

## 80 FLYING TRAINING WING



### MISSION

80 Flying Training Wing mission is to produce the world's finest NATO pilots with the skills and attitude to succeed in fighter aviation.

14 NATO nations participants:

Belgium  
Canada  
Denmark  
Germany  
Greece  
Italy  
The Netherlands  
Norway  
Portugal  
Romania  
Spain  
Turkey  
United Kingdom  
United States

The ENJJPT Wing is a uniquely manned multi-national organization with a USAF wing commander and a German Air Force operations group commander in the top two leadership positions. Command and operations officers' positions in the flying training squadrons rotate

among the participating nations, while the commander of the 80 Operations Support Squadron is always from the USAF. Additionally, officers from all 13 participating nations fill subordinate leadership positions throughout the wing. Eight nations-- Belgium, Denmark, Germany, Italy, The Netherlands, Norway, Turkey and the United States --provide instructor pilots based on their number of student pilots. Canada, Greece, Portugal, Spain and the United Kingdom do not have student pilots in training, but do provide one instructor pilot. As an example of this totally integrated structure, an American student pilot may have a Belgian instructor pilot, a Dutch flight commander, a Turkish section commander, an Italian operations office, and a German squadron commander.

ENJJPT is also unique with its four distinct training programs. In addition to Undergraduate Pilot Training (UPT), ENJJPT also provides for its own Pilot Instructor Training (PIT--where pilots are taught to be instructor pilots), Introduction to Fighter Fundamentals (IFF), and IFF Upgrade Instructor Pilot (UIP) training. Approximately 250 student pilots earn their wings at ENJJPT annually after a 55-week, three-phased training regimen. More than 120 new instructor pilots (IP) are trained annually and up to 150 pilots transition through IFF each year. All this training is supported by a staff of more than 1,300 military, civilian and contract personnel employing 217 T-37, T-38 and AT-38 training aircraft.

The benefits of the ENJJPT Program are many -- lower cost, better training environment, enhanced standardization and interoperability, to name a few. Another important aspect of ENJJPT is the bond of friendship and respect developed among all participants in the 80 FTW. The student pilots and staff instructors of today will be the leaders of NATO's air forces of tomorrow. Having trained together, they will be much better prepared to fight and win together, when the need ever arises.

#### **LINEAGE**

80 Pursuit Group (Interceptor) established, 13 Jan 1942

Activated on 9 Feb 1942

Redesignated 80 Fighter Group (Single Engine), 15 May 1942

Inactivated, 3 Nov 1945

80 Flying Training Wing established 23 May 1972

Activated on 1 Jan 1973

80 Fighter Group (Single Engine) and 80 Flying Training Wing consolidated, 31 Jan 1984.

Consolidated organization designated 80 Flying Training Wing

#### **STATIONS**

Selfridge Field, MI, 9 Feb 1942

Bridgeport, CT, 25 Jun 1942

Farmingdale, NY, 5 Jul 1942

Mitchel Field, NY, 9 Mar-30 Apr 1943

Karachi, India, 28 Jun 1943

Kanjikoah, India, Sep 1943  
Nagaghuli, India, 11 Oct 1943  
Tingkawk Sakan, Burma, 29 Aug 1944  
Myitkyina, Burma, 20 Jan 1945  
Moran, India, 4 May 1945  
Dudhkundi, India, 24 May-6 Oct 1945  
Camp Kilmer, NJ, 1-3 Nov 1945  
Sheppard AFB, TX, 1 Jan 1973

### **ASSIGNMENTS**

III Interceptor (later, III Fighter) Command, 9 Feb 1942  
First Air Force, 20 Jun 1942  
I Fighter Command, 4 Jul 1942  
New York Air Defense Wing, 11 Aug 1942-10 May 1943  
Tenth Air Force, 28 Jun 1943  
American Air Command 1 (later, 5320 Air Defense Wing [Provisional], Sep 1943  
Tenth Air Force, 20 Jun 1944  
Army Air Forces, India-Burma Theater, 1 Aug-9 Oct 1945  
New York Port of Embarkation, 1-3 Nov 1945  
Air Training Command, 1 Jan 1973  
Nineteenth Air Force, 1 Jul 1993

### **WEAPON SYSTEMS**

P-47, 1942-1943, 1944-1945  
P-40, 1943-1944  
P-38, 1943-1944  
T-37B, 1973  
T-38A, 1973  
AT-38B, 1993  
T-38C, 2006  
T-6, 2008

### **COMMANDERS**

Unkn, Feb-May 1942  
Col John C. Crothwaite, 20 May 1942  
Maj Albert L. Evans Jr., 1 Jul 1942  
Col Ivan W. McElroy, 14 Jul 1943  
Col Albert L. Evans Jr., 13 Apr 1944  
Col Sidney D. Grubbs Jr., 1 Feb 1945  
Col Hiette S. Williams Jr., 29 Apr 1945-unkn  
Col Robert G. Liotta, 1 Jan 1973  
Col Kirk A. Brown, 28 Jun 1973  
Col Spence M. Armstrong, 22 Jul 1974  
Col Robert D. Caudry, 17 Jul 1976

Col William R. Deans, 1 Apr 1977  
Col Jesse W. Campbell, 5 Jul 1978  
Col Larry W. Pritchett, 15 Jul 1980  
Col William F. Phillips, 24 Feb 1982  
Col Sandor Babos, 13 Feb 1984  
Col Robert K. McLeod, 24 Feb 1986  
Col Travis E. Harrell, 22 Dec 1987  
Col William B. Mitchell, 20 Jul 1989  
Col Robert E. Gatliff, 19 Apr 1991  
Col William J. Lake, 28 Jul 1992  
Col James G. Ferguson, 10 Jan 1994  
Col Kenneth M. Decuir, 26 Feb 1996  
Col Stanley Gorenc, 6 Nov 1997  
Col Kurt A. Cichowski, 15 May 1999  
Col Ralph J. Jodice II, 17 Jul 2001  
Col H. D. Polumbo Jr., 15 Aug 2003  
Col Jeffrey B. Kendall, 29 Jan 2005  
Col David P. Petersen, 10 Aug 2007  
Col Kevin Schneider, 1 Jul 2009  
Col Robert F. Hass, Jr.  
Col Dieter E. Bareihs, 24 Jun 2011  
Col Lance R. Bunch, 28 Mar 2013  
Col Gregory S. Keeton, 13 Feb 2015  
Col Andrea E. Themely, 25 May 2017  
Col Russell D. Driggers, Jul 2018

## **HONORS**

### **Service Streamers**

World War II American Theater

### **Campaign Streamers**

World War II

India-Burma

Central Burma

### **Armed Forces Expeditionary Streamers**

### **Decorations**

Distinguished Unit Citation

India, 27 Mar 1944

Air Force Outstanding Unit Awards

10-20 Apr 1979

30 Apr 1981-29 Apr 1983  
1 Jul 1999-30 Jun 2001  
1 Jul 2010-30 Jun 2012  
1 Jul 2013-30 Jun 2015

### **EMBLEM**

Per bend azure and sable a bend raguly or, all within a diminished bordure of the like.  
**SIGNIFICANCE:** The 80 FTW emblem, originally adopted by the 80 FG, contains ragged partition lines that convey the feeling of force as suggested by the lightning flash and the tri-colored shield incorporating the U.S. Air Force colors (ultramarine blue and golden yellow), together with the suggestion that the wing operates both during the day and night. The flash represents the destructive power of the wing. (Approved for the group on 14 Oct 1942 and for the wing on 2 Jan 1973)

### **MOTTO**

Angels on our Wings

### **OPERATIONS**

The 80 Pursuit Group was born in the wake of Pearl Harbor and shortly after the United States entry into World War II. Commissioned on Jan. 13, 1942, along with other Fighter Units ordered by Congress. It was activated at Selfridge, Michigan, on the 9th of Feb. 1942, with three squadrons, 88th, 89th and 90th Pursuit Squadrons.

The first few months were uneventful, as almost all the administration and organizational functions were being pre-formed by almost all enlisted personnel awaiting the arrival of planes and pilots. On the 12th of May, 1942, the "Pursuit" was changed to "Fighter." Just before starting flying missions, the 80 was transferred to Bridgeport, Connecticut, and again on the 20th of June to Mitchell Field, Long Island, New York. Just two weeks later, the group was in Farmingdale, New York, and only ten miles from the home of the P-47 Thunderbolts that they would spend many hours learning everything about. They spent the next seven months on Fighter tactics, combat strategies, and had the additional role of providing Air Defense for the New York area.

On the 15th of February, the groups aircraft were transferred to the 328th Fighter Group and the 80 was placed on alert for overseas which lasted for three months . . . continuation of Technical Training, marking supplies, equipment and updating and reviewing of all personal and flying equipment was completed. Then, without warning, the group pilots were sent to Richmond, Virginia, to check out and log 30 hours in the P-40s. Engineering officers and some technicians were sent to Curtis Wright Corp., in Buffalo, New York, for instructions in assembling and maintenance of the P-40 N series. Most thought the group was headed for Europe, but that faded when they were reissued tropical gear.

Finally, on 30th of April, 1943, the group entered final staging at Camp Kilmer in the Mitchell Field Area. Despite its long alert period and the resulting low morale, the group received a

commendation at Camp Kilmer for being "the best outfitted and the best prepared in every way" of any unit that had gone through the staging area. At the time of final staging, the group consisted of 133 officers, and 806 enlisted men.

The 80 and its equipment arrived in the New York port area on May 9, 1943, following a train ride from Camp Kilmer to Hoboken, New Jersey, and a ferry ride up the Hudson River. The ship they sailed on was the HMS Mauretania, a 739-foot luxury liner designed for about 700 passengers. It carried more than 7,000 troops aboard.

In all, the trip to Karachi, India, took 50 days. They left Port of New York on 10th of May, 1943, by way of Trinidad for supplies, Rio de Janeiro, Capetown, South Africa, Diego Suarez, Madagascar, Colombo, Ceylon, where they changed ships to the HMS Strathmore and on to Bombay, India.

In Bombay, India, they changed ships again and boarded HMS Eastern Prince, and arrived at the final destination in Karachi, India, on the 28th of July. When the 80 Fighter Group arrived in Karachi, India, on the 28th of July, all personnel were taken by "Motor Transport" to New Malir. The first "Home" overseas was located 15 miles from Karachi, located on the edge of the Saudi Desert. For details of the month-long stay at New Malir, the Group's history records that:

"Our days were spent at New Malir in arranging equipment, supplies, and establishing a group headquarters. The planes the pilots were to fly had to arrive, be uncrated and assembled and the pilots all were to receive additional training hours at the OTU base at Laudhi Field, some eight or ten miles away. About 90 percent of the personnel were nursed back to health after a bout with dysentery before they could get on with flying P-40 A's and B's that had been returned to India by the Flying Tigers.

The first squadron to leave the area in August, 1943, was the 89th which was scheduled to settle in Gushkara, Eastern India. The 300 men and accompanying supplies rode 1,300 miles over broad, meter, and narrow gauge railroad tracks in searing heat and crowded cars. Then the Squadron was loaded onto riverboats and traveled 900 miles down the Ganges River and up the Brahmaputra River, reloaded onto trucks to the Assam Valley.

The 88th Squadron and the 90th Squadron followed a week apart; the 88th to Kilibari and the 90th to Jorhat. All took the "scenic route" with a good view of India and its dusty roads, people washing themselves in rivers and ponds along with the groaning bullock carts, and using the same water for everything. Cattle roaming the streets and bamboo everywhere.

The Group was settled and our mission was to patrol the cargo airlift from Assam to China "The Hump." The group also provided offensive strikes in the Hukwang Valley of Northern Burma and to protect the Allied Engineers building the Ledo Road, which was the land supply route from the Ledo, India, railhead through the Burmese jungles and Hukwang Valley connecting the old Burma Road, near Myitkyina, Burma.

General Stilwell's Chinese Troops and General Merrill's Marauders were clearing the area of Japanese Troops and also welcomed the 80 Fighter Group. The 80 Fighter Group was the first Fighter Group in Burma during WW II, flying P-40s after the Flying Tigers moved to China. After Myitkyina was captured on the 4th of August, 1944, the 80 had a flight of P-40s and personnel at the airfield while the Chinese were forcing the Japanese off the other end of the runway. The 80 held the record of flying the shortest mission of 10 to 15 minutes, bombing the enemy positions in the city, some within 40 yards of our own troops (one 10 yards). The 80 gave 80 percent of the fighter bomber support. All together, the totals expended: 435 tons of bombs, 489,808 rounds of 50 cal. ammunition, 1948 sorties, 3,632 hours, 204,886 gallons of gasoline. Altogether, 20 percent more than the artillery had delivered. In terms of actual dollars, the 80 reported expenditures of \$220,483 on 3,252 bombs dropped and \$88,382 for 489,000 rounds of 50 caliber ammunition of the 79 day drive. Lost six P-40s and two pilots.

The 80 continued to support the Allied Forces on their way south to Katha, Bhamo, and finally Rangoon, clearing out pockets of encircled Japanese troops.

The P-40s were phased out in February of 1945 and replaced by P-47s to give a longer range, altitude, and fire power required for longer missions. In July of 1945, the 80 was recalled back to India as the war in China was winding down. They returned to the U.S.A. in October of 1945 and deactivated on November 3d of 1945.

In 1973, the rapidly rising cost of pilot training and the need to improve interoperability of NATO air forces led a group of European nations to examine the feasibility of conducting a consolidated undergraduate flying training program. While pursuing this initiative, the participating countries also hoped to solve other problems such as predominantly poor weather conditions and restricted airspace, which impacted the flying training programs of many NATO air forces.

In 1974, the United States joined the working group and, in addition to the United Kingdom , Italy, Turkey and Canada, proposed a plan to host a joint undergraduate pilot training program. After a thorough review of all the proposals, it was agreed that the United States could offer the best combination of good flying weather, adequate training airspace, existing facilities and growth potential to accommodate proposed annual requirements. Consequently, in 1978, the United States was formally selected to host the ENJJPT program for 10 years as a short term solution, while studies on relocation to a European base continued.

A multi-national working group visited Sheppard Air Force Base to survey the facilities and organization of the 80 FTW, which was already conducting undergraduate pilot training for the German and Dutch air forces. In June 1980, Secretary of Defense Harold Brown announced Sheppard's selection as the site for the proposed program, and the ENJJPT Program held its official opening ceremony Oct. 23, 1981 . In 1987, the program was extended to 1989, and in 1989, the program was again extended to 2005. Currently, plans are underway to extend the program to 2015.

Since Jan 1973, provided undergraduate pilot training, initially for USAF, German Air Force, and Vietnamese Air Force students. Although Vietnamese Air Force pilot training ceased in Sep 1974, students from other nations continued to train under the security assistance program through Apr 1980. Provided USAF rotary-wing pilots' conversion training to fixed-wing aircraft, Jun 1977-Nov 1981. Conducted pilot training and pilot instructor training under the Euro-NATO Joint Pilot Training program, beginning Oct 1981, with participating nations contributing staff and financial support. In Jan 1994, began training Euro-NATO pilots in fighter fundamentals, using AT-38 aircraft. The Euro-NATO Joint Jet Pilot Training (ENJJPT) Program, established in the spirit of the North Atlantic Treaty Organization (NATO), is conducted by the 80 Flying Training Wing (80 FTW) at Sheppard Air Force Base, Texas. ENJJPT is the world's only multi-nationally manned and managed flying training program chartered to produce combat pilots for NATO. The 80 FTW is the official USAF designation of this flying training organization, but it is better known as the ENJJPT Wing by its members.

The Air Force (AF) established the 80 FTW in May 1972. In Jan 1973, HQ USAF activated the wing and assigned it to Air Training Command. The wing has known only one home, Sheppard Air Force Base (SAFE), Texas. The 80 FTW replaced the 3630 FTW as the base pilot training unit. Subordinate squadrons also switched places. The 88th, 89th, and 90th Flying Training Squadrons (FTS) replaced the 3630th, 3631st, and 3632d, Pilot Training Squadrons, respectively. The 80 FTW assumed the mission of the 3630 FTW by continuing to provide Undergraduate Pilot Training (UPT) for the USAF, West Germany, and South Vietnam among others under the Security Assistance Training Program (SATP). The first SATP class included students from Iran, El Salvador, and Kuwait. In 1975, the last Vietnamese students graduated. From 1976 to Apr 1980, students from Ecuador, Bolivia, Kenya, Nigeria and Saudi Arabia also trained at SAFB.

In 1978, NATO officials chose the U.S. and SAFB as the location for the ENJJPT Program. On 1 Oct 1981, the first ENJJPT UPT class began. The following day, the first ENJJPT Pilot Instructor Training (PIT) class began. The official ENJJPT opening ceremony occurred on 23 Oct 1981.

Today the 80 FTW conducts a 55-week UPT program that produces pilots qualified for assignment to fighter aircraft. Students fly T-37 Tweet and T-38 Talon aircraft in the undergraduate portion of training. Thirteen NATO members contribute either students, instructors, or administrative assistance to the program.

In Jan 1994, the 80 FTW began a new 6-week course, Introduction to Fighter Fundamentals (IFF), flying the AT-38B aircraft. This advanced pilot course covers basic fighter maneuvers and acts as a transitional program from UPT to specialized training in specific fighter airframes. The wing also operates the ENJJPT PIT program, which produces more than 100 new instructors for both UPT and IFF annually.

1 Jan 1987 Dynaelectron Corp replaced Northrup worldwide aircraft services Inc. as ENJJPT maintenance contractor.



1 Oct 2001    Aircraft maintenance changed from Lockheed Martin Logistics Management to Lear Seigler Services Inc. Mr. Robert Hart assumed program manager position and the contract changed from 5 to 8 years in duration.

---

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

Created: 10 May 2025

Updated:

Sources

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

The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.

Air Force News. Air Force Public Affairs Agency.