

IN the crisis-laden months prior to Pearl Harbor, the rapid expansion of technical training threatened to overwhelm the small peacetime Army Air Corps Training School headquartered at Chanute Field in Illinois. In mid-1940, the school encompassed three Army bases: Lowry Field, Colorado, which taught photography, armament, and clerical courses; Scott Field, Illinois, which was responsible for communications training; and Chanute, where all other technical training courses resided.

In July 1940, Maj Oscar Beal and Capt Joe A. Miller, both stationed at Chanute landed at Kell Field, the municipal airport at Wichita Falls, Texas. Their trip was made in response to a letter that Maj Gen Rush B. Lincoln, the Commander of Air Corps Technical Training Command, had received from Washington. In that letter, General Lincoln had been asked to provide an evaluation of Call Field as a potential location for a technical training school.

Call Field had been an Army World War I flight training base located on what is now called Call Field road. During their brief stop, the two officers met with Fulcher Armstrong, manager of Kell Field, and toured the local area to examine possible sites for a large Army Air Corps training school. Buoyed by the arrival of the two Army surveyors, the Chamber of Commerce solicited funds to acquire options on a number of tracts of land. The city acquired a six-month option on 650 acres of land in the immediate vicinity of Wichita Falls. To John C. Boyd, the Chamber of Commerce's Industrial Division Manager, fell the task of determining the site most suitable for an Air Corps flying base. He identified two plots of land near the Missouri-Kansas-Texas Railroad owned by Joseph A. Kemp and Frank Kell, two prominent area businessmen, plus two additional sites near the rail line on the southern and eastern edges of the city.

On 28-29 November 1940, General Lincoln met with local business leaders and toured the four potential base sites. The area that most impressed him was several hundred acres of flat land near the present day Sheppard hospital. He liked the flat landscape because it was near the 3,000-foot runway at Kell Field, which could provide Air Corps personnel and pilots easy access to the proposed installation.

On 6 December 1940, Sidney Kring, the manager of the Wichita Falls Chamber of Commerce, flew to Chanute Field to present the city's formal bid for a technical school. The effort was successful. On 19 March 1941, the city learned that the War Department had given its final approval for an Air Corps technical approval for an Air Corps technical training center. About a month later, on 17 April, Army Chief of Staff Gen George C. Marshall announced that the new installation would be named Sheppard Field, in honor of Texas Senator Morris Sheppard, who had died eight days earlier.

In May 1941, the first contingent of men arrived at Sheppard Field to design and supervise construction of administrative, technical, hospital, and housing facilities. A 20-man permanent party, lead by Capt Frank Henley and Lt Edward Kemp (no relation to Joseph Kemp) arrived on 14 June 1941 from Chanute Field to establish a Post Headquarters and Air Corps Supply Depot. On the same day, the Army Adjutant General's Office officially designated the encampment as Sheppard Field, Wichita Falls, Texas. On 16 July 1941, Col Edward C. Black became Sheppard's first commander.

Until wooden barracks could be constructed, early arrivals at Sheppard were housed in a tent city on the west side of Wichita Falls, near the old Wichita Engineering Company. Initially, the War Department had planned to use the training facilities solely for an aviation mechanics school. However, on 19 June 1941, the War Department approved a revised training plan that provided Sheppard Field with a dual mission. Along with its Aviation Mechanics School, Sheppard also would serve as a basic training center. In addition to the 16,122 soldiers originally projected for the aviation mechanics program, basic training added another 10,000.

Base officials had been ordered to begin training on 13 October 1941. Because many of the training materials and mechanics tools had not arrived, school officials improvised by borrowing tools from the community. Due to construction delays caused by heavy rains, barracks were used as classrooms. In some cases, two or more branches of the Airplane and Engine Mechanics School were forced to operate out of a single barrack. Two hundred twenty students were in the first aviation mechanics course. On 14 October, the Replacement Training Center commenced basic training with an initial core of 400 students. By February 1942, all of the post buildings had been erected, including the six academic buildings and five hangars on the north side of the field. By the time the United States entered the war on 7 December 1941, the fifth class of aviation mechanics had grown to 800. Under the wartime emergency, Colonel Black added a sixth day of instruction to each of the two eight-hour shifts. With the start of the sixth class on 19 December, the class size was increased to 900 students, but the frequency of class starts decreased from two weeks to 10 days. By April 1942 training officials had to start a class every six days to meet training requirements. By October the school had to implement a 24-hour training day of three continuous shifts to accommodate the more than 7,700 aviation mechanics that Sheppard trained during World War II.

Basic training also experienced a rapid growth. During the first three weeks of January 1942, the number of new recruits jumped from 5,500 to 19,000. To keep pace with the large increase in training requirements, the War Department, in March 1942, authorized an additional \$1.6 million for the construction of more than 30 new buildings at Sheppard Field.

In the first six months after Pearl Harbor, training officials confined themselves to producing aircraft mechanics. All this changed in September 1942, when Col Henry R. Claggett, who replaced Colonel Black as installation commander, announced the establishment of a Glider Mechanic School at Sheppard Field. The Army's interest in locating glider mechanic training at Sheppard coincided with a growing interest in using gliders to deliver troops to war zones. The CG-4A standard glider was capable of transporting either 15 fully-equipped soldiers or a quarter-ton truck with crew. These powerless aircraft were equipped only with radio sets, wheels, and brakes. Glider mechanics were needed who could perform routine maintenance and, in an emergency, rebuild wrecked gliders.

Prior to the establishment of glider mechanic training at Sheppard, the Army had used gliders on an experimental basis. About 90 instructors, mostly aircraft mechanic graduates, taught an average of 1,440 glider mechanic students per day, with a new class starting every 10 days.

On 6 September 1943, the Central Flying Command at Randolph Field, Texas, directed Sheppard to establish a Glider Classification School for training glider pilots. Sheppard was now home to

two of the three schools that glider student pilots attended. The third school, at South Plains Army Air Field in Lubbock, Texas, taught advanced glider pilot training. Sheppard's glider flight officers went there to complete training.

In addition to providing a training environment for aircraft mechanics and glider mechanics and pilots, Sheppard Field also hosted a variety of other training during World War II, including instruction for B-29 engineers, C-82 transport mechanics, and helicopter pilots. The base reached a peak strength of 46,000 in October 1945, while serving as an Army Air Forces separation center.

Sheppard also briefly accommodated Free French soldiers during World War II. In September 1943, the base learned it would be receiving 100 Free French students, who would attend the airplane mechanics course.

This training was short-lived, however, because in February 1944 all training on the B-25 transferred to Keesler Field in Mississippi. In March 1946, instructors at Sheppard Field learned that their installation would be inactivated. For the local community, the news was not welcome. During the waning days of the great depression, Sheppard Field had helped buoy the area's depressed agriculture and oil-based economy. In its 57 months of operation, the field had pumped more than \$100 million into the local economy.

In a massive airlift, Sheppard used ten C-47 aircraft to transport 12,500 men and 2.5 million pounds of freight from Biloxi, Mississippi, to Wichita Falls. An additional 913 tons of freight were shipped by truck and rail.

The Airplane and Engine Mechanics School began operating at Sheppard on 4 May 1949. Instruction had begun in the Rotary Wing and Liaison School on 20 April. On 2 May 1949, hundreds of Sheppard airmen assembled on the flight line to see the world's largest mass-produced plane, the B-36 Peacekeeper. The plane was there for instructional purposes; Sheppard began its first B-36 class began on 30 November.

Also due to arrive were B-25s, B-50s, P-47s, and A-26s. The P-47s and A-26s, both of which were World War II-vintage aircraft with reciprocating engines, were especially useful in training foreign students. Between May 1949 and July 1952, over 650 foreign students received training at Sheppard under the Mutual Defense Assistance Program and the Mutual Security Act of 1949.

As a result of the increase in specialized training and the number of graduates, Sheppard began to take on the quality of permanency. On 18 January 1950, Secretary of the Air Force Stuart Symington, to the delight of local community leaders, announced that he had selected the installation to be a permanent Air Force base, a designation that seemed appropriate when once again the base saw the number of its students and instructors rapidly increase in response to the outbreak of war in the Far East.

With the onset of the Korean War, all training activities at Sheppard immediately accelerated. Between December 1950 and July 1951, the base's in training load increased from nearly 11,000

to over 15,000. In mid-December 1950, the first class of 37 students graduated from a special jet-engine mechanics course.

Despite going to a three-shift training schedule, Sheppard was unable to accommodate the influx of new students. For example, in the three-month period ending 30 September 1951, the aircraft mechanics course was short some 1,000 graduates who, because of the wartime emergency, were diverted to more specialized training courses.

Six months after the armistice, the total base population had declined to 14,600 people, a loss of almost 9,000 Air Force personnel, including 5,353 students. By mid-1954, the population at Sheppard had dipped again to 9,644, with only 2,919 students in training--the lowest number since the base opened in October 1941.

During the 1950s, Sheppard became the most diversified training center in the Air Force. Comptroller, intelligence, and transportation training transferred from Lowry AFB, Colorado, in 1954, followed in 1958 by utilities and communication instruction from F.E. Warren AFB in Wyoming. One year later, Sheppard assumed responsibility for field training, previously under the oversight of the 3499th Field Training Wing at Chanute.

The organizational structure of the technical training bases also changed in the late 1950s, when Air Training Command decided to replace its technical training wings with numbered air force-equivalent centers. Effective 1 January 1959, HQ ATC redesignated the 3750th Technical Training Wing as the Sheppard Technical Training Center (STTC).

Sheppard's primary training mission had always consisted of aircraft maintenance courses. Maintenance on almost every type of aircraft in the Air Force inventory had been performed at the base. Beginning in 1955, the development of intercontinental ballistic missiles overshadowed the more traditional air crew training. Within four years, missile instruction became the largest training program taught by the technical training school. Of the 8,000 students enrolled at Sheppard on a daily basis, more than one-fourth were in missile training. Missile technicians came on-line with remarkable speed given the lack of training materials, equipment, facilities, and instructors. This training was all part of a plan by the Department of Defense to deploy as many intercontinental ballistic missiles as possible to offset a presumed Russian advantage in ballistic missiles.

On 3 October 1955, the Air Force made Sheppard the primary training center for the Atlas ballistic missile system. During the next two years, the base also became the prime center for the Jupiter and Thor intermediate range ballistic missiles, as well as the Titan intercontinental ballistic missile. By 1965 Sheppard had graduated more than 47,000 missile specialists. Thereafter, the pace of training slowed. Then in themid-1980s, Sheppard ended its missile training program.

Helicopter maintenance training began at Sheppard Field during World War II and lasted until the base inactivated in 1946. It returned to Sheppard in 1949--transferred from Keesler, but in 1950 Air Training Command moved this training to San Marcos (later known as Edward Gary AFB), south of Austin, Texas.

When HQ USAF announced the closure of Edward Gary AFB in 1956, Air Training Command moved helicopter maintenance training back to Sheppard. Maintenance training remained at Sheppard until January 1995 when, as part of a joint training effort, the Air Force combined its courses with an Army program at Fort Eustis, Virginia. In the 1980s, Sheppard also conducted a helicopter flight engineer course. That program transferred to Kirtland AFB, New Mexico, in 1988.

In January 1965, officials at HQ ATC sent a proposal to Washington to relocate the Medical Service School from Gunter AFB, Alabama, to Sheppard. With the phase down of missile training, Sheppard had ample classroom space to support the school. The Air Staff approved the proposal, and on 6 April 1966, the technical training school at Sheppard began this training.

In the Vietnam War, the school met increased student production by using multiple shifts and six-day training weeks. By fiscal year 1968, the number of medical technicians programmed to support the Vietnam War had grown by 25 percent. With the establishment of the Department of Biomedical Sciences on 1 April 1968, the school's organizational structure began to take on its modern character. Over the next two decades there were other changes, including the transfer of veterinary training to the Army in 1976. After a brief absence, medical readiness training returned to the base in 1982 when the school created a separate Department of Medical Readiness. Today, medical training is provided by the 82d Training Wing's 882d Training Group.

In 1958 ATC began refining the field training concept. Under the prime training center philosophy, a specific technical training center was responsible for a particular weapon system. This change allowed ATC to discontinue its field training wing at Chanute in 1959, since all field and mobile training requirements had been assigned to the various bases providing technical training. Then in 1966, with the closure of Amarillo, ATC moved the bulk of the field training mission to Sheppard.

The worldwide scope of Sheppard's training responsibilities took on increasing importance in the 1960s, when Air Training Command began providing helicopter pilot training for South Vietnamese students through field training detachments. Other mobile training teams went to Southeast Asia to train US Air Force and Vietnamese personnel in the maintenance and use of various new weapon systems.

In 1968 field training reached the zenith of its student production when it graduated nearly 500,000 technicians. By the early 1990s, it looked as though field training would become resident training; however, that all changed in 1995 when the Air Force decided to continue field training.

Over the past 50 years, the training environment at Sheppard has undergone many changes. Television and televised classroom instruction appeared in the late 1950s. Then came computers and computer-assisted instruction. Today, Sheppard uses state-of-the-art technology in the classroom, as well as in the office. One of the places where exportable training has been most useful is in reducing the number of courses offered through field training, as managed by the

982d Field Training Group. Another area where technical training utilized computers was through the use of a fiber optic local area network of computer connected via a central data base.

Besides changes in training, Sheppard has also seen lots of organizational restructuring. Some of these changes have come about as the result of recent rounds of base closure, but the biggest changes came in response to Air Force Chief of Staff Gen Merrill A. McPeak's "Year of Organization" and "Year of Training" initiatives. Effective 1 February 1992, Air Training Command reorganized its technical training centers as objective centers. Sheppard Technical Training Center became Sheppard Training Center. The technical training and field training wings became groups, and the groups became squadrons.

Even greater change took place on 1 July 1993 when HQ USAF redesignated Air Training Command as Air Education and Training Command (AETC). At that time, AETC activated two numbered air forces: Second Air Force to manage technical training and Nineteenth Air Force to oversee flying training. At the same time, AETC inactivated all of its training centers and replaced them with two-digit wings. Instead of Sheppard Training Center, Sheppard's host unit was now the 82d Training Wing.

Currently, the wing includes four training groups. The 82d and 782d offer resident technical training in all aspects of aircraft maintenance (fixed wing and helicopter), aircraft structural repair, civil engineering, comptroller, electronics, and telecommunication. Annually, more than 20,000 military, civilian, and allied students attend more than 380 technical courses provided by these groups. The 882d Training Group offers formal instruction in six medical specialties and allied sciences to include biomedical sciences, dentistry, health service administration, clinical sciences, medical readiness, and nursing. Overshadowing medical and technical training in terms of graduates is the 982d Training Group. With "The World Is Our Classroom" as its motto, the 982d develops and conducts Air Force specialty code (AFSC)- awarding and advanced weapon system training worldwide on aircraft weapon systems, missiles, ground radar and communications, and space systems.

Additionally, it provides general courses in ground equipment maintenance, fundamentals of electronics, and technical data usage. A veteran returning to Sheppard will find it dramatically changed. Everywhere one looks the base is bursting at the seams with new construction. New training and support buildings and renovated training facilities are all the result of the influx of training and students coming from two closure bases--Chanute and Lowry. Additionally, Sheppard has been the recipient interservice training with the Army and Navy, especially the medical and civil engineer career fields. Despite the physical changes, Sheppard has always been dedicated foremost to training airmen for the Air Force, and so it remains today. The achievements of the Air Force over the last 50 years are nothing if not a testament to the importance of training.

1928 Building 2130, "The Little Adobe," was the terminal for Kell Field, the municipal airport for Wichita Falls. In World War II, Kell Field became part of Sheppard Field.

28-29 Nov 40 Major General Rush B. Lincoln, Commander, Air Corps Technical Training Command, met with local business leaders, and after touring four potential sites, chose the present site of Sheppard AFB for a new Army Air Corps training base.

04 Dec 40 The City of Wichita Falls agreed to provide \$75,000 to obtain land for a US Army air technical training school.

01 Feb 41 The War Department signed a lease with Wichita Falls officials for 604 acres of land for a training base. That included Kell Field.

17 Apr 41 Army Chief of Staff Gen George C. Marshall announced the new installation would be named Sheppard Field, in honor of Texas Senator Morris Sheppard, who had died eight days earlier.

12 Jun 41 Major construction began on a \$4.8 million contract for technical training school facilities and a \$1.76 million contract for a hospital.

14 Jun 41 Twenty permanent party personnel arrived from Chanute Field to establish a Post Headquarters and Air Corps Supply Depot.

19 Jun 41 The War Department approved a revised training plan for Sheppard Field. Along with its Aviation Mechanics School, Sheppard was also tasked to serve as a basic military training center.

19 Jun 41 Colonel Edward C. Black assumed command of Sheppard Field.

13 Oct 41 Base officials began aviation mechanics training.

21 Feb 42 The first aviation mechanics class graduated. World-famous contralto, Marian Anderson, performed at the ceremony.

13 Aug 42 Replacement Training Center became the new name for the Basic Training Center.

02 Sep 42 Officials established a Glider Mechanic School.

19 Apr 43 Sheppard began training B-29 flight engineers. A short time later Gen "Hap" Arnold ordered the school transferred to Smokey Hill Army Air Base in Salina, Kansas. The runway at Sheppard was not strong enough to withstand the heavy shock of repeated B-29 landings.

10 May 43 Sheppard Field established an Aviation Cadet Pre-Flight School.

Sep 43 The first 100 foreign students attended the airplane mechanics course.

06 Sep 43 Central Flying Training Command at Randolph Field, Texas, directed Sheppard Field to establish an Army Air Forces Glider Classification School for pilot training.

14 Jan 45 The Pilot Liaison School held its first class for 30 field artillery officers destined to become Army liaison pilots.

May 45 Sheppard gained B-29 flight engineer training from Lowry Field and helicopter pilot, maintenance, and rotary wing courses from Chanute Field. Sheppard also added a new C-82 aircraft mechanic course.

WWII During the war, approximately 445,000 students completed basic training at Sheppard Field. Another 42,404 became trained aircraft mechanics, and 1,884 graduated from glider mechanics courses.

22 May 46 Sheppard began transferring helicopter and liaison training to San Marcos Field, Texas.

31 Aug 46 The War Department placed Sheppard Field on temporary inactive status.

17 Sep 46 Sheppard activated a separation center for the air, ground, and services branches of the Army. The center discharged more than 18,000 officers and enlisted personnel over a period of 10 weeks.

15 Oct 46 The finance office was the last remaining function at Sheppard Field to close.

20 Apr 49 Rotary wing aircraft instruction began.

02 May 49 The world's largest mass-produced plane, the B-36, came to Sheppard with the Aircraft and Engine Mechanics School, when it transferred from Keesler AFB, Mississippi.

04 May 49 The Aircraft and Engine Mechanics School opened.

18 Jan 50 Sheppard became a permanent Air Force installation.

Jun 50 With the onset of the Korean War, all training activities accelerated. Within a year, the base population had quadrupled to 37,698.

Jan 51 Workers completed a 7,000-foot north-south runway capable of handling the largest and fastest aircraft.

26 Jul 53 When the Korean War ended, Sheppard housed two percent of all airmen in the United States Air Force.

1954 Comptroller, transportation, and intelligence training transferred from Lowry AFB, Colorado, so Lowry could serve as the temporary home of the Air Force Academy.

13 Jun 55 The helicopter maintenance course returned to Sheppard from San Marcos.

11 Jul 55 Air Training Command established a Jet Indoctrination School at Sheppard to provide senior Air Force pilots, flight surgeons, and weather observers with familiarization training.

03 Oct 55 The Department of Guided Missile Training was instituted as the prime center for the Atlas intercontinental ballistics missile. The first resident class graduated 29 January 1960.

1957-1959 Sheppard became the prime center for Jupiter and Thor intermediate range ballistic missiles, as well as the Titan intercontinental ballistic missile.

1957-1958 The majority of civil engineering training moved to Sheppard from F. E. Warren AFB, Wyoming.

08 Jul 58 The Department of Civil Engineering Training was established.

03 Apr 64 A tornado struck the base, hospitalizing 12 persons and causing \$1.2 million in damage.

02 Sep 64 The first twin-jet CH-3C arrived from Stead AFB, Nevada, to be used in a new helicopter maintenance course at Sheppard.

1964 The Department of Intelligence moved back to Lowry AFB Aug 65 An advanced party from Stead AFB arrived in a single H-19B helicopter to set up a new helicopter instructional program.

The wing conducted helicopter pilot training for US, and, later, foreign students.

01 Mar 66 The Medical Service School at Gunter AFB, Alabama, moved to Sheppard. It commenced formal training on 6 April. The school remained in operation at Sheppard through March 1967.

01 Jul 66 The 3750th Technical School had six resident training departments: Aircraft Maintenance, Communications, Comptroller, Civil Engineering, Missile and Space, and Transportation. The Department of Field Training was established as an offbase training department of the 3750th Technical School.

Jun 71 The USAF Helicopter School moved to Hill AFB, Utah, where it operated under the control of the Military Airlift Command.

01 Jul 71 Sheppard assumed operational control over all field training in Air Training Command.

1976 Through the Interservice Training Review Organization (ITRO), the services decided to consolidate veterinary training at Brooke Army Medical Center, San Antonio, Texas, and collocate certain civil engineering courses with the Army at Fort Leonard Wood, Missouri.

30 Oct 85 The Titan II missile training program ended.

Jul 89 Recommendations of the Base Realignment and Closure Commission became law. Chanute's closure would have a tremendous effect on Sheppard.

May 90 The first servicemen to transfer from Chanute to Sheppard as a result of the base closure process arrived in Wichita Falls.

Apr 91 The Base Realignment and Closure Commission announced a second round of base closures. Included was Lowry AFB. Its training would be dispersed to other ATC bases, including Sheppard. As a result, Sheppard became the Air Force's primary center for aircraft maintenance and munitions instruction.

01 Feb 92 HQ ATC redesignated Sheppard Technical Training Center as Sheppard Training Center; training wings became groups, and groups became squadrons.

06 Oct 95 Workers completed construction of a third runway at Sheppard.

31 Dec 95 Almost \$260 million in base closure funds went into new construction to support training programs that came in when Chanute and Lowry closed. Officials at HQ AETC estimated Sheppard's student load jumped from about 3,000 in fiscal year 1992 to almost 5,000 in fiscal year 1995.

22 Jan 97 Radar Maintenance completed installation of fiber optic modems for Precision Approach Radar making Sheppard the first installation in AETC to use this technology. This innovation reduce equipment downtime from inclement weather by more than 50 percent.

15 Jul 99 The Biomedical Equipment Course, housed in a new \$14.5 million facility, opened its doors to implement triservice training for the Army, Navy and Air Force.

30 Mar 94 The wing began providing mission ready technician training, first in the C-141 crew chief course and, a day later, in the F-16 crew chief course. The C-141 program graduated its first class in August, followed in September by the F-16 class.

06 Jan95 The field training drawdown stopped.

12 Jan 95 The wing graduated its last helicopter maintenance class.

05 Jun 95 Seven-level training began when the wing established an F-15/F-111 Advanced Troubleshooting Techniques course.

30 Jun 95 Between June 1993 and June 1995, Sheppard increased its base population by more than 10 percent--more than at any time since the Korean War.

11 Jul 95 The wing recorded another first when it used its video teletraining capability to broadcast a C-130 Self Contained Navigational Systems course to the field.

3 Jun 96 Physicians Assistant Course graduated last class at Sheppard. The training was transferred to Fort Sam Houston, TX.

Jan 99 Sheppard became the first AETC base to deploy the Technical Training Management System(TTMS). The 82d, 782d and 882 Training Groups used TTMS in their training for scheduling and in student management of 197 courses.

1 Jun 01 In an effort to stop the high attrition and washback rates in Biomedical Equipment Training, training officials implemented a new training device. The new training tool, nicknamed BRAINCHILD, utilized a handheld palm computer that enabled students to focus on immediate learning objectives.

1 May 02 A new wing staff agency, Training Operations, began to provide the wing commander a single point of contact for training issues. A number of functions performed at the group level now preside at wing level. They included: Wing and Learning Development Center, International Student Management Center, registrars, the guard and reserve liaison, and faculty development which now came under the 82 TRW.

28 Aug 02 Sheppard AFB graduated the last class of Basic Loadmaster. The BLM course arrived at Sheppard in the late 1950s from Pensacola, Florida, and moved to Little Rock AFB, Arkansas, and Altus AFB, Oklahoma.

12 Dec 02 The final comptroller class graduated at Sheppard as the school moved to Keesler AFB, Mississippi. Comptroller training had come to Sheppard in September 1954.

Jan 03 The 882d Medical Group's Medical Readiness Training Section developed a 5-day formal Expeditionary Medical Readiness Course for the Air Force Reserve Command to be taught at Sheppard.

21 Apr 03 The 82 TRG created a new Maintenance Course for Operational Commanders. The group designed the course to teach flying squadron commanders the limitations and capabilities of aircraft maintenance organizations

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