists completed a series of special factory training courses conducted by the Boeing and Autonetics companies to learn the new "hardened and dispersed" (H&D) system. To incorporate the latest H&D configuration into training, a \$1 million modification of Hangar 4 was required. Meanwhile, as associate training center for the Atlas,

Chanute trained engine liquid fuel and cryogenics specialists. It also prepared Titan liquid fuel specialists.

While new missiles were becoming operational, the Air Force gradually phased out some of its older ones. Training at Chanute for the Bomarc had been cut to a minimum in 1963. Meanwhile, another weapon system was designed in the early 1960s to provide the bomber force with missile-launching capabilities. In July 1966, ATC selected Chanute to serve as prime training center for the SRAM. Considerable slippage occurred, however, before full training was implemented. The Air Force established a new field in the mid-1960s with the development of new techniques for inspecting aircraft and missile metal components. For years, the Air Force had sought methods to detect metal fatigue without disassembling the aircraft and destroying the metal. That problem was solved in the early 1960s when scientists discovered a new method of metal inspection, called nondestructive inspection (NDI). Since Chanute had long specialized in various metal-working career fields, it was tapped to provide the new training. In July 1964, Chanute offered its first NDI course. Two years later, a Spectrometric Oil Analysis Program (SOAP) was added to the course. By analyzing an engine's oil, SOAP identified engine wear or defects. During the next decade Chanute specialists perfected NDI and SOAP training. About the same time NDI training began at Chanute, decisions in Washington were made which heavily impacted this installation. For economic reasons, it was decided to close Greenville AFB, Mississippi, and move its fire fighting courses to Chanute. By October 1964, Chanute began teaching the basic principles of aircraft and structural fire fighting. The following year, Chief Warrant Officer Louis F. Garland assumed direction of the Fire Protection Training Branch. During the next 10 years, Chief Garland and a team of dedicated men at the school led the development of the free world's most complete fire protection training institution. During that time, branch specialists developed new fire fighting techniques that were adapted by 44 US states and 19 foreign countries.

In 1967, during Chanute's golden anniversary year, the Center graduated its one-millionth student. Four years later, on 30 June 1971, Chanute's flying mission came to an end with the permanent closure of its runway. No sooner were the Minuteman II courses well in hand than plans were formulated to further update the system to incorporate the multiple independently targeted reentry vehicle (MIRV) capabilities. The newest configuration, popularly labeled Minuteman III, did not become operational until the early 1970s. Such modifications reflected the gigantic scientific strides made by the Air Force in perfecting the delivery system. Considering the international political situation, such improvements were necessary as they increased the effectiveness of America's deterrent force. In January 1971, the SRAM went into full production. Both the B-52 and the FB-111 were equipped to carry the air-to-ground missile. In August 1971, SRAM resident training began at Chanute. Two major modifications were integrated into the Minuteman weapon system in the early 1970s. The Silo Upgrade Project was designed to increase the hardness and survivability of the launch facilities' electrical and physical components. The Command Data Buffer (CDB) innovation made it possible to retarget the missile remotely from the launch control facility. The upgraded system was popularly called Minuteman III, although officially called the WS-133A/ M integrated and WS-133B integrated systems. Before SAC's Wing VI could convert to the CDB and Silo Upgrade, it was necessary for Chanute to acquire a major new trainer. In September 1974 a conference with GTE Sylvania representatives, builder of the so-called "LN" trainer, resulted in finalizing the LN's "fault capabilities," and also in determining which component of Chanute's

outdated LA, LB, and LD trainers would be incorporated into the new trainer. By July 1975, CTTC had completed the necessary facility modifications, and in October, the \$4.5 million trainer arrived at Chanute. The acquisition of the LN trainer was the last major development in Chanute's massive missile training program.

With training requirements largely fulfilled by 1968, Air Force leaders determined that it was cheaper to provide some additional training at operational sites rather than requiring field personnel to return to technical training centers. As the result, Chanute experienced an increase in its FTD and MIT training. From January to June 1968, 37 FTDs trained 70,795 USAF personnel. Courses usually were brief and ranged from a few hours to several weeks. But the logic of the decision of "going to the field," rather than having 70,000 maintenance technicians come to Chanute for supplemental training, was compelling. America's effort to disengage from the war intensified with the inauguration of President Richard M. Nixon in January 1969. President Nixon's "Vietnamization" policy was based on the assumption that the United States would provide South Vietnam with the military hardware and the training necessary to operate and maintain that equipment, but that they themselves would have to win or lose the war. At this installation, plans were developed to train Vietnamese instructors in eight major career fields so they could, in turn, start their own programs in South Vietnam by early 1970. Chanute constructed numerous training aids for the Vietnamese Air Force (VNAF) and trained 66 VNAF technical instructors. Several large Chanute MTTs also went to Vietnam in early 1970 to assist and advise in the implementation of those courses. Chanute sent teams to South Vietnam to assist in the establishment (among others) of AGE, pneudraulics, and jet engine schools. Despite serious difficulties, including the necessity to have lessons translated to students, each team succeeded admirably. The last 24-man team departed from South Vietnam in September 1970, having fulfilled its mission. A second series of special teams was dispatched to Nha Trang in September 1970 to assist in the establishment of an Aircraft Maintenance Officer's Course. Due to language barriers, however, the first Vietnamese class (those selected to be instructors) were required to complete the course three times. Obviously, there were problems.

Meanwhile, US AF's involvement with the war was coming to an end. The gradual withdrawal of US ground forces continued into 1972, as did the VNAF modernization training at CTTC and other ATC centers. Still, certain Chanute trained specialists remained highly vulnerable for SEA duty. For example, all liquid oxygen and nitrogen used by the Air Force outside the United States was made by Chanute-trained cryogenic fluids specialists. Replacement training in that field remained high. Similarly, many of Air Weather Service's forecasters, trained at Chanute in the art of tropical analysis and forecasting

In retrospect, it seems clear that from 1954-1974, Chanute made significant progress in technical training. Still, the nagging and expensive problem of student attrition remained largely unsolved. Moreover, the increased complexity of technical training, plus congressional budgetary restraints, demanded redoubled efforts to cut attrition to the lowest acceptable levels. Center officials estimated that every one percent drop in the attrition rate saved the taxpayers \$1 million per year. In January 1975, Chanute launched a major reorganization primarily designed to more-directly involve instructors with their students and thus to cut attrition rates. The key element of the reorganization was the merging of student squadrons with training departments under a single commander. The School Commander, Colonel Robert K. McCutchen, believed that the new organization would bring

instructors and students "closer together," improve student and instructor motivation, and thereby produce better trained airmen. After a one-year test, ATC approved the reorganization in January 1976.

Strong command interest sparked efforts in every training branch to improve teaching methods and cut elimination rates to the lowest acceptable levels. There were no directives and no direct orders, only a sincere, concentrated, and continued effort to provide all students with an opportunity to develop to their fullest potential. Some branches pressed ahead with self-pacing and fast-track projects. Others, such as in the Automotive Mechanics Branch, devised a special diagnostic test which predicted—with uncanny accuracy—areas where individual students would have academic difficulties. That test, designed by Mr. Charles "Chick" Merideth, was then used to concentrate remedial counseling efforts on weaker students. AGE branch officials, on the other hand, took a fresh look at their entire training program for the basic repairman course. They experimented with a new approach which they felt took the best from all three modes of instruction used at this installation: self-paced, group-paced, and group-lock step. Beginning in January 1976, AGE implemented a new approach, "composite training," in which all three modes of instruction were used in the basic course. Results proved most encouraging during the early phases of the test.

Quite possibly the most significant and lasting result of Chanute's reorganization was the development of the "class supervisor" system. Early in the test reorganization, key instructors were designated to serve as class supervisors for small groups of students. The class supervisors were required to counsel and supervise students both in academic and nonacademic areas. In that way, if students had a problem (any type of problem), they were to contact their "own" class supervisor. To familiarize instructors for those responsibilities, a special 18-hour course was implemented in mid-1975. It proved successful. The class supervisor system was expected to be adopted throughout Air Training Command. Chanute's academic failure rate dropped significantly in 1976. School officials attributed the reduction to the new organization, primarily because it created a structure more responsive to student needs. Throughout the period, commanders stressed the importance of analyzing the causes of elimination and developing effective remedial programs. Major General Lloyd R. Leavitt Jr., Center Commander, repeatedly cautioned his subordinates stating, "There's no substitute for integrity. Kit's . . . [a reduction in eliminees] . . . not a legitimate improvement, we don't want it." By the close of 1976, CTTC's attrition rate in basic courses had been cut in half and was well below the ATC average. Furthermore, the overall impact of the new configuration had cut student production costs substantially. Utilizing figures adjusted to 1976 dollars to eliminate inflation, the cost per CTTC graduate dropped from nearly \$5,200 in FY 1974 to \$4,200 per student in FY 1976. With over 25,000 students per year, a savings of \$1,000 per airman represented a substantial savings. Furthermore, school officials were confident that recent graduates were the best trained and best qualified personnel they had ever produced.

On 15 September 1978, ATC announced project Able Avionic which restructured and consolidated avionics specialists for F-111, F-15, and F-16 aircraft. With the introduction of modular F 100 engines used in the F-15 and F-16 aircraft, new Chanute training courses emerged to keep abreast of the changing equipment students would encounter in the field. The Jet Engine Branch received four J 85 engines during 1983 to familiarize students with engines used in the T-38 pilot trainer aircraft and the F-5 aggressor aircraft used to give TAC pilots air-to-air combat training. In 1982 the 928th

Tactical Airlift Group proposed the establishment of drop and landing zones at Chanute. The zones would be used to conduct short field landings and air drops to help C-130 pilots and navigators maintain proficiency. Additional benefits of the landing zone included opportunities for training experiences for students during drop operations, and increased interface between the active force and the Air Reserve Forces. Chanute's drop zone also improved contingency planning and operations. In the three years from 1983-1985 Chanute training personnel worked closely with HQ US AF and ATC to restructure the Basic Jet Engine Courses to accommodate both conventional and modular engine technology. The center received four F 100 PW 200 engines and six F110 GE 100 engines for updated training programs in 1985. Chanute's continuing drive to enhance technical training resulted in the consolidation of the Aircraft Environmental/Pneudraulics and Electrical Systems Division on July 1, 1985.

Chanute was designated Prime Training Center and Responsible Test Agency for the Air-Launched Cruise Missile (ALCM) in January 1977 and Associate Center for the Ground-Launched Cruise Missile (GLCM) in July 1978. In April 1979, CTTC was designated prime training center for the Advanced Intercontinental Ballistic Missile System or Missile X (MX). Chanute trainers worked in close concert with prime contractors of the system (Boeing, Martin-Marietta, and GTE Sylvania) to design up-to-the-minute training courses for the new system. During the week of 17-21 May 1982, four Air Launched Cruise Missiles (ALCMs) arrived at Chanute and were installed by the Boeing Company. The missiles were used in the Missile Systems Analyst/Missile Electronics Specialist Course. From 1-30 September 1982, a new \$2.5 million Minuteman Missile environmental control systems trainer was installed at Chanute. The trainer provided the base with hands-on training capability for detailed trouble analysis and repair of launch facility power and control systems. In 1985 the Missile career field was completely restructured as part of an Air Force-wide trend to consolidate similar or related career fields. For the missile system maintenance career field, five new career ladders were established; others were combined into new career fields.

From 16-20 October 1978, the Interservice Training Review Organization (ITRO) agreed to consolidate Army fire protection training with Air Force fire training courses at Chanute. In August 1980, the Air Force and Army consolidated all firefighter training at Chanute. In June 1981, CTTC's Fire Protection School was designated the DOD's central fire protection training course. On 20 March 1980, the first assignment of United States Army Instructors to the Fire Protection Training Branch began. Service-unique portions of instruction were spread out among the first four blocks of the course. In 1985 Chanute's Fire Protection Training Courses received accreditation through the Joint Council of National Fire Organizations, an Air Force goal since the early 1970s. Accreditation meant that personnel trained at or by Chanute's Fire Protection School were entitled to a certificate that would qualify them for the National Professional Qualifications System for the fire service nationwide.

On 1 January 1978, an ATC-wide reorganization of technical training centers established a dual-deputy system at Chanute with a Deputy Commander for Technical Training and a Deputy Commander for Resource Management reporting directly to the Center Commander. The reorganization reached every level of management with many changes in organizational structure. Later that same year, on 25 April 1978, Chanute officials received word from the Secretary of the Air Force of congressional plans to close Chanute AFB in an overall defense budget-cutting drive. This

threat hung like a pall over the base as training courses, planned equipment acquisition, and base upgrade projects went into a holding pattern.

It was during this time, on 7 April 1979, that Major General Norma E. Brown assumed command of CTTC—the only woman to date to command an ATC Technical Training Center. In March 1979, the threat to close CTTC was lifted. The base faced some severe cutbacks in construction, maintenance and training funds as well as manpower. As the year progressed, projects that had been held up began to pick up steam and the training population increased. In 1981, Chanute was reaccredited by the Southern Association of Colleges and Schools. (Chanute graduates receive college credit on official transcripts from the Community College of the Air Force.) Operating Location-A, 3351st School Squadron, 3350th Technical Training Group, was designated and activated at Great Lakes Naval Training Center, Illinois, in 1980. Detachment 1, 3340 TCHTG was activated at Aberdeen Proving Ground, Maryland, on 15 April 1981 (formerly Det 1, 3344th School Squadron). In the following year, the second phase of the 3330th Technical Training Wing reorganization was completed with the establishment of the 3335th Student Group and its 10 subordinate student squadrons on 1 October 1982. On 17 August 1984, training branches throughout the TCHTW were redesignated as training divisions. Additionally, training development sections (TDSs) were elevated to training branch status. Training innovations continued into the eighties. On 6 March 1985, HQ ATC proposed the establishment of an Operations and Training Division (OTD) at the Training Group level for each of ATC's training centers. The move was designed to enhance the involvement of Group Commanders with students during the training process. Chanute implemented its OTD in July 1985.

The Headquarters Chanute Technical Training Center, Air Training Command, distinguished itself by exceptionally meritorious service from 1 May 1985 to 30 April 1987. During this period, the Center provided continuous high quality training and support to Department of Defense students attending technical training courses at Chanute Air Force Base, Illinois, and at sites worldwide, directly contributing to the successful achievement of United States national security objectives. The outstanding leadership and management displayed by Chanute Technical Training Center members significantly impacted the quality of graduates from Air Force and Department of Defense training courses resulting in increased United States Forces operational readiness worldwide well into the twenty-first century. The distinctive accomplishments of the members of the Headquarters Chanute Technical Training Center reflect great credit upon themselves and the United States Air Force.

Motto: SUSTINEO ALAS—I Sustain the Wings

Significance: The emblem is symbolic of the Center and its mission. The field of gold and blue signifies the excellence of Air Force operations, the nebuly fess represents the flying mission of the Air Force. The key to knowledge in the early Air Service color denotes the Center's training mission and the skill required of technicians through the years in maintaining American airpower. The honorable augmentation, the escutcheon, charged with a plume and lamp of knowledge, being the Arms of the Air Corps Technical School approved in 1929, commemorates the long history of technical training at Chanute.

**1921**

- Jan: Air Service Mechanics School transferred to Chanute from Kelly Field, Texas
- Apr: Airplane mechanic's classes began at Chanute

**1922**

- May: Air Service Communications and Photographic Schools transferred to Chanute
- Jul: Chanute designated home to Air Service Mechanics School
- Aug: First interservice training began: parachuting by U.S. Navy and Marines
- Aug: Air Service Mechanics School name changed to Air Service Technical School

**1924**

- Oct: Aerial photography training courses began

**1926**

- Jan: Aircraft Welders Course started

**1959**

- Jan: Chanute established as a "Technical Training Center"

**1960**

- Apr: Chanute received USAF's only BOMARC training missile

**1961**

- Feb: Chanute assigned primary responsibility to train Minuteman missile maintenance

**1962**

- Mar: Chanute received Minuteman training missile
- Nov: First students graduated from Minuteman Missile Mechanics course

**1964**

- Nov: Firefighter course began at Chanute

**1965**

- Nov: First Jet Engine Accident Investigation Course came to Chanute

**1964**

- Nov: Firefighter course began at Chanute

1965

- Nov: First Jet Engine Accident Investigation Course came to Chanute

Apr: Chanute's Navy Detachment established to support Navy instructors, students Jun: B-1

program cancelled; Chanute, prime B-1 training center, halted all contract training Nov: Navy and Air Force weather training consolidated

1978

Feb: First five-service consolidated weather forecaster class began  
Oct: Army and Air Force fire protection training consolidated

1981

Jun: Chanute's fire school named Central Fire Protection School for Department of Defense

1982

May: Four ALCMs arrived for Chanute's "small missiles" courses  
Oct: 3330th Technical Training Wing reorganization established 3335th Student Group

1986

Apr: Chanute designated as prime center for Ground-Launched Cruise Missile (GLCM) training

Technical Training Bases Reorganized. Concerned that the size of each of the technical training bases was more than a single commander could successfully manage, in late 1958 General Smith asked Headquarters USAF for permission to redesignate the technical training wings as training centers. Headquarters USAF approved the request. Effective 1 January 1959, ATC renamed its military training wing and all five of its technical training wings. The 3700th Military Training Wing became the Lackland Military Training Center; while the 3320th Technical Training Wing was redesignated as Amarillo Technical Training Center; the 3345th, Chanute Technical Training Center; the 3380th, Keesler Technical Training Center; the 3415th, Lowry Technical Training Center; and the 3750th, Sheppard Technical Training Center.

Technical Training Center Reorganization. In an effort to standardize organization and save manpower, Air Training Command implemented a reorganization of all technical training centers on 4 January 1971. The command aligned comptroller, civil engineering, personnel, administrative, and band functions under the air base group and designated the air base group commander as base commander. Additionally, the command did away with the commandant of troops position at each of the technical training wings. In place of the wing staff position, on 1 March 1971, Air Training Command activated numbered student groups at each of the centers to manage the troops.

On 1 August 1972, ATC changed the name to the School of Military Sciences, Officer. This coincided with a similar name change for the Basic Military Training School at Lackland to the School of Military Sciences, Airman and the renaming of the schools at the technical training centers to School of Applied Aerospace Sciences. The idea behind these changes was to raise the prestige of the schools in the eyes of the civilian academic community. At that time, the Community College of

the Air Force was seeking accreditation for a wide variety of courses. However, the name changes proved more confusing than helpful, and ATC reverted to the original designations on 8 April 1974.

Training Command inactivated the USAF School of Applied Aerospace Sciences at each of its technical training centers and activated numbered technical training wings in their place on 1 April 1977. These included the 3250th Technical Training Wing at Lackland, the 3300th at Keesler, the 3330th at Chanute, the 3400th at Lowry, and the 3700th at Sheppard. Several months later Air Training Command published a second order that inactivated the wings effective 1 January 1978, based on realignment actions proposed by the Cadou study. (These wings were again activated in November 1979.) 1977

#### Chanute AFB

Established in 1917 at Rantoul, Chanute served as a technical training center during World War II. The base continued training after the war as an Air Training Command facility. The 3345th Technical Training Wing operated the base and the schools. The base also hosted the 3499th Training Aids Wing. By 1953, the 3499th was designated as a Mobile Training Wing.

By 1960, Chanute had become the primary technical training center for weapon systems. Crews and technicians were trained to handle Thor, Hound Dog, and Bomarc missiles. To support the intercontinental ballistic missile (ICBM) program, Minuteman II training facilities were installed in 1965. Minuteman training facilities were upgraded from 1970 to 1972. Navy and Air Force weather training was consolidated here in 1977. In 1988, the base was recommended for closure; it closed in September 1993.

