

# **575<sup>th</sup> AIRCRAFT MAINTENANCE SQUADRON**

## **MISSION**

## **LINEAGE**

575<sup>th</sup> Aircraft Maintenance Squadron

## **STATIONS**

JBSA-Randolph, TX

## **ASSIGNMENTS**

309th Aircraft Maintenance Group

## **COMMANDERS**

## **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

The Air Force activated the 575th Aircraft Maintenance Squadron during a Dec. 11 ceremony at JBSA-Randolph, Texas, according to a Dec. 17 release. The new squadron, a geographically separate unit assigned to the 309th Aircraft Maintenance Group at Ogden Air Logistics Complex, Hill AFB, Utah, consists of over 300 civilians working towards the upkeep of the Air Force's T-38 fleet. "Over the past three years, this team's hard work and dedication have served

to prove to our Air Force that you definitely possess the capability, the drive, and the motivation to continue providing world-class support for our warfighters' training mission," said Brig. Gen. Carl Buhler, Ogden Air Logistics Complex commander, in the release. "The fruits of your labor were affirmed when the Air Force recognized and activated this operating location to its rightfully earned status as an Air Force squadron." 2014

First T-38 Upgraded Under Pacer Classic III —Arie Church The first structurally enhanced T-38C Talon modified under the "Pacer Classic III" program rolled off Air Force Sustainment Center's line at JB San Antonio-Randolph, Texas, July 31, officials announced this week. The Air Force plans to upgrade a total of 150 Talons to extend their serviceable lives to 2029, when the service plans to phase out the T-38 in favor of its next generation trainer aircraft. The Air Force completed two previous structural modification programs, most recently in 1984, and an avionics modernization program starting in 2002 (resulting in the T-38C designation.) Pacer Classic III is the most extensive structural rework to date, involving the replacement of longerons, bulkhead, and formers, as well internal skins and structural floors. "Our task, a tall one, is to take a 50-plus-year-old aircraft, take it down to just a skeleton and rebuild it. Better, stronger, and safer," said 575th Aircraft Maintenance Squadron director Rob Lewin. The facility at Randolph is currently upgrading 11 airframes, and plans to deliver another 17 next fiscal year.

2015

HILL AIR FORCE BASE, Utah (AFNS) -- Air Force program officials recently completed two major modifications to the T-38C Talon. Technicians from the 575th Aircraft Maintenance Squadron at Joint Base San Antonio-Randolph, Texas, modified the last of 446 Air Force and 10 Navy T-38Cs with a video data transfer system (VDTS) and speed brake indicator switch (SBIS) in December 2016.

The \$50 million VDTS/SBIS program upgraded the aircraft's video recording capabilities and added a new speed brake position indicator that didn't previously exist. "Service life extension programs and modifications are essential for aging aircraft like the T-38 in order to meet current and future mission needs," said Angela Micheal, the Mature and Proven Aircraft Division chief and T-38 System program manager. "These modifications will ensure continued suitable, safe and effective operation of the T-38 fleet."

The VDTS modification was implemented as a result of a video tape recorder diminishing manufacturing source issue, Micheal said. This system is important for pilot training as it records flight and cockpit data used to debrief student pilots after training flights. The SBIS modification added a visual indicator of the speed brake position on the heads-up display that will provide pilots the ability to check the aircraft's speed brake position during flight.

In addition to the VDTS/SBIS modifications, other T-38 modification programs currently underway include the Pacer Classic III program, which replaces fatigued structural components on the aircraft; and the Avionics Component Integration Program, which provides avionics upgrades such as ADS-B and component redesigns to address aircraft obsolescence. The T-38,

which entered the Air Force in 1961, is primarily used by the Air Education and Training Command to train combat-ready pilots for fighter and bomber pilot training.

Modifications are critical to sustaining Air Force training operations, Micheal said, and will keep the T-38 viable until at least 2034, when the next-generation Trainer-X is expected to reach full operational capability. The 2034 AETC divestiture date simply marks a milestone for the T-38, as Air Combat Command, Air Force Global Strike Command, the U.S. Navy, National Aeronautics and Space Administration, and Foreign Military Sales partners still plan to use the aircraft beyond that date, Micheal said. ACC currently uses the T-38A and B models for F-22 Raptor adversary air training. Additionally, B-2 Spirit and U-2 pilots utilize the T-38 for companion training and currently have no plans to fill that role with another aircraft in the future. 2017

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Air Force Order of Battle

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

Air Force News. Air Force Public Affairs Agency.