

DATE: 2 April 2007

A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS, 1908 - 2007

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30 April 1908. Aviation enthusiasts in the 1st Company, Signal Corps, New York National Guard, organized an "aeronautical corps" to learn ballooning.¹

12 August 1909. The Missouri National Guard directed that a 15-man aero detachment be organized in Company A, Signal Corps on St. Louis under the command of 1st Lt. Chester E. Burg. No further developments in use of balloons or aircraft were reported in the Missouri National Guard until 1923.²

February 1911. Eugene Ely, a civilian pilot employed by pioneer aircraft builder Glenn H. Curtiss, enlisted as a private in the Coast Artillery Corps of the California National Guard with the objective of serving as a Guard aviator. Ely had been the first man to fly an aircraft from a warship in 1910 and made history again in January 1911 when he was the first to land a plane on a naval vessel.³

12 March 1911. The California National Guard established an Aeronautical Detachment of its 7th Coast Artillery Company. Eugene Ely became the unit's first private.⁴

27 July 1911. Eugene Ely, a private in the California National Guard Aeronautical Detachment of its 7th Coast Artillery Company and a pioneering civilian aviator, was commissioned.⁵

7 August 1911. Flying his own biplane, 1st Lt. Andrew Drew, commander of the Missouri National Guard's Aeronautic Section, became the first individual to earn a private pilot's license while serving in the Guard.⁶

October 1911. Pioneer aviator and California Guardsman Eugene Ely was killed in an aircraft accident on 19 October 1911 in Macon, Georgia while flying as a civilian aviator.⁷

22 May 1912. Lt. Col. Charles B. Winder of Ohio became the first Guardsman to be awarded a Reserve Military Aviator's rating. He earned it by completing the Army's aviation school at Augusta, Georgia.⁸

June 1912. Beckwith Havens, a pilot employed by pioneer aircraft builder Glenn H. Curtiss, enlisted in the New York National Guard's 1st Company, Signal Corps as a private.⁹

August 1912. Private Beckwith Havens of the New York National Guard's 1st Company, Signal Corps, flew an aircraft that his employer, pioneer aircraft designer Glenn H. Curtiss, had loaned him during National Guard maneuvers with the Army at Bridgeport, Connecticut.¹⁰

September 1912. Rejecting pressure from National Guard interests, the commander of the Army's resource-pinchd Aviation School at College Park, Maryland, recommended that Guard officers not be allowed to attend the flying course there. His recommendation was approved by the Army.¹¹

15 July 1915. The Nebraska National Guard organized a small "Aviation Corps."¹²

1 November 1915. Capt. Raynal C. Bolling organized and was appointed commander of the First Aero Company, New York National Guard. His organization is recognized as the first genuine National Guard Aviation unit.¹³

30 June 1916. The Second Aero Company, New York National Guard, was mustered in Buffalo under the command of Capt. John Sutterfield.¹⁴

13 July 1916. The First Aero Company, New York National Guard, was mobilized during the border crisis with Mexico precipitated by Pancho Villa's raid on Columbus, New Mexico. This was the first time that a Guard aviation unit was called into federal service. It trained at Mineola, New York but did not deploy to the Mexican border.¹⁵

18 September 1916. The Second Aero Company, New York National Guard, was disbanded. Although 15 of its members took flight instruction with the First Aero Company, New York National Guard, the unit was never mobilized.¹⁶

2 November 1916. The First Aero Company, New York National Guard, was mustered out of federal service at Mineola, New York.¹⁷

6 April 1917. The United States declared war on the Central Powers and formally entering World War I.¹⁸

April 1917. The War Department decided that National Guard air organizations would be disbanded during the World War I mobilization. Individual Guardsmen would be encouraged to volunteer for aviation duty as

reservists.¹⁹

23 May 1917. The First Aero Company, New York National Guard, was disbanded.²⁰

26 March 1918. Col. Raynal C. Bolling, a former New York National Guardsman who had established and commanded that state's First Aero Company, was killed by German infantry during a ground reconnaissance near Amiens, France. He was the most senior American military aviator to die during World War I.²¹

14 April 1918. In France, former Tennessee Guardsman Reed Chambers, joined Eddie Rickenbacker and David Peterson in flying the first combat mission ever ordered by an American commander of a U.S. Army unit composed of American pilots. With six aerial kills, Chambers was one of four former Guardsmen to become an ace during World War I.²²

May 1918. Maj. Reuben Fleet, an Army officer and former Washington state Guardsman, organized the first U.S. air mail service. After World War I, he left the Army and founded the Consolidated Aircraft Corporation in Buffalo, New York.²³

8 August 1918. 1st Lt. Reed G. Landis, a former Illinois National Guardsmen, scored three aerial kills bringing his wartime total to six. He ended the First World War with 10 victories.²⁴

2 September 1918. 1st Lt. Field E. Kindley, a former Kansas Guardsman, scored his fifth kill in aerial kill. He ended World War I with 11 kills.²⁵

6 October 1918. 2nd Lt. Erwin R. Bleckley, a Kansas Guardsman flying as an aircraft observer in France with the 50th Aero Squadron of the American Expeditionary Forces (AEF), was killed while trying to locate and resupply the famous "lost battalion" of American infantry that had been cut off by the Germans in the Argonne Forrest. Both Bleckley and his pilot, 1st Lt. Harold E. Goettler, were awarded Medals of Honor posthumously. Bleckley was the first National Guard aviator to be a recipient of the nation's highest award for valor.²⁶

22 October 1918. 1st Lt. Martinus Stenseth, a former Minnesota National Guardsman, was credited with 3.14 aerial victories bringing his total to 6.14. He ended World War I with 6.47 kills.²⁷

30 September 1919. When asked by the Militia Bureau for information and ideas about forming aviation units in the postwar National Guard, Maj. Gen.

Charles T. Menoher, an artillery officer serving as Chief of the Army's Air Service replied that his organization had no such policies. He added that he foresaw "formidable obstacles" to such units in the Guard.²⁸

10 February 1920. The War Department granted authority for the National Guard to organize an air unit in each of its infantry divisions.²⁹

1 June 1920. The Militia Bureau issued its Circular No. 1 addressing the postwar organization of aviation units in the National Guard.³⁰

26 September 1920. Encouraged by Governor Joseph Alfred Arner Burnquist, three members of the Minnesota National Guard - - Capt. Ray S. Miller, Lt. Col. William Garis, the Assistant Adjutant General, and Brig. Gen. Walter Rhinow, the Adjutant General - - launched a flight to Washington, DC from St. Paul on a rented airplane to successfully lobby the Militia Bureau and the Army Air Service to form a National Guard aviation unit in their state.³¹

November 1920. Maj. Gen. Milton Reckord, the Adjutant General of Maryland, met with members of the American Flying Club, a civilian organization promoting the development of aviation in the U.S., to discuss the possibility of establishing a National Guard flying squadron in his state. Most of the members of the club were Army Reserve officers who were flyers. Their meeting with General Reckord was a key event leading to the creation of an observation squadron in the Maryland National Guard in 1921.³²

17 January 1921. Minnesota's 109th Squadron (redesignated the 109th Observation Squadron on 25 January 1923) became the first post World War I National Guard air unit to receive federal recognition.³³

29 June 1921. The 104th Squadron (redesignated the 104th Observation Squadron on 25 January 1923), Maryland National Guard, received federal recognition. It emerged from a flying club active in Baltimore during 1919 and 1920. Initially, its 34 members had no uniforms or aircraft. They trained every Saturday afternoon at Logan Field in Dundalk, Maryland. Their training initially consisted of military drill and instruction about aviation topics.³⁴

July 1921. Maryland's 104th Squadron received several of its allotted 13 Curtiss JN-4Ds, becoming the first postwar National Guard aviation unit to obtain planes from the Army Air Service.³⁵

1 August 1921. The 137th Squadron, Indiana National Guard, received recognition as a Corps Aviation unit. (It was redesignated the 113th Squadron and assigned to the 38th Division on 3 January 1923 and redesignated the 113th

Observation Squadron on 25 January 1923.)³⁶

17 November 1921. The 102nd Squadron (redesignated the 102nd Observation Squadron on 25 January 1923), New York National Guard, received federal recognition. One of its original organizers and early commanders was Lt. Col. George A. Vaughan, a veteran combat pilot with 9.5 kills in Europe during World War I.³⁷

18 November 1921. The 101st Squadron, Massachusetts National Guard, received federal recognition. (It was redesignated the 101st Observation Squadron on 25 January 1923.)³⁸

4 December 1921. The 136th Squadron, Tennessee National Guard, received federal recognition as a Corps Aviation unit. (It was redesignated the 136th Observation Squadron on 25 January 1923 and then the 105th Observation Squadron when assigned to the 30th Division on 16 January 1924.)³⁹

21 January 1922. The 125th Squadron, Alabama National Guard, received federal recognition as a Corps Aviation unit. (It was redesignated the 135th Observation Squadron on 25 January 1923 and then the 114th Observation Squadron when assigned to the 39th Division on 1 May 1923 and then the 106th Observation Squadron when assigned to the 31st Division on 16 January 1924.) Maj. James A. Meissner, a World War I ace who had flown with Capt. Eddie Rickenbacker, led the effort to form the unit and served as its first commander.⁴⁰

February 1922. The 104th Observation Squadron, Minnesota National Guard, received its first official military aircraft, nine Curtiss JN-6H's, after it moved into permanent facilities at Speedway Field. Until that time, the unit had trained on rented civilian aircraft.⁴¹

22 May 1922. Members of the 136th Squadron, Tennessee National Guard, conducted a sham air battle for the public above the American Legion Field in Nashville.⁴²

30 June 1922. The Militia Bureau reported that 53 Army airplanes had been issued to 6 National Guard aviation units by this date.⁴³

July 1922. Maryland's 104th Squadron became the first postwar National Guard flying unit to participate in an annual summer training encampment. The training was conducted at Langley Field, Virginia.⁴⁴

January 1923. The National Guard sent 10 officers to Brooks Field, Texas to begin Army flight training and 8 of them subsequently graduated to become

junior airplane pilots.⁴⁵

23 June 1923. The 110th Observation Squadron, Missouri National Guard, received federal recognition.⁴⁶

27 June 1923. The 120th Observation Squadron, Colorado National Guard, received federal recognition.⁴⁷

29 June 1923. The 111th Observation Squadron, Texas National Guard, received federal recognition.⁴⁸

1 November 1923. The 118th Observation Squadron, Connecticut, received federal recognition.⁴⁹

13 June 1924. The first aircraft (JN-4s) arrived at Brainard Field, Hartford, Connecticut, for the 118th Observation Squadron enabling active flying to begin at that location.⁵⁰

16 June 1924. The 115th Observation Squadron, California National Guard, received Federal recognition.⁵¹

27 June 1924. The 103rd Observation Squadron, Pennsylvania National Guard, received federal recognition.⁵²

6 August 1924. The 116th Observation Squadron, Washington state National Guard, received federal recognition.⁵³

13 June 1925. In a sham air battle staged 4,000 feet over Times Square, four National Guard aircraft defeated an attack on New York City by four Army planes and then chased them back over Long Island. The clash was watched by an estimated 6,000 persons. It was also broadcast live by radio station WOR in Newark, New Jersey.⁵⁴

6 July 1925. The 116th Observation Squadron, Washington state National Guard, hired its first six full-time “caretaker” personnel under the authority of the National Defense Act of 1916. They maintained the unit’s airfield and equipment between drills as well as when the unit was not conducting its annual training encampment.⁵⁵

24 October 1925. The 154th Observation Squadron, Arkansas National Guard, received federal recognition as a Corps Aviation unit.⁵⁶

22 February 1926. Members of the 113th Observation Squadron joined other Indiana National Guardsmen in performing riot duty. They were released from

state service on 23 March 1926.⁵⁷

7 May 1926. The 107th Observation Squadron, Michigan National Guard, received federal recognition.⁵⁸

2 July 1926. By act of Congress, the Army Air Service became the Army Air Corps. The Air Corps was required to assist and support National Guard aviation units including training them.⁵⁹

7 March 1927. Accompanied by MSgt Clyde Plank, 1st Lt Daniel F. Kearns of the Colorado National Guard's 120th Observation Squadron flew one of the unit's Douglas O-2C biplanes to Silverton in the southwestern corner of the state to deliver badly needed typhoid vaccine over the 11,000 to 12,000 foot mountain peaks which ringed that community. The 120th's first mercy mission was launched because devastating snowstorms had completely isolated Silverton from the outside world for six weeks and civil authorities feared the outbreak of a typhoid epidemic.⁶⁰

18 April 1927. 10 officers and 50 enlisted members of the 154th Observation Squadron, Arkansas National Guard and their Curtiss JN-4 and JN-6 aircraft began performing relief duties during the great Mississippi River flood, one of the worst natural disasters in American history. Those Guardsmen airlifted food, medicines, and supplies to workers shoring up levees along the river. They also patrolled the levees to spot potential breaks and worked to plug gaps in those embankments. Members of the unit flew over 20,000 miles delivering serum, food and supplies across their state during the flood. The unit was released from active duty on 3 May 1927.⁶¹

20-21 May 1927. Capt. Charles A. Lindbergh, a member of the 110th Observation Squadron, Missouri National Guard, became the first person to fly solo across the Atlantic Ocean. For his accomplishment, he received the Medal of Honor, one of three Guard aviators to be awarded the nation's highest military honor.⁶²

20 June 1927. The 112th Observation Squadron, Ohio National Guard, received federal recognition. This brought the total number of National Guard aviation units to 17. They were manned by 330 officers and 1,636 enlisted men.⁶³

June 1927. 14 of the 17 Guard aviation units began modernizing their aircraft inventories, receiving Douglas O-2C and Curtiss O-11 observation aircraft plus Consolidated PT-1 and Douglas BT-1 trainers. That was part of a plan approved by the Militia Bureau and the Army during Fiscal Year 1926 to phase out the Guard's aging Curtiss JNS trainers.⁶⁴

1 July 1927. The 108th Observation Squadron, Illinois National Guard, received federal recognition.⁶⁵

24 August 1927. The War Department announced that the Douglas Airplane Company, the Keystone Aircraft Company, and the Curtis Airplane & Motor Company had won its design contest to equip National Guard squadrons with new aircraft. The department was authorized to award contracts to all or one of the firms to build three to ten planes for the Guard. If they proved successful in operational service, then the War Department planned to purchase enough of them for Guard squadrons across the nation but the total numbers that would involve were not available for announcement.⁶⁶

September 1927. Tennessee's 105th Observation Squadron burned the last JN-4 "Jennies" in U.S. military service.⁶⁷

25 October 1927. The War Department announced the first contract with the Curtiss Aeroplane and Motor Company to purchase 35 new O-11 type observation planes. They would replace the antiquated and unfit JN type aircraft that had been withdrawn from National Guard service the previous month.⁶⁸

October 1927. The governor of Colorado, W. H. Adams, dispatched five officers and four enlisted members plus three Douglas O-2C aircraft to Pueblo to patrol the southern part of the state which was being plagued by a series of bloody coal strikes. The aircraft patrolled the troubled coal fields during the day. The strikes then spread to the northern part of the state. Starting in November, the 120th flew daily recon flights over the northern area of disturbances. By January 1928, the confrontations had ended and the unit was relieved from active duty.⁶⁹

24 May 1927. Because of an attempted prison break at **July 1929.** The War Department placed the first orders to purchase 1 new Douglas O-38A and 12 new Douglas O-38s biplanes to begin modernizing the Guard's aircraft inventory. These aircraft models were destined to remain the standard equipment of Guard observation squadrons through much of the 1930s.⁷⁰

30 January 1930. The 119th Observation Squadron, New Jersey National Guard, received federal recognition. It was the last of the original 19 air units allotted to the National Guard after World War I to be organized.⁷¹

January 1930. For three weeks during the peak of ice floods on the lower

Wabash River, daily patrols were flown by five aircraft and aircrews from the Indiana National Guard's 113th Observation Squadron. The Guardsmen dropped food and clothing to cutoff refugees, ferried doctors, and provided all other possible assistance to flood victims.⁷²

May 1931. The National Guard provided 65 aircraft and crews from all of its 19 observation squadrons to participate in the Army Air Corps' annual maneuvers that began at Wright Field, Ohio and then crisscrossed the United States.⁷³

7 June 1932. An Ohio National Guard Douglas O-38 flown by 2nd Lt. Karl E. Bushong dropped 25 tear gas bombs on a group of protestors near a mine and sprayed an adjacent hillside with machine gun fire to scare them away at the request of the Guernsey County sheriff. The protestors, mostly angry women who had been stoning working miners during a coal strike, dispersed.⁷⁴

30 June 1932. 2nd Lt. Karl E. Bushong dropped tear gas bombs from his Ohio National Guard Douglas O-38 on several boatloads of West Virginia coal miners crossing the Ohio River at Powhatan to work as strike breakers in coal mines in the Buckeye state. He supported boatloads of striking Ohio coal miners who had intercepted the West Virginia miners in mid river. While the naval battle between 15 boatloads of miners armed with clubs and oars was progressing, Ohio National Guard soldiers fired machine gun tracer rounds at the far bank of the river to persuade would-be strike breakers to remain in West Virginia.⁷⁵

13 February 1934. At the direction of President Franklin D. Roosevelt, the Army Air Corps (AAC) took over responsibility for carrying domestic air mail from commercial airlines whose government contracts had been cancelled by the White House because of suspected collusion and fraud in the granting of those arrangements. The National Guard contributed 53 of its newest planes plus aircraft mechanics and airfields to the effort. National Guard offers to furnish some of its own pilots to the emergency effort -- many of whom were more experienced than there AAC pilots and, unlike the latter, were used to flying sophisticated commercial airliners at night and in poor weather -- were spurned by the Army. Poorly trained and ill-equipped Army flyers suffered an alarming number of fatal crashes before the responsibility for flying the air mail was returned to the airlines on 1 June 1934.⁷⁶

19 February 1934. Army Air Corps pilots began flying mail on routes across the country after President Franklin D. Roosevelt cancelled all government airmail contracts with commercial airlines after he decided that they had been arranged through collusion and fraud. The National Guard loaned the Army 53 of its newest and best aircraft for the operation. It also made available Guard airfields and hangars to Army flyers at all locations along the airmail routes.

The Air Corps returned its last airmail run to a commercial airline on 1 June 1934⁷⁷

7 August 1934. During their annual training encampment, pilots of the Tennessee National Guard's 105th Observation Squadron initiated a new type of air-to-air gunnery training replacing their machine guns with cameras and film. Their gun cameras recorded on film the time and location of theoretical bullet hits on other planes during aerial combat maneuvers.⁷⁸

7-8 September 1934. Members of New Jersey's 119th Observation Squadron, flying Douglas O-38E biplanes, assisted the rescue of passengers and crew from the burning liner *S.S. Morrow Castle* off the "Garden State's" coast. They were personally directed by their Governor, A. Harry Moore, who flew on some of the rescue missions.⁷⁹

July 1936 The first of 45 brand new North American O-47A's were ordered for Guard aviation units by the War Department. The O-47 was the first Guard aircraft to incorporate such modern aircraft features as retractable landing gear, a fully enclosed cockpit, and cantilever monoplane construction.⁸⁰

24 January 1937. Martial law was declared in Evansville, Indiana because of a huge Ohio River flood which inundated the southern portion of the state. The entire 113th Observation Squadron of the Indiana National Guard was called into service during the emergency which lasted into the following month. Aircrews from the unit relayed information to Guardsmen on the ground and provided vital radio relay communications for the area since many telephone circuits had failed. The flood damaged property from Pittsburgh to Cairo, Illinois, left 1 million people homeless and 385 dead, and caused property losses valued at \$500 million.⁸¹

30 January 1937. Personnel and aircraft from the Tennessee National Guard's 105th Observation Squadron were ordered to Memphis from their home station at Nashville for flood relief duty. Equipped with two-way radios, they flew river patrol missions searching for high water areas and flood victims plus stranded livestock to aid rescue efforts. They returned to their home station on 10 February 1937.⁸²

3 April 1937. The last of 46 Douglas O-46 monoplanes were delivered to Guard units. The O-46 was the first monoplane to become standard equipment in Guard aviation squadrons. It featured a fully enclosed cockpit while retaining fixed landing gear.⁸³

8 July 1937. The National Guard Bureau took delivery of the Guard's first multi-engine aircraft, the Y1C-37, 37-376, a military staff transport version of

a Lockheed twin-engine commercial airliner.⁸⁴

22 July 1938. The National Guard took delivery of the first of 93 North American O-47A airplanes that it had contracted for. The aircraft was an all-metal, long wing monoplane with a crew of three designed specifically for observation missions.⁸⁵

3 April 1939. Congress approved an ambitious Army Air Corps expansion program due to the rapidly deteriorating international security situation. Among its provisions, the program authorized increased personnel and aircraft allotments for the 19 existing National Guard observation squadrons and the creation of 10 more such units.⁸⁶

27 September 1939. The 153rd Observation Squadron, Mississippi National Guard, received federal recognition. It was the first of the 10 additional National Guard aviation units authorized earlier that year by Congress in the Army Air Corps' expansion program.⁸⁷

13 October 1939. The 152nd Observation Squadron, Rhode Island National Guard, received federal recognition.⁸⁸

16 September 1940. The National Guard's 105th, 116th, 119th, and 154th Observation Squadrons were mobilized for federal service to help strengthen the defenses of the continental United States as part of the nation's pre World War II military buildup. When called to active duty, those and all subsequently mobilized National Guard observation squadrons became part of the Army Air Corps (later Army Air Forces) instead of retaining their previous assignments as National Guard divisional or Army corps aviation units.⁸⁹

12 November 1940. The 126th Observation Squadron, Wisconsin National Guard, received federal recognition.⁹⁰

10 February 1941. The 125th Observation Squadron, Oklahoma National Guard, received federal recognition.⁹¹

25 February 1941. The 124th Observation Squadron, Iowa National Guard, received federal recognition.⁹²

2 March 1941. The 122nd Observation Squadron, Louisiana National Guard, received federal recognition.⁹³

10 April 1941. The 121st Observation Squadron, District of Columbia National Guard, received federal recognition.⁹⁴

18 April 1941. The 123rd Observation Squadron, Oregon National Guard, received federal recognition.⁹⁵

1 May 1941. The 128th Observation Squadron, Georgia National Guard, received federal recognition.⁹⁶

4 August 1941. The 127th Observation Squadron, Kansas National Guard, received federal recognition. It was the last of the National Guard's 29 pre World War II aviation units to be organized.⁹⁷

15 October 1941. The last of the National Guard's 29 pre World War II aviation units, Mississippi's 153rd Observation Squadron, was called into federal service.⁹⁸ Altogether, approximately 4,800 National Guard aviation personnel, including 613 pilots, were mobilized during 1940-1941 from the Guard's flying units.⁹⁹

7 December 1941. Carrier-based Japanese aircraft attacked U.S. naval and air forces on Oahu, Hawaii sending the United States into World War II.

January 1942. By the early part of that month, 17 National Guard aviation squadrons were flying antisubmarine patrols over the Atlantic Ocean off the U.S. east coast, 3 others were flying such missions over the Gulf of Mexico and 5 were patrolling off the west coast. Of the remaining four units, three were training with ground forces within the continental U.S., and the 108th Observation Squadron, formerly of the Illinois National Guard, had been dispatched to the Panama Canal Zone.¹⁰⁰

12-13 January 1942. Ten O-47 aircraft and crews from several Guard aviation squadrons sailed from San Francisco, California for Singapore as part of *Combat Team X*, a unit formed with 10 aircraft and crews from former Guard units. After Singapore fell to the Japanese, they were diverted to Australia where they briefly flew antisubmarine patrols before being transferred to other Army Air Forces units with more modern aircraft.¹⁰¹

22 February 1942. While flying a tow target for gunners at Fort McArthur, Orv Shelton, a pilot in the California National Guard's mobilized 115th Observation Squadron, spotted a Japanese submarine in the channel between Catalina Island and the mainland.¹⁰²

7 September 1942. The 107th, 109th, and 153rd Observation Squadrons began setting up for operations at Membury, Wiltshire in the United Kingdom as part of the Army Air Forces' 67th Observation Group, later redesignated the 67th Tactical Reconnaissance Group.¹⁰³

18 October 1942. The 121st Observation Squadron from the District of Columbia National Guard was inactivated after flying antisubmarine patrols from the United States. The former Guard unit was reorganized six months later as the 121st Liaison Squadron and then was dispatched to Algeria.¹⁰⁴

9-10 November 1942. The 111th, 122nd, and 154th Observation Squadrons arrived in Morocco to participate in Operation Torch as elements of the Army Air Force's 68th Observation Group. They were equipped with Douglass A-20s.¹⁰⁵

April 1943. Flying during the Algeria-Tunisia campaign, the 154th Observation Squadron, formerly of the Arkansas National Guard, became the first Army Air Forces unit to take P-51 Mustangs, powered by Allison engines, into combat.¹⁰⁶

7 July 1943. The 111th Reconnaissance Squadron (Fighter), formerly the 111th Observation Squadron of the Texas National Guard, began preparing to fly tactical reconnaissance missions from its base at Bou Fucia, Tunisia during the invasion of Sicily which was launched three days later.¹⁰⁷

14 July 1943. The 111th Reconnaissance Squadron (Fighter), formerly of the Texas National Guard, began flying tactical reconnaissance missions from Sicily in direct support of advancing allied troops on that island.¹⁰⁸

1 August 1943. Lt. Col. Addison E. Baker, an Ohio Guardsman who commanded the Army Air Forces' 93rd Heavy Bombardment Group, perished when his B-24D was shot down during an ill-fated raid on enemy oil refineries at Ploesti, Rumania. Baker and his co-pilot, Major John J. Jerstad were each posthumously awarded the Medal of Honor for their heroic actions during that mission.¹⁰⁹

15 August 1943. Beginning on this date, the first of eight Guard air units that had been retained in the United States were inactivated prior to the war's end. Their personnel and equipment were distributed to other Army Air Forces units. The first unit was the 105th Reconnaissance Squadron (Bombardment). It was followed by the 113th Tactical Reconnaissance Squadron (TRS), 116th TRS, 120th TRS, 102nd TRS, 124th TRS, plus the 489th and 490th Fighter Squadrons (formerly the 104th and 109th Observation Squadrons).¹¹⁰

16 September 1943. The 111th Reconnaissance Squadron (Fighter), formerly the Texas National Guard's 111th Observation Squadron, began operating from bases on the Italian mainland, seven days after the nearly disastrous invasion of Salerno by elements of Lt. Gen. Mark Clark's U.S. Fifth Army.¹¹¹

1 November 1943. The 108th Reconnaissance Squadron (Special), originally the 108th Observation Squadron, Illinois National Guard, was inactivated at Howard Field in the Panama Canal Zone after serving there for 21 months.¹¹²

8 November 1943. The last 16 personnel of the Louisiana National Guard's 122nd Observation Squadron were transferred to a new unit, the 855th Bombardment Squadron (Heavy). Equipped primarily with B-17s, the 855th flew special missions, including dropping agents and supplies to partisans in occupied Europe, for the rest of the war from bases in Algeria and Italy.¹¹³

30 November 1943. The 120th Tactical Reconnaissance Squadron (formerly the 120th Observation Squadron, Colorado National Guard), which had been mobilized for service with the Army Air Forces (AAF) in World War II, was inactivated at Birmingham, Alabama. Its personnel and equipment were transferred to other AAF units.¹¹⁴

5 December 1943. Equipped with Bell P-39Q's, the 110th Reconnaissance Squadron (Fighter), originally the 110th Observation Squadron, Missouri National Guard, arrived in Australia. It then moved to New Guinea to support General Douglas MacArthur's offensive against Japanese forces.¹¹⁵

20 December 1943. The 107th Tactical Reconnaissance Squadron, formerly the 107th Observation Squadron, Michigan National Guard, commenced combat operations over France from the United Kingdom with its F-6A's in preparation for the Allied invasion of Europe.¹¹⁶

30 January 1944. Equipped with North American B-25s, the 106th Reconnaissance Squadron, formerly the Alabama National Guard's 106th Observation Squadron, flew its first combat sorties against the Japanese from its base on Sterling Island in the South Pacific.¹¹⁷

21 February 1944. SSgts Jim Nichols and Gene Salitrnik, enlisted pilots and former members of the California National Guard's 115th Observation Squadron, were reported missing in action after they landed their light aircraft behind enemy lines to rescue the pilot of a downed P-40. After 28 days of dodging the Japanese, leeches, and mosquitoes while struggling through dense jungles, they plus the fighter pilot and an Australian jungle specialist who had been parachuted in to help them escape, were rescued by an American patrol.¹¹⁸

23 February 1944. The 107th Tactical Reconnaissance Squadron, formerly the 107th Observation Squadron, Michigan National Guard, and other units of the 67th Tactical Reconnaissance were assigned the responsibility of photographing the French coastline in preparation for the Normandy invasion, Operation Overlord.¹¹⁹

21 January 1944. The 110th Reconnaissance Squadron (Fighter), formerly the 110th Observation Squadron, Missouri National Guard, began flying combat missions from New Guinea.¹²⁰

28 March 1944. The 118th Tactical Reconnaissance Squadron, formerly the 118th Observation Squadron, Connecticut National Guard, began flying defensive patrols in India. It was the first of five former National Guard air units to conduct combat operations in the China-Burma-India theater. The others were the 103rd and 123rd Photographic Reconnaissance Squadrons plus the 115th and 127th Liaison Squadrons.¹²¹

12 April 1944. The 840th Bombardment Squadron (Heavy), formerly the 128th Observation Squadron, Georgia National Guard, commenced combat operations with its Boeing B-17s from a base in Italy.¹²²

6 June 1944. 1st Lt. Donald J. Smith, a prewar enlisted member of the Illinois National Guard's 108th Observation Squadron, was shot down while piloting his B-24 on a bombing raid against the oil refineries at Ploesti, Romania. He parachuted safely from his burning aircraft, evaded capture by German forces, and escaped to allied lines in Italy months later with the aid of Yugoslav partisans. After the war, he rejoined the Illinois National Guard and rose to the rank of major general in its ANG organization.¹²³

27 June 1944. Personnel and several F-6As from the 107th Tactical Reconnaissance Squadron, formerly the 107th Observation Squadron, Michigan National Guard, became the first Army Air Forces tactical reconnaissance unit to operate from liberated France.¹²⁴

June 1944. The 118th Tactical Reconnaissance Squadron, formerly the 118th Observation Squadron, Connecticut National Guard, was attached to and then assigned to the 23rd Fighter Group -- heir of the Flying Tigers -- in China. It flew Curtiss P-40Ns and then North American F-6Cs.¹²⁵

11 September 1944. 1st Lt. Joseph J. Maish, Jr., a prewar pilot in the Maryland National Guard's 104th Observation Squadron, shot down two German ME-109s while flying a bomber escort mission over Europe in a P-51. For his accomplishment, he was awarded the Silver Star.¹²⁶

September 1944. The 121st Liaison Squadron, formerly the 121st Observation Squadron, District of Columbia National Guard, became operational in Italy. It flew missions in Piper L-4s and Stinson L-5s supporting American ground troops in northern Italy and southern France until German forces surrendered.¹²⁷

10 December 1944. The 127th Liaison Squadron (Commando), formerly the 127th Observation Squadron, Kansas National Guard, arrived in Bombay, India and prepared to fly missions in support of British forces in the China Burma India theater with a variety of light aircraft.¹²⁸

20 February 1945. Flying a P-51 for the Army Air Forces 356th Fighter Group, Maj. Donald J. Strait, a pre war enlisted member of the New Jersey National Guard's 119th Observation Squadron, scored the last 3 of his 13.5 kills of German aircraft during the Second World War. He was the only known pre war Guardsman to become an Army Air Forces ace during that conflict. After the war, Strait joined the New Jersey ANG and served in it until he retired in 1978 as a major general.¹²⁹

February 1945. The 37th Photographic Reconnaissance Squadron, formerly Rhode Island's 152nd Observation Squadron, began flying missions from Italy in unarmed Lockheed F-5s.¹³⁰

February 1945. From its base about 80 miles north of Calcutta, India, the 127th Liaison Squadron (Commando), formerly the Kansas National Guard's 127th Observation Squadron, began supporting the British Army's offensive against Japanese forces in Burma. The unit conducted communications, photographic, visual reconnaissance, personnel transport, and supply missions with it Stinson L-5s and other light aircraft until late April 1945.¹³¹

12 December 1945. The Aviation Group of the National Guard Bureau (NGB) was established to help plan and organize a new reserve component -- the Air National Guard (ANG) -- of a planned new military service, the United States Air Force. The Aviation Group, NGB consisted of three individuals headed by Col. William R. Robertson, an Army Air Forces officer.¹³²

30 January 1946. The Army Chief of Staff, General of the Armies Dwight D. Eisenhower, ordered the piecemeal activation of National Guard aviation units under an Army Air Forces' plan.¹³³

February 1946. The National Guard Bureau officially announced the plan for the postwar Air National Guard to the states.¹³⁴

March 1946. The first mission given to the new Air Defense Command (ADC) of the Army Air Forces was to "organize and administer the integrated air defense system of the Continental United States; . . . [and] maintain units of the Air National Guard . . . in a highly trained and operational condition of readiness; . . . [for that mission]"¹³⁵

15 April 1946. Lt. Gen. George E. Stratemeyer, the commander of the Air Defense Command, wrote the Chief of the National Guard Bureau that “The mission of the air national security of the United States . . . has been assigned in large measure to the Air National Guard.”¹³⁶

25 April 1946. General of the Armies Dwight D. Eisenhower, the Army Chief of Staff, approved a revised plan for a new postwar aviation organization that would be known as the Air National Guard.¹³⁷

5 June 1946. The mission of the Air Defense Command with respect to Air Guard units was changed by the Army Air Forces to only training rather than holding them in a high state of operational readiness.¹³⁸

30 June 1946. The 120th Fighter Squadron, Colorado National Guard, was extended federal recognition. Slated to be equipped with P-51D's, it was the first unit to be federally recognized after World War II in what was to become a brand new reserve component in September 1947, the Air National Guard.¹³⁹

13 July 1946. Permanent caretakers (technicians) were authorized for the Colorado National Guard's flying unit which was federally recognized as the 140th Fighter Group in November of that year.¹⁴⁰

29 July 1946. The 39th Tactical Reconnaissance Squadron, formerly the 101st Observation Squadron, Massachusetts National Guard, was inactivated at March Field, California. The 39th had flown combat missions in Europe from March to May 1945. It was the last unit carrying a prewar National Guard lineage to leave active federal service after World War II.¹⁴¹

15 September 1946. An AT-6 trainer was delivered to Colorado's 120th Fighter Squadron. It was the first aircraft provided to any post World War II National Guard air unit by the Army Air Forces.¹⁴²

20 September 1946. The 175th Fighter Squadron, South Dakota ANG was extended federal recognition. Lt. Col. Joseph J. Foss, a Marine ace credited with destroying 26 Japanese airplanes in the Solomon Islands area of the Pacific Ocean and a Medal of Honor recipient during World War II, was instrumental in founding the unit and served as its first commander. Foss had begun his military career in October 1939 as an enlisted member of the South Dakota National Guard.¹⁴³

September 1946. The Nebraska ANG received its first aircraft: 22 P-51 fighters, 7 B-26 bombers, 2 C-47 transports, and 3 T-6 trainers.¹⁴⁴

18 September 1947. Effective this date, the National Security Act of 1947

created the United States Air Force (USAF) as a separate military service and established the Air National Guard as a reserve component of the USAF.¹⁴⁵

16 June 1948. California's 196th Fighter Squadron became the first Air Guard unit to complete its conversion to jets and was redesignated the 196th Fighter Squadron (Jet). The 196th was equipped with brand new Lockheed P-80C Shooting Stars which had been ordered during Fiscal Year (FY) 1947 and FY 1948 to equip five ANG squadrons.¹⁴⁶

27 July 1948. The Nebraska Air Guard's 173rd Fighter Squadron received the first two of its allotted 25 F-80C jet fighters.¹⁴⁷

1 October 1948. The Air Force Division, National Guard Bureau, was established as part of the Bureau's reorganization in response to the National Security Act of 1947. Maj. Gen. George G. Finch, a Georgia Air Guardsman, was appointed the first Chief of the Air Force Division.¹⁴⁸

7 December 1948. Reflecting the fact that senior Pentagon officials viewed the Air Guard as an unusable military force, Secretary of Defense James Forrestal wrote President Harry Truman that "The situation is . . . complicated by the impracticability of attempting to organize, operate and train effective [ANG] combat forces when the components are under the control of forty-eight 'commanders-in-chief'."¹⁴⁹

20 January 1949. During President Harry Truman's inauguration parade, some 300 Air National Guard F-47s and F-51s from 25 states roared over the Capitol in a massive formation.¹⁵⁰

January 1949. Following devastating blizzards, Air Guard C-47s began dropping hay to stranded and starving livestock throughout the Rocky Mountain region. Colorado ANG C-47s flew 17 such missions in January and February 1949 dropping tons of hay that saved thousands of cattle and wildlife. Transport aircraft from ANG fighter squadrons in Utah, Wyoming, and North Dakota were similarly employed. Colorado Air Guard F-51s and A-26s also flew reconnaissance missions during that emergency. The Arizona Air Guard dropped food packages to villages and hospitals on the Navajo Indian Reservation during that month.¹⁵¹

February 1949. Congress rejected a Truman administration initiative to merge the Air National Guard into the Air Force Reserve.¹⁵²

February 1949. Two Curtiss C-46F transports assigned to the Hawaii ANG's 199th Fighter Squadron flew 76 airlift missions carrying 1,452 passengers and 180,758 pounds of cargo to provide relief to flash flood victims on the island of

Kauai.¹⁵³

26 May 1949. As of this date, all 514 ANG units authorized in postwar plans of the War Department had been organized and federally recognized.¹⁵⁴

30 June 1949. The ANG's personnel end strength (Fiscal Year 1949) reached 40,995.¹⁵⁵

October 1949. The National Guard Bureau authorized the creation of an Air section in each state National Guard headquarters.¹⁵⁶

12 November 1949. Lt. Gen. Ennis C. Whitehead, the commander of the Continental Air Command (CONAC), wrote that "at best the Air National Guard represents aircraft in flyable storage." CONAC was responsible for supervising the ANG for the Air Force.¹⁵⁷

December 1949. Indiana became the first state to name a chief of the newly authorized air section of its state National Guard headquarters staff with the appointment of Brig. Gen. Oliver H. Stout to that post.¹⁵⁸

5 January 1950. Senior officers at Headquarters U.S. Air Force and the CONAC decided that the Air Guard could not be relied upon as force that would be immediately ready to perform its air defense mission upon mobilization. Instead, they concluded that the ANG should be shifted to a tactical support mission that it could perform after additional preparations following mobilization for a general war.¹⁵⁹

13 February 1950. Gen. Hoyt S. Vandenberg, the Air Force Chief of Staff, approved a proposal to eliminate the ANG's Mobilization-Day mission and give it less crucial responsibilities. The proposal was rejected by the Secretary of Defense primarily for budgetary reasons.¹⁶⁰

March 1950. *The National Guardsman* magazine announced that, in accordance with the National Defense Act, four Air Guard officers had been called to active duty tours of four years each with Headquarters, U.S. Air Force to deal with all matters pertaining to the Air National Guard. They were: Col. Clinton A. Burrows, California; Col. Orren H. Lane, Georgia; Lt. Col. Edward H. Bradford, Massachusetts; and Lt. Col. Royal Hatch, Jr., Alabama.¹⁶¹

April 1950. Air National Guard teams participated in the annual U.S. Air Force Gunnery Meet for the first time. The Air Guard was authorized two teams in the competition which was held at Las Vegas, Nevada. Utah's 191st Fighter Squadron, flying F-51s, finished fourth in the conventional aircraft class. Florida's 159th Fighter Squadron, operating F-80s, finished eighth in the

jet aircraft class.¹⁶²

25 June 1950. The Korean War began when the North Koreans invaded South Korea.¹⁶³

30 June 1950. The Air National Guard's personnel end strength (Fiscal Year 1950) reached 44,728 including approximately 3,600 pilots.¹⁶⁴

20 July 1950. The Continental Air Command requested the mobilization of 20 ANG fighter squadrons to strengthen the air defenses of the United States. The request was denied by Headquarters, U.S. Air Force because the number of Air Force fighter interceptor wings were already scheduled to be increased by four during Fiscal Year 1951.¹⁶⁵

23 July 1950. The aircraft carrier U.S.S. *Boxer* arrived in Tokyo with 145 F-51s aboard which had taken from ANG units for transfer to Air Force units which were gearing up for combat in Korea.¹⁶⁶

4 September 1950. After a debate within Headquarters, U.S. Air Force and the Air Force Division of the National Guard Bureau between those who advocated mobilizing a few highly trained ANG units and those who favored mobilizing as many Air Guard units as possible under existing budget restrictions, the latter policy was adopted.¹⁶⁷

9 September 1950. The Kentucky ANG's 123rd Fighter Group received public notice that it would be mobilized because of the Korean War. Just prior to its call-up in October 1950, 10 of the unit's F-51s were shipped to the Far East.¹⁶⁸

10 October 1950. The first ANG units were mobilized during the Korean War. This was seen as a temporary expedient by the Air Force which planned to demobilize them by April 1951.¹⁶⁹ Flying squadrons called up on that date were the: 111th Fighter Squadron (FS), Texas; 112th Bomb Squadron (Light), Ohio; 125th FS, Oklahoma; 127th FS, Kansas; 128th FBS, Georgia; 154th FS, Arkansas; 156th FS, North Carolina; 157th FS, South Carolina; 158th FS, Georgia; 159th FS, Florida; 160th FS, Alabama; 165th FS Kentucky; 167th Fighter Bomber Squadron (FBS), West Virginia; 182nd FS, Texas; and the 196th FBS, California.¹⁷⁰ All of those units were assigned to the Tactical Air Command.¹⁷¹

11-21 October 1950. Upon mobilization because of the Korean War, the 165th Fighter Squadron (FS), Kentucky ANG, 167th FS, West Virginia ANG, and the 154th FS, North Carolina ANG, were consolidated at Goodman Field, Fort Knox, Kentucky as the 123rd Fighter Group. The unit trained F-51

replacement pilots for combat in Korea, provided firepower demonstrations, and performed tactical support missions for the Army.¹⁷²

13 October 1950. Maj. Gen. Earl T. Ricks, a World War II veteran and the Adjutant General of Arkansas, became Chief, Air Force Division, and Deputy Chief, National Guard Bureau on this date.¹⁷³

November 1950. Large numbers of Communist Chinese ground forces crossed the Yalu River into Korea and entered the war against the United Nations' forces led by the United States.¹⁷⁴

1 November 1950. All ANG tactical units were reorganized under the Air Force combat wing type organization. That action increased the authorized strength of the Air Guard from 57,382 to 67,000 personnel. The Air Guard's actual assigned strength at that time was only 49,500 personnel because of budgetary limitations.¹⁷⁵

1 November 1950. The New York ANG's 138th Fighter Squadron (Jet), which remained under state control during the Korean War, was redesignated the 138th Fighter Bomber Squadron and converted from F-84Bs to F-51Hs.¹⁷⁶

6 December 1950. Lt. Gen. Ennis C. Whitehead, the Continental Air Command's commander, requested that 38 ANG fighter squadrons be mobilized to strengthen the air defenses of the U.S. during the Korean War.¹⁷⁷

16 December 1950. After massive Chinese communist forces intervened in the Korean War, President Harry Truman declared a national emergency. Among other things, the declaration authorized the Air Force to raise its active duty manpower from approximately 539,000 in mid December 1950 to 1,061,000 no later than 30 June 1952.¹⁷⁸

29 December 1950. Because of the deteriorating situation in Korea following the Chinese intervention in that conflict and the growing fears of another world war, the Continental Air Command requested that all 38 ANG fighter squadrons which it had asked to be mobilized earlier that month be called into federal service as soon as possible.¹⁷⁹

January 1951. The authorized strength of all ANG units except wing and group headquarters was raised to its wartime level, approximately 80,000 personnel, from its previously authorized 67,000 personnel.¹⁸⁰

1 January 1951. The Air Defense Command was reestablished as a major air command and assumed the continental U.S. air defense mission from the Continental Air Command.¹⁸¹

8 January 1951. To further strengthen the nation's continental air defenses during the Korean War the Air Force mobilized a number of ANG units on this date including the: 154th Air Control & Warning Group (AC&WG), Georgia; 116th Aircraft Control and Warning Squadron (AC&WS), Georgia; 117th AC&WS, Georgia; 118th AC&WS, North Carolina, and the 129th AC&WS, Georgia¹⁸²

22 January 1951. Responding to the Continental Air Command's requests in December 1950 to strengthen the air defenses of the U.S. during the Korean War by mobilizing 38 ANG fighter squadrons, the Air Force announced that 15 ANG fighter squadrons would be called into federal service on 1 February 1951 with 6 more to be mobilized on 1 March 1951.¹⁸³

1 February 1951. ANG flying squadrons mobilized on this date because of the Korean War were the: 107th Fighter Squadron (FS) (Jet), Michigan; 113th FS, Indiana; 116th FS (Jet), Washington; 118th FS, Connecticut; 121st FS, District of Columbia; 123rd FS, Oregon; 126th FS (Jet), Wisconsin; 132nd FS, Maine; 133rd FS, New Hampshire; 134th FS, Vermont; 142nd FS (Jet), Delaware; 148th Fighter Bomber Squadron, Pennsylvania; 163rd FS, Indiana; 166th FS, Ohio; 171st FS, Michigan; 172nd FS, Michigan; 188th FS, New Mexico; 176th FS, Wisconsin; and the 197th FS, Arizona. All of these units except the 107th FS (Jet), Michigan, and 171st FS, Michigan, and 197th FS, Arizona, were assigned to the Air Defense Command to strengthen its continental US fighter interceptor force.¹⁸⁴

1 February 1951. After being mobilized on this date because of the Korean War, the Arizona ANG's 197th Fighter Squadron (FS) remained at Luke AFB, Arizona with its F-84B/Cs to serve in the 127th Pilot Training Wing. It later converted from F-84Bs to F-84E/Gs. The 107th FS (Jet) and the 171st FS, both of Michigan, joined the 197th in training pilots at Luke AFB as part of the 127th Wing.¹⁸⁵

1 February 1951. After being mobilized on this date because of the Korean War, the Connecticut ANG's 118th Fighter Squadron was moved to Suffolk County AFB, New York where its obsolete F-47Ns provided air defense for the New York/New England area until it was returned to state control on 1 December 1952.¹⁸⁶

1 February 1951. Following its mobilization on this date because of the Korean War, the Delaware ANG's 142nd Fighter Squadron (Jet) was retained

at its home station to provide air defense for the mid-Atlantic states with its F-84Cs.¹⁸⁷

1 February 1951. Two weeks after its mobilization on this date because of the Korean War, the Pennsylvania Air Guard's 148th Fighter Bomber Squadron was transferred to Dover AFB, Delaware where it remained until it was returned to state control on 1 November 1952. While stationed at Dover, the unit successively converted from F-51Ds to F-86As and then F-94Bs while serving in an air defense role.¹⁸⁸

11 February 1951. After being called to active duty on 1 February 1951 because of the Korean War, the Indiana ANG's 113th Fighter Squadron was redesignated the 113th Fighter Interceptor Squadron Flying P-51Ds, its operations were split between Ft. Wayne, Indiana and Sioux City, Iowa.¹⁸⁹

12 February 1951. The Washington state ANG's 116th Fighter Squadron was redesignated the 116th Fighter Interceptor Squadron (Jet).¹⁹⁰

26 February 1951. The Air Guard reported that its units had recruited approximately 8,000 new members between 1 December 1950 and 1 January 1951.¹⁹¹

March 1951. The 154th Fighter Squadron, Arkansas ANG, which had been redesignated the 154th Fighter Bomber Squadron when called to active duty because of the Korean War and moved to Langley AFB, Virginia in October 1950, converted from F-51Ds to F-84Es.¹⁹²

March 1951. After being mobilized on 1 February 1951 during the Korean War, the Wisconsin Air Guard's 126th Fighter Interceptor Squadron moved to Truax Field, Madison from its home station at General Mitchell Field, Milwaukee. It remained there on air defense duty with its F-80As until returned to state control on 31 October 1952.¹⁹³

1 March 1951. ANG flying squadrons mobilized on this date because of the Korean War were the: 102nd Bomb Squadron (BS) (Light), New York; 105th Fighter Squadron (FS), Tennessee; 109th FS, Minnesota; 110th FS, Missouri; 114th BS (Light), New York; 136th FS, New York; 141st Fighter Bomber Squadron (FBS), New Jersey; 149th FS, Virginia; 153rd FS, Mississippi; 170th FS, Illinois; 175th FS, South Dakota; 179th FS, Minnesota; 192nd FBS, Nevada; and the 195th FS, California.¹⁹⁴

1 March 1951. After being called to active duty on this date because of the Korean War, the South Dakota ANG's 175th Fighter Squadron was

redesignated the 175th Fighter Interceptor Squadron and assigned to air defense duty at Ellsworth AFB, South Dakota with its F-51Ds.¹⁹⁵

1 March 1951. The California ANG's 195th Fighter Squadron, called into federal service on this date because of the Korean War, remained at its home station at Van Nuys until it was returned to state control. In October 1952, its F-51Ds were supplemented by F-51Hs.¹⁹⁶

1 March 1951. The Oregon Air Guard's 123rd Fighter Squadron was redesignated the 123rd Fighter Interceptor Squadron. While it remained at Portland AFB during the Korean War, most of its pilots were transferred to other units. They were replaced by active duty Air Force pilots.¹⁹⁷

1 March 1951. After being mobilized on this date because of the Korean conflict, the Tennessee ANG's 105th Fighter Squadron remained at its home station at Nashville for 15 months. In April 1951 it converted from F-47Ds to F-51Ds and was redesignated the 105th Fighter Interceptor Squadron on 1 May 1952. The unit was moved to McGhee Tyson Airport on 1 June 1952 and remained there until returned to state control.¹⁹⁸

1 April 1951. ANG flying squadrons mobilized on this date because of the Korean conflict were the: 103rd Bomb Squadron (BS), (Light), Pennsylvania; 106th Tactical Reconnaissance (TRS) (Night Photo), Alabama; 108th BS (Light), Illinois; 115th BS (Light), California; 117th BS (Light), Pennsylvania; 120th Fighter Squadron (FS), Colorado; 122nd BS (Light), Louisiana; 124th FS, Iowa; 155th TRS, Tennessee; 168th BS (Light), Illinois; 173rd FS, Nebraska; 174th FS, Iowa; 178th FS, North Dakota; 180th BS (Light), Missouri; 185th TRS, Oklahoma; 186th FS, Montana; 187th Fighter Bomber Squadron (FBS), Wyoming; 190th FS, Idaho; and the 191st FBS, Utah.¹⁹⁹

1 April 1951. Soon after its mobilization on this date during the Korean conflict, the Nebraska ANG's 173rd Fighter Squadron transitioned from F-80Cs back to F-51s at Bangor, Maine because none of the four ANG units flying Shooting Stars had enough of the aircraft to maintain a full fleet of them. Nebraska's F-80s were distributed to the other three units. The 173rd's new mission with F-51s at Bangor was to serve as long range fighter escorts for SAC bombers.²⁰⁰

1 April 1951. Mobilized on this date because of the Korean War, the Tennessee Air Guard's 155th Tactical Reconnaissance Squadron converted from F-51Ds to RF-51Ds at its home station in Memphis. It was subsequently reassigned to Shaw AFB, SC, arriving there on 15 January 1952.²⁰¹

13 April 1951. The Louisiana Air Guard's 122nd Bomb Squadron (Light) moved from New Orleans to Langley AFB, Virginia to become part of the 4400th Combat Crew Training Group. It remained there until returned to state control on 1 January 1953.²⁰²

19 April 1951. Members of the Air Guard's 136th Fighter-Bomber Wing (FBW) were alerted for shipment to the Far East because of the Korean War. The unit consisted of the 111th Fighter Bomber Squadron (FBS), Texas, 154th FBS, Arkansas, and the 182nd FBS, Texas. Previously, the wing had been notified that it would be sent to Western Europe to reinforce the North Atlantic Treaty Organization.²⁰³

20 April 1951. The New Mexico ANG's 188th Fighter Squadron moved from Kirtland AFB, New Mexico to Long Beach Municipal Airport, California where it served with the Air Defense Command as the 188th Fighter Interceptor Squadron until returned to state control. It was equipped with P-51Ds.²⁰⁴

26 April 1951. The Washington state Air Guard's 116th Fighter Interceptor Squadron was designated to move to England on a 90-day temporary duty assignment, substituting for an Air Force fighter squadron that had been scheduled to deploy there.²⁰⁵

April 1951. A Fifth Air Force study revealed that approximately 80 percent of the Air Force personnel serving in Korea were recalled Guardsmen and reservists.²⁰⁶

April 1951. The Washington state Air Guard's 116th Fighter Bomber Squadron began converting from F-84C to F-86A aircraft. From April through June 1951, its F-86As were only 38 percent combat ready on average and in-commission only 56.6 percent of the time. The 116th "attributed the situation to the fact that the aircraft were in poor condition when they were transferred to the unit."²⁰⁷

April 1951. Units of the Air Guard's mobilized 116th Fighter Bomber Wing – Georgia's 158th Fighter Bomber Squadron (FBS), Florida's 159th FBS, and California's 196th FBS -- began receiving brand new Republic F-84Es direct from the factory.²⁰⁸

May 1951. The Pennsylvania ANG's 146th Fighter Bomber Squadron (FBS), which remained under state control during the Korean War, converted from F-47Ns to F-51Hs. On 1 October 1952, it was redesignated the 146th Fighter Interceptor Squadron and then on 1 December 1952 and was redesignated the 146th FBS.²⁰⁹

1 May 1951. ANG units called into federal service on this date because of the Korean War included the: 142nd Aircraft Control and Warning Squadron (AC&WS), Oregon; 162nd Aircraft Control and Warning Group (AC&WG) Group, California; 147th AC&WS, California; 148th AC&WS, California; 149th AC&WS, California; 159th AC&WG, Colorado; 137th AC&WS; Colorado; 138th AC&WS, Colorado; 139th AC&WS, Colorado; 132nd AC&WS, Minnesota; 130th AC&WS, Utah; 160th AC&WG, Washington; 141st AC&WS, Washington; and the 143rd AC&WS, Washington.²¹⁰

14 May 1951. The ANG's 116th Fighter Bomber Wing received a warning order to prepare for a move to Europe to help shore up NATO against a possible attack by the Soviet Union.²¹¹

15 May 1951. The first contingent of the ANG's 136th Fighter Bomber Wing personnel left the United States for Japan.²¹²

17 May 1951. The Delaware ANG's 142nd Fighter Squadron (Jet) was redesignated the 142nd Fighter Interceptor Squadron. It had assumed air defense responsibilities for the mid-Atlantic region at its home station with its F-84Cs after being mobilized on 1 February 1951.²¹³

18 May 1951. Personnel of the Air Guard's 136th Fighter Bomber Wing (FBW) began arriving in Japan. They reported to the 27th Fighter Escort Wing (FEW) at Itazuke AB for training and indoctrination. The 136th FBW took over F-84Es from the 27th FEW when the latter completed its final operations in July 1951.²¹⁴

24 May 1951. Flying F-84Es belonging to the 27th Fighter Escort Wing, pilots of the Air Guard's 136th Fighter Bomber Wing saw their first combat action during the Korean War.²¹⁵

29 May 1951. Personnel of the Oregon ANG's 142nd Aircraft Control and Warning Squadron sailed for Alaska aboard the *U.S.S. Beaudoin*. Following their arrival, they manned three radar sites along the Bering Sea and built three more sites at other remote locations in that territory.²¹⁶

19 June 1951. Congress passed the "Universal Training and Military Service Act." Among its provisions, the legislation required each male drafted after 21 June 1951 to serve two years of active duty and then six more in a reserve component. The service secretaries were authorized to permit any man who entered organized units of the Guard or other reserve components to be released from serving in the regular armed forces.²¹⁷

21 June 1951. Headquarters United States Air Force changed the scheduled 90-day temporary duty of the Washington state Air Guard's 116th Fighter Interceptor Squadron to England to a permanent change of station move there.²¹⁸

25 June 1951. The Air Force reported that pilots in the 111th Fighter Bomber Squadron (FBS), Texas ANG, and 154th FBS, Arkansas ANG, averaged approximately 20 hours of F-84 flying time prior to reporting to the Far East Air Forces.²¹⁹

26 June 1951. Pilots of the 182nd Fighter Bomber Squadron, Texas Air Guard, flew a strike against an airfield at Yongu, North Korea from their base at Itazuke AB, Japan.²²⁰

26 June 1951. While escorting B-29s near "MiG Alley" over North Korea, 1st Lt. Arthur E. Olinger and Capt. Harry Underwood of the 182nd Fighter Bomber Squadron, Texas ANG, flying F-84s, shared credit for the Air Guard's first jet kill, a MiG-15.²²¹

30 June 1951. As of this date, approximately 38,000 Air Guardsmen had been called to extended active duty because of the Korean War. Of the 5,148 ANG officers mobilized, 52 percent were pilots.²²²

30 June 1951. The Chief of the National Guard Bureau reported that, effective this date, organizational changes, primarily adoption of the Air Force's Wing Base Plan, had increased the ANG's authorized personnel strength from 57,709 to 79,449.²²³

July 1951. The last units of the Air Guard's 136th Fighter Bomber Wing left the United States for Japan.²²⁴

July 1951. The 160th Tactical Reconnaissance Squadron, Alabama ANG, was redesignated the 160th Tactical Reconnaissance Squadron (Photo Jet) and converted from RF-51Ds to RF-80As.²²⁵

July 1951. After replacing many of its older F-86As with newer models, the proportion of combat-ready aircraft assigned to the 116th Fighter Interceptor Squadron, Washington state ANG, rose from 38 to 77 percent while its aircraft in-commission rate increased from 56.6 to 75 percent.²²⁶

July 1951. The District of Columbia Air Guard's 121st Fighter Interceptor Squadron converted from F-84Cs to F-94Bs at New Castle County AFB, Delaware. It remained at that location executing its air defense mission until it returned to state control.²²⁷

3 July 1951. Because of growing concerns in the Far East about the build up of communist air strength just north of the Yalu River in China, the Air Guard's 116th Fighter Bomber Wing received orders transferring it to Japan instead of Europe as originally planned. The unit had already sent its 75 F-84Es to New York for shipment to Europe and had to obtain other F-84Es from the Air Force to replace them.²²⁸

10 & 12 July 1951. The Air Guard's 116th Fighter Bomber Wing -- consisting of the 158th Fighter Bomber Squadron (FBS), Georgia, 159th FBS, Florida, and the 196th FBS, California -- departed San Diego, California for Japan with their F-84Es aboard the aircraft carriers *USS Windham Bay* and *USS Stikoh Bay*.²²⁹

24 & 27 July 1951. The Air Guard's 116th Fighter Bomber Wing arrived in Japan at Yokosuka Naval Base. The wing was stationed at Misawa AB, Japan. Despite extensive efforts to protect them with heavy coatings of cosmoline, nearly half of the unit's 75 F-84Es suffered either structural damage or sea-spray corrosion during the ocean crossing. Two of the wing's fighter squadrons were stationed at Misawa AB while the third was sent to Chitose.²³⁰

August 1951. The Washington state Air Guard's 116th Fighter Interceptor Squadron arrived at its new base at Royal Air Force (RAF) Shepherds Grove in Suffolk, England with its F-86As. Its mission was to reinforce the air defense of the United Kingdom under the operational control of the RAF.²³¹

August 1951. The Maryland Air Guard's 104th Fighter Squadron, which was not mobilized during the Korean War, was redesignated the 104th Fighter Interceptor Squadron and converted from F-47Ds to F-51Hs.²³²

August 1951. The Air Guard's 169th Fighter Squadron, which remained in state status during the Korean War, converted from F-51Ds to F-51Hs at its home station, Peoria, Illinois. On 1 July 1952, it was redesignated the 169th Fighter Interceptor Squadron. Its mission changed again when it was redesignated the 169th Fighter Bomber Squadron on 1 December 1952.²³³

1 August 1951. ANG units called into active military service on this date included the: 105th Aircraft Control and Warning squadron (AC&WS), New Jersey; 152nd Aircraft Control and Warning Group, New York; 106th AC&WS, New York; 107th AC&WS, Arizona; and the 108th AC&WS, New York.²³⁴

9 August 1951. Secretary of the Air Force Thomas K. Finletter approved a “Long Range Plan for Reserve Forces.” Its goal was to provide a dependable and immediately available supply of trained individuals and units for mobilization. For the first time, missions and personnel strengths of the air reserve components were tied to the Air Force’s master war plan. The Air Force promised, as far as possible, to maintain the integrity of Air Reserve Components’ (ARC) units in future mobilizations. It also committed itself to providing ARC units with a full supply of first line equipment.²³⁵

13-27 August 1951. All 25 F-86As of the 116th Fighter Interceptor Squadron moved from Geiger Field, Washington to England. The Air Guardsmen flew the aircraft in stages with the majority of delays due to bad weather.²³⁶

1 September 1951. ANG units mobilized this date because of the Korean War included the: 102nd Aircraft Control and Warning Squadron (AC&WS), Rhode Island; 103rd AC&WS, Connecticut; 156th Aircraft Control and Warning Group, Illinois; 126th AC&WS, Illinois; 104th AC&WS, Maine; 101st Aircraft Control Squadron, Massachusetts; 151st Tactical Control Group, Massachusetts; 127th AC&WS, Michigan; and the 128th AC&WS, Wisconsin.²³⁷

5 September 1951. While flying his 57th combat mission as a member of a regular Air Force unit, 1st Lt. Oliver Tandy’s F-51 was shot down. The Oregon Air Guardsman was captured by Chinese communist troops. Tandy spent the next two years as a prisoner of war.²³⁸

18 September 1951. The Air Guard’s 123rd Fighter Bomber Wing received notice to prepare for movement from Goodman Field, Kentucky to Europe to fly the F-84s which its pilots had begun to transition to during the summer of 1950.²³⁹

September 1951. The California Air Guard’s 115th Bomb Squadron (Light) converted from B-26B/Cs to jet-powered North American B-45A Tornados while based at Langley AFB, Virginia. B-45As were the Air Force’s first multi-jet bombers and its first light bombers that were equipped to deliver nuclear weapons.²⁴⁰

September 1951. The Delaware Air Guard’s 142nd Fighter Interceptor Squadron, which remained at its home base to provide air defense for the mid-Atlantic region after it was mobilized because of the Korean War, converted from F-84Cs to F-94Bs.²⁴¹

1 October 1951. ANG units mobilized this date because of the Korean War included the: 120th Aircraft Control and Warning Squadron (AC&WS), Arkansas; 158th Aircraft Control and Warning Group, Texas; 134th AC&WS, Texas, the 135th AC&WS, Louisiana, and 136th AC&WS, Texas.²⁴²

12 October 1951. The Air Force ordered an advanced detachment of the Air Guard's 123rd Fighter Bomber Wing to move from Goodman Field, Kentucky by air to England.²⁴³

22-24 October 1951. Maj. Gen. Earl T. Ricks, Chief of the Air Force Division, NGB, reported to the annual conference of the National Guard Association of the United States that pilot procurement was a major continuing problem for the ANG. The Air Force was expanding and he expected many Guard aviators on active to stay in the Air Force once their terms of mobilized service were over. In addition, many returning ANG pilots would be over-age-in-grade. Ricks reported that the ANG only had 12 personnel currently engaged in Air Force undergraduate pilot training.²⁴⁴

30 October 1951. The first group of B-26s from the ANG's 126th Bomb Wing (BW) (Light) departed Langley AFB, Virginia for their new base at Bordeaux-Merignac, France. Assigned to help strengthen NATO, the wing was composed of the Illinois'108th Bomb Squadron (BS) (Light) and 168th BS (Light), and Missouri's 180th BS (Light).²⁴⁵

October 1951. The Air Guard's 136th Fighter Bomber Wing moved from Japan to K-2 airfield at Teague, Korea.²⁴⁶

October 1951. Based at RAF Shepards Grove in the United Kingdom, the Washington state Air Guard's 116th Fighter Interceptor Squadron participated in "Exercise Pinnacle," preparing to help defend the United Kingdom against enemy air attacks.²⁴⁷

1 November 1951. ANG units called into federal service this date because of the Korean War included the: 110th Aircraft Control and Warning Squadron (AC&WS), South Carolina; 114th AC&WS, Florida; 155th AC&WG, Ohio; 121st AC&WS, Ohio; 122d AC&WS, Indiana; 123rd AC&WS, Ohio; 124th AC&WS, Oklahoma; 125th AC&WS, Missouri; 126th AC&WS, Missouri; 131st AC&WS, Missouri; 133d AC&WS, Iowa; 155th Aircraft Control and warning Group (AC&WG), Ohio; and the 157th AC&WG, Missouri.²⁴⁸

5 November 1951. Col. Albert Prendergast, commander of the Air Guard's 136th Fighter Bomber Wing, was shot down and killed during a combat mission over Korea.²⁴⁹

10 November 1951. An advance party of the Air Guard's 123rd Fighter Bomber Wing arrived at Manston RAF Station in the United Kingdom from the U.S.²⁵⁰

15 November 1951. The main body of the Air Guard's 123rd Fighter Bomber Wing left Goodman Field, Kentucky for shipment overseas from the New York Port of Embarkation aboard the *U.S.S. Hershey*.²⁵¹

16 November 1951. The Air Force transferred four ANG fighter wings -- the 131st, 146th, the 132nd, and the 108th -- from the Strategic Air Command to the Tactical Air Command (TAC). The official reason for the switch was to help fulfill TAC's requirements to support Army ground training. The transferred units were equipped with conventionally-powered fighters.²⁵²

28 November 1951. Elements of the Florida ANG's 159th Fighter Bomber Squadron, including 13 F-84s, arrived at Teague AB, Korea from Japan for a short combat tour and began flying combat missions that same day. They bombed rail lines near Wonsan, North Korea as part of the campaign to interdict the flow of communist supplies to the battle front.²⁵³

November 1951. The Continental Air Command reported that the Air Guard had been authorized to form cadre units to begin preparing for the return of mobilized ANG units to state service. The command had begun preparing plans for that development in July 1951. Each cadre unit would be established six months prior to the return of an Air Guard unit to its home station.²⁵⁴

November 1951. The Air Guard's 123rd Fighter Bomber Wing -- consisting of the 165th Fighter Bomber Squadron (FBS), Kentucky, 156th FBS, North Carolina, and the 167th FBS, West Virginia -- took over F-84Es at its base at RAF Manston in the United Kingdom from an Air Force unit. The 167th FBS reported that less than 10 percent of its ANG personnel remained with the unit when it moved to England. The bulk of its original personnel had been either sent to Korea or transferred to Air Force units in the continental U.S..²⁵⁵

November 1951. The 101st Fighter Interceptor Squadron of Massachusetts, which remained under state control during the Korean War, converted from F-84Bs to F-51Hs.²⁵⁶

November 1951. The 131st Fighter Squadron of the Massachusetts Air Guard, which remained in state service during the Korean War, converted

from F-47Ds to F-51Hs and was redesignated the 131st Fighter Interceptor Squadron.²⁵⁷

1 December 1951. ANG units mobilized this date because of the Korean War included the: 111th Aircraft Control and Warning Squadron (AC&WS), Pennsylvania; 112th AC&WS, Pennsylvania; 113th AC&WS, District of Columbia; 119th AC&WS, Tennessee; 144th AC&WS, 145th AC&WS, California; 146th AC&WS, California; 153rd Aircraft Control and Warning Group (AC&WG), Pennsylvania; and 161st AC&WG, California.²⁵⁸

2 December 1951. The 159th Fighter Bomber Squadron dispatched 16 F-84Es, pilots, and support personnel from Japan to Teague AB, Korea where they flew their first combat mission that same morning.²⁵⁹

7 December 1951. After moving to Europe by sea, the main body of personnel and equipment of the 126th Bombardment Wing (Light) arrived at its base near Merignac, France.²⁶⁰

7 December 1951. The main body of the 123rd Fighter Bomber Wing arrived at Manston RAF Station, England after movement by sea from the U.S. The unit would operate F-84Es obtained from the Strategic Air Command by its advance detachment.²⁶¹

December 1951. The 140th Fighter Wing of the Colorado Air Guard, mobilized for the Korean War, was transferred to Clovis AFB, New Mexico. Its leader, Brig Gen Joe C. Moffitt, became the only ANG general officer known to have commanded an Air Force tactical unit and base during that conflict.²⁶²

December 1951. North Carolina's 118th Aircraft Control and Warning Squadron (AC&WS) was transferred from Stewart AFB, Tennessee to French Morocco to help protect SAC's bomber base at Nouasseur. It also maintained detachments in the Atlas Mountains and the Sahara Desert. Georgia's 116th AC&WS, 117th AC&WS, and 129th AC&WS served in French Morocco during the Korean War as did that state's 154th Tactical Control Group.²⁶³

December 1951. The Utah ANG's 191st Fighter Bomber Squadron moved to Clovis AFB, New Mexico from its home station with its F-51Ds. It remained at Clovis AFB until it returned to state control.²⁶⁴

December 1951. The Wyoming ANG's 187th Fighter Bomber Squadron, equipped with F-51Ds, moved from Cheyenne to Clovis AFB, New Mexico. It remained there until it was returned to state control.²⁶⁵

January 1952. The Alabama ANG's 160th Tactical Reconnaissance Squadron deployed to Europe and was temporarily stationed at Furstenfeldbruck AB and Neubiberg AB in Germany pending completion of facilities at Toul-Roisieres AB, France.²⁶⁶

February 1952. The 116th Fighter Bomber Wing, based in Japan, was selected to be the first Air Guard unit to participate in aerial refueling under combat conditions.²⁶⁷

February 1952. The Air Force picked nine pilots from the Idaho Air Guard's 190th Fighter Squadron (FS) for combat duty in Korea. Eventually, 15 pilots from the 190th FS went to Korea although the unit remained in the continental US throughout its entire period of active federal service during the conflict.²⁶⁸

February 1952. The New Jersey ANG's 119th Fighter Squadron, which remained under state control during the Korean War, converted from F-47Ds to F-51Hs.²⁶⁹

March 1952. The Air Force established the mobilization assignment of all ANG fighter units in the continental U.S. as air defense.²⁷⁰

April 1952. Selected air crews from the Air Guard's 126th Bomb Wing (Light) and other Air Force units in Europe units began deploying to Korea for 60-day combat tours to improve their operational training.²⁷¹

April 1952. Approximately 400 members of the Colorado ANG's 120th Fighter Squadron participated as human guinea pigs in an atomic bomb test, "Tumbler Snapper Shot III," at Yucca Flats, Nevada while on temporary duty from Clovis AFB, New Mexico.²⁷²

April 1952. After being mobilized at its home station at Truax Field, Madison because of the Korean War, the Wisconsin Air Guard's 176th Fighter Interceptor Squadron was partially equipped with F-89As but retained its F-51Ds. It remained at Truax Field until it was returned to state control.²⁷³

1 May 1952. Many of the personnel of the Connecticut ANG's 103rd Aircraft Control and warning Squadron (AC&WS) were transferred to the newly-organized 932nd AC&WS. After intensive training on Cape Cod, Massachusetts, the new unit moved to Iceland that fall where it established the first radar installation on the island of Keflavik.²⁷⁴

3 May 1952. Flying an F-86 in a regular Air Force squadron, Capt. Robert J. Love, a California Air Guardsman, shot down his fifth MiG 15. With that victory, he became the first of four ANG aces during the Korean War. Love ended the conflict with six confirmed MiG kills.²⁷⁵

13 May 1952. Flying F-84Gs, aircraft equipped for in-flight-refueling and capable of delivering tactical nuclear weapons, the Kansas ANG's 127th Fighter Bomber Squadron deployed to Chaumont, France as part of the 137th Fighter Bomber Wing (FBW). After training Air Force pilots on the aircraft, the unit returned home two months later and its personnel were demobilized. The unit's F-84Gs remained in France and were absorbed into the 48th FBW.²⁷⁶

20 May 1952. Maj. Gen. George G. Finch of Georgia, Continental Air Command's Deputy for Air National Guard Matters, proposed that small numbers of ANG pilots at strategic locations be placed on short tours of active duty to augment the Air Defense Command's runway alert program.²⁷⁷

28-29 May 1952. The Air Guard's 116th Fighter Bomber Wing participated in "Operation High Tide," the first air refueling under combat conditions. After launching missions from Japan and attacking targets near Sariwon, North Korea, its F-84 fighter-bombers were refueled by KB-29 tankers on their return flights to Misawa Air Base.²⁷⁸

May 1952. The Air Guard's 126th Bomb Wing (Light) of Illinois was transferred from Merignac AB, France to Laon AB, France.²⁷⁹

9 July 1952. Congress passed the "Armed Forces Reserve Act of 1952," also known as the "Magna Charta" of the reserve components. Designed to rejuvenate the reserve components, it divided them into three categories: ready, standby, and retired. The ready reserve was authorized a strength of 1.5 million. All ANG units were placed in the highest priority category, the ready reserve - a position that they had held in fact, if not law, since 1946. The legislation also allowed individual Guardsmen and Reservists to volunteer for active duty for routine peacetime operations and contingencies thereby avoiding the political and diplomatic risks of mobilizations.²⁸⁰

10 July 1952. On this date, the following ANG flying squadrons were demobilized: 111th Fighter Bomber Squadron (FBS), Texas; 112th Bomb Squadron (Light), Ohio; 125th Fighter Squadron (FS), Oklahoma; 127th FS, Kansas; 128th FBS, Georgia; 154th FBS, Arkansas; 156th FS, North Carolina; 157th Tactical Reconnaissance Squadron, South Carolina; 158th FBS, Georgia; 159th FBS, Florida; 160th TRS, Alabama; 165th FS,

Kentucky; 167th FS, West Virginia ; 182nd FBS, Texas; and the 196th FBS, California.²⁸¹

July 1952. The Texas ANG's 181st Fighter Interceptor Squadron, which remained under state control during the Korean War, relocated from Hensley Field, Naval Air Station Dallas to Love Field, Dallas. It operated F-51H aircraft.²⁸²

8 August 1952. Capt. Clifford D. Jolley, a Utah Air Guardsman, scored his fifth victory over a MiG 15. Flying an F-86 in a regular Air Force unit, he became the second of four ANG aces during the Korean War. Jolley ended the conflict with 7 confirmed kills.²⁸³

19 August 1952. The Georgia Air Guard's 129th Aircraft Control and Warning Squadron was released from active duty and returned to state control.²⁸⁴

15 August 1952. The Puerto Rico Air Guard's 198th Fighter Squadron, which remained in state service during the Korean War, was redesignated the 198th Fighter Bomber Squadron and continued to fly F-47Ns.²⁸⁵

August 1952. A contingent of mobilized Idaho Air Guardsmen from the 190th Fighter Bomber Squadron left George AFB, California on a classified mission to ferry 37 F-51s to Iceland for use by another Air Force unit. The operation was classified because the Icelandic public strongly opposed foreign military forces being stationed on their nation's territory.²⁸⁶

1 September 1952. The New Jersey ANG's 199th Fighter Squadron, which remained under state control during the Korean War, was redesignated the 119th Fighter Bomber Squadron. It continued to operate F-51Hs at home station.²⁸⁷

1 September 1952. The New York ANG's 137th Fighter Squadron, which remained under state control during the Korean War, was redesignated the 137th Fighter Interceptor Squadron and converted from F-47Ds to F-51Hs.²⁸⁸

1 September 1952. The Rhode Island Air Guard's 152nd Fighter Squadron, which remained under state control during the Korean War, was redesignated the 152nd Fighter Interceptor Squadron and continued to fly F-51D/Hs.²⁸⁹

11 September 1952. The 107th Fighter Squadron (FS), Michigan ANG; 132nd FS, Maine ANG; 133rd FS, New Hampshire ANG; and the 188th FS, New Mexico ANG were released from active duty.²⁹⁰

15 September 1952. Capt. Robinson Risner, an Oklahoma Air Guardsman flying an F-86 in a regular Air Force unit, shot down his fifth MiG 15 becoming the third ANG ace of the war. Maj. Risner ended the conflict with eight confirmed kills. He remained in the active duty Air Force after the conflict and became one of the senior American POW leaders in the “Hanoi Hilton” during the Vietnam War.²⁹¹

15 September 1952. The 8144th Air Base Squadron was constituted at Elmendorf AFB as the first unit of the Territory of Alaska’s Air Guard. It initially consisted of 16 members and shortly afterward received its first aircraft, a T-6G Texan trainer.²⁹²

October 1952. The Ohio Air Guard’s 162nd Fighter Squadron, which remained under state control during the Korean War, was redesignated the 162nd Fighter Bomber Squadron. It continued to operate its F-51H aircraft.²⁹³

1 October 1952. The California ANG’s 194th Fighter Squadron, which remained under state control during the Korean War, was redesignated the 194th Fighter Interceptor Squadron. It retained its F-51D/Hs.²⁹⁴

1 October 1952. The Pennsylvania ANG’s 147th Fighter Squadron, which remained under state control during the Korean War, was redesignated the 147th Fighter Interceptor Squadron and converted from F-47Ns to F-51Hs.²⁹⁵

8 October 1952. The 116th Aircraft Control and Warning Squadron (AC&WS), Georgia ANG ; 117th AC&WS, Georgia ANG ; 118th AC&WS, North Carolina ANG; and 154th Aircraft Control and Warning Group, Georgia ANG, were released from active duty.²⁹⁶

15 October 1952: Air Guard flying squadrons released from active duty this date were the: 109th Fighter Squadron (FS), Minnesota; 136th FS, New York; 192nd FS, Nevada.²⁹⁷

16 October 1952. The Air Guard’s 111th Strategic Reconnaissance Wing -- consisting of Pennsylvania’s 103rd Strategic Reconnaissance Squadron (SRS) as well as two new Air Guard-manned units, 129th SRS and 130th SRS -- converted from RB-29s to RB-36s at Fairchild AFB, Washington.²⁹⁸

1 November 1952. ANG flying squadrons relived from active duty on this date were the: 113th Fighter Squadron (FS), Indiana; 115th BS (Light),

California; 116th Fighter Interceptor Squadron, Washington; 121st FS, District of Columbia; 134th FS, Vermont; 142nd FS, Delaware; 148th FBS, Pennsylvania; 163rd FS; Indiana; 166th FS, Ohio; 171st FS, Michigan; 172nd FS, Michigan; 175th FS, South Dakota; 176th FS, Wisconsin; and the 197th FS, Arizona.²⁹⁹

5 November 1952. The Ohio ANG's 164th Fighter Squadron, which remained in state service during the Korean War, was redesignated the 164th Fighter Bomber Squadron. It continued to operate its F-51H aircraft.³⁰⁰

15 November 1952. The ANG flying squadrons were demobilized on this date were the: 103rd Bomb Squadron (BS) (Light), Pennsylvania; 106th Tactical Reconnaissance Squadron (TRS), Alabama; 108th BS (Light), Illinois; 120th Fighter Squadron (FS), Colorado; 124th FS, Iowa; 155th TRS, Tennessee; 173rd FS, Nebraska; 174th FS, Iowa; 178th FS, North Dakota; 185th TRS, Oklahoma; 186th FS, Montana; 187th Fighter Bomber Squadron, Wyoming.³⁰¹

15 November 1952. The 146th Fighter Bomber wing which consisted of three ANG fighter squadrons equipped with F-51s -- the 190th Fighter Bomber Squadron (FBS), Idaho; 186th FBS, Montana; and 178th FBS, North Dakota -- was transferred from SAC to TAC. The wing remained at George AFB, California.³⁰²

19 November 1952. The Hawaii' ANG's 199th Fighter Bomber Squadron, which remained under state control during the Korean War, was redesignated a fighter interceptor squadron. It continued flying F-47Ns from Hickam AFB.³⁰³

1 December 1952. ANG flying squadrons relieved from active duty on this date were the: 102nd Bomb Squadron (BS) (Light), New York; 105th Fighter Squadron (FS), Tennessee; 110th FS, Missouri; 123rd FS, Oregon; 141st Fighter Bomber Squadron, New Jersey; 149th FS, Virginia; 153rd FS, Mississippi; 170th FS, Illinois; and the 179th FS, Minnesota.³⁰⁴

1 December 1952. The 118th Fighter Squadron (FS), Connecticut ANG, and the 126th FS, Wisconsin ANG, were demobilized.

1 December 1952. The 169th Fighter Interceptor Squadron of the Illinois Air Guard was redesignated a fighter bomber squadron. Remaining in state service during the Korean War, it operated F-51Hs from its home station at Peoria.³⁰⁵

4 December 1952. Headquarters, U.S. Air Force authorized the Air Defense Command to place 10 ANG pilots on active duty at Hancock Field, New York and Hayward, California to test the Air Guard's runway alert concept at those locations.³⁰⁶

11 December 1952. The 195th Fighter Squadron, California ANG, was released from active duty.

15 December 1952. The 137th Aircraft Control and Warning Squadron, Colorado ANG, the 159th Aircraft Control and Warning Group (AC&WG), Colorado ANG, and the 162d AC&WG, California ANG, were returned to state control.³⁰⁷

1 January 1953. ANG flying squadrons demobilized on this date were the: 117th Bomb Squadron (BS) (Light), Pennsylvania; 122nd BS (Light), Louisiana; 168th BS (Light), Illinois; 180th BS (Light), Missouri; and the 190th Fighter Squadron, Idaho.³⁰⁸

1 February 1953. Air National Guard units released from active duty and returned to state control included: 130th Aircraft Control and Warning squadron (ACW&S), Utah; 132d AC&WS, Minnesota; 138th AC&WS, Colorado; 139th AC&WS, Colorado; 142d AC&WS, Oregon; 143d AC&WS, Washington; 147th AC&WS, California; 148th AC&WS, California; 149th AC&WS, California; and the 160th Aircraft Control and Warning Group, Washington.³⁰⁹

1 March 1953. The 138th Fighter Interceptor Squadron at Syracuse, New York and the 194th Fighter Bomber Squadron at Hayward, California began an experimental augmentation of ADC's runway alert program by Air Guard fighter units. Each unit maintained two F-51Ds and five pilots on alert from one hour before sunrise to one hour after sunset throughout the week. Based upon the experiment's success, continuous Air Guard participation in the runway alert program was adopted in 1954. It marked the beginning of the Air Force's total force approach to reserve component utilization and training.³¹⁰

27 March 1953. Maj. James P. Hagerstrom, a Texas Air Guardsman flying an F-86 in a regular Air Force unit, shot down a MiG 15 raising his total kills to 5.5 during that war. Hagerstrom was the fourth Air Guardsman to become an ace in Korea. He ended the conflict with 8.5 confirmed kills. During World War II, Hagerstrom had downed 8 enemy aircraft in the Southwest Pacific while a member of the Army Air Forces. He remained in the active duty Air Force after the Korean War.³¹¹

June 1953. Lockheed's F-94A/B Starfires first entered state service with the New York Air Guard's 137th Fighter Interceptor Squadron replacing the unit's F-51Hs. During their federal call-up for the Korean War, three ANG squadrons had been equipped with F-94A/Bs but lost those jet fighters when they left federal active duty.³¹²

1 July 1953. Col. Winston P. Wilson, an Arkansas Air Guardsman, was appointed Acting Chief, Air Force Division of the NGB because of the ill health of Maj. Gen. Earl T. Ricks.³¹³

27 July 1953. Representatives of China, North Korea, and the United States signed an armistice ending Korean War hostilities.³¹⁴

1 August 1953. Air National Guard units demobilized and returned to state control included the: 105th Aircraft Control and Warning Squadron (AC&WS), New Jersey; 106th AC&WS, New York; 108th AC&WS, New York; and the 152^d Aircraft Control and Warning Group, New York.³¹⁵

1 September 1953. Air National Guard units demobilized and returned to state control included the: 101st Aircraft Control Squadron, Massachusetts; 102^d Aircraft Control and Warning Squadron (AC&WS), Rhode Island; 103^d AC&WS, Connecticut; 104th AC&WS, Maine; 126th AC&WS, Illinois; 127th AC&WS, Michigan; 128th AC&WS, Wisconsin; 151st Aircraft Control and Warning Group (AC&WG), Massachusetts; and the 156th AC&WG, Illinois.³¹⁶

1 October 1953. The 120th Aircraft Control and Warning Squadron (AC&WS), Arkansas; 134th AC&WS, Texas; 135th AC&WS, Louisiana; 136th AC&WS, Texas; and the 158th Aircraft Control and warning Group, Texas were demobilized.³¹⁷

1 November 1953. ANG units demobilized on this date were the: 110th Aircraft Control and Warning Squadron (AC&WS), South Carolina; 114th AC&WS, Florida; 122^d AC&WS, Indiana; 123^d AC&WS, Ohio; 124th AC&WS, Oklahoma; 125th AC&WS, Missouri; 131st AC&WS, Missouri; 133 AC&WS, Iowa; 155th Aircraft Control and warning Group (AC&WG), Ohio; and 157th AC&WG, Missouri.³¹⁸

November 1953. Montana's 186th Fighter Interceptor Squadron became the first Air Guard unit in state service to convert to North American's F-86 Sabre. Eventually 31 ANG squadrons were equipped with the aircraft before it was phased out of Guard service in 1960.³¹⁹

November 1953. The number of ANG fighter squadrons under the Air Defense Command's cognizance was increased from 52 to 70. Every fighter squadron then allotted to the Air Guard was included.³²⁰

1 December 1953. The last ANG units demobilized after their Korean War service were the: 111th Aircraft Control and Warning Squadron (AC&WS), Pennsylvania; 112th AC&WS, Pennsylvania, 113th AC&WS, District of Columbia; 119th AC&WS, Tennessee; 144th AC&WS, California; 145th AC&WS, California; 146th AC&WS, California; 153d Aircraft Control and Warning Group (AC&WG), Pennsylvania; and the 161st AC&WG, California.³²¹

4 January 1954. Maj. Gen. Earl T. Ricks, an Arkansas Air Guardsman assigned as the Chief of the Air Force Division and the Deputy Chief of the National Guard Bureau, died in the service of his country.³²²

26 January 1954. Brig. Gen. Winston P. Wilson, an Arkansas Air Guardsman, was appointed Assistant Chief, National Guard Bureau, Air, following the death of Maj. Gen. Earl T. Ricks. Wilson had been serving as the acting head of the Air Guard because of Ricks' illness.³²³

January 1954. Pennsylvania's 146th Fighter Bomber Squadron became the first Air Guard unit to begin converting to the Republic F-84F Thunderstreak. The aircraft eventually equipped 24 ANG squadrons and performed the interceptor, nuclear weapons delivery, and tactical fighter roles until the last ones were phased out of Guard service in the first quarter of 1972.³²⁴

2 February 1954. To launch a nationwide Air Guard recruiting drive, Col. Willard W. Millikan, commander of the District of Columbia's 113th Fighter Bomber Wing, set a Los Angeles to New York City speed record of four hours, eight minutes and five seconds in an F-86 borrowed from the Air Force.³²⁵

15 March 1954. Headquarters, U.S. Air Force rejected a campaign begun earlier that year by the Air Guard to transfer the training and inspection function for ANG units from the Continental Air Command to organizations such as the Air Defense Command that would actually use those outfits in wartime. That proposal, which became known as the "gaining command" concept of reserve forces management, was finally adopted by the Air Force in February 1960. Its basic premise was that those major air commands which would fight Guard and Reserve units during wartime would train and inspect them in peacetime.³²⁶

15 August 1954. Based on the success of the Air Guard's air defense runway alert experiment in 1953, the program was implemented on a permanent basis by the Air Force. The first 8 ANG fighter squadrons began standing alert from dawn to dusk on this date.³²⁷

1 October 1954. On this date, nine additional ANG fighter squadrons joined the original eight Air Guard fighter units that had begun standing air defense runway alert on a permanent basis on 15 August 1954. Each of the squadrons provided two aircraft on five-minute alert from dawn to dusk.³²⁸

October 1954. The National Guard Association of the United States formally requested that strategic airlift units be organized in the ANG. Although that request was rejected by the Air Force, it marked the beginning of a long term effort by Guard interests to diversify its force structure because municipal airports hosting ANG units either could not or would not allow conversion to jet fighters as well as concerns that changing technology, doctrine, national security requirements, and the costs of modernizing its aging fighter and lighter bomber force would place the ANG's flying unit force structure at risk. At that time most ANG units flew fighters. A handful operated B-26s.³²⁹

October 1954. Equipped with F-80s, a team from the Colorado Air Guard's 140th Fighter Group won the ANG Gunnery Meet at Boise, Idaho.³³⁰

15 January 1955. 1st Lt. Thomas E. Williams, a Tuskegee Airman and a member of the 141st Fighter Bomber Squadron, New Jersey Air National Guard, was killed during a routine training mission when his F-86A crashed after entering an unrecoverable spin. Having joined his unit on 7 May 1954, he was the first known African American pilot in the ANG.³³¹

January 1955. Brig. Gen. Joseph J. Foss, a recent South Dakota ANG Chief of Staff, was inaugurated as governor of that state following his victory in the November 1954 election. Foss had been a Marine Corps fighter pilot in the Pacific during World War II where he had become an ace and a Medal of Honor recipient.³³²

1 February 1955. Maj. Gen. George G. Finch, a Georgia Air National Guardsman, assumed command of 14th Air Force. He was the first Air Guardsman to head an active duty Air Force organization above the wing level.³³³

3 April 1955. The 129th Air Resupply Squadron (ARS) was extended federal recognition in California and equipped with Curtiss C-46D Commando aircraft. It was one of four new ANG units tasked with secret special operations missions formed that year at the request of the Air Force and the Central

Intelligence Agency The others were the: 130th ARS, West Virginia; 135th ARS, Maryland; and the 143rd ARS, Rhode Island. The creation of those units marked the debut of the special operations mission in the Air Guard.³³⁴

30 June 1955. The Air National Guard's personnel end strength (Fiscal Year 1955) reached 61,306 including 3,142 pilots.³³⁵

June 1955. *The National Guardsman* magazine reported that Air and Army National Guard aircraft had been utilized to speed supplies of the new Salk polio vaccine, syringes, needles, and other inoculation necessities to several distribution points across the nation.³³⁶

9 August 1955. President Dwight D. Eisenhower signed the *Reserve Forces Act of 1955, Public Law 305, 84th Congress*, into law. Among other provisions, the law required that all non-prior service enlisted recruits in the Air National Guard must undergo basic training by the Air Force beginning in Fiscal Year 1957.³³⁷

August 1955. Connecticut Air Guardsmen assisted state and local authorities plus federal military forces to deal with flood waters that inundated large areas of their home state as well as portions of New Jersey, Rhode Island, New York, and Pennsylvania.³³⁸

25 September 1955. The Air Defense Command conducted a nationwide recall test nicknamed "Operation Stop Watch." About 50 percent of the 73 Air Guard's fighter squadrons which participated were combat ready within two hours of notification according to ADC.³³⁹

1 February 1956. The 150th Air Transport Squadron (Medium), New Jersey ANG, was extended federal recognition effective this date. The first pure airlift unit in the Air Guard, the squadron was equipped with Curtiss C-46D Commandos.³⁴⁰

1 April 1956. The National Guard Bureau published ANGR 50-07 which regulated the criteria and policies to be followed by Air Guard flying personnel for conducting the recently approved 36 additional flight training periods, beyond their annual training and monthly drill requirements.³⁴¹

30 June 1956. The Air National Guard's personnel end strength (Fiscal Year 1956) reached 63,534 including 3,451 pilots.³⁴²

1 July 1956. Members of the Hawaii Air Guard's 169th Aircraft Control and Warning Squadron and its 109th Aircraft Control and Warning Flight began manning a radar site around-the-clock, seven days a week to maintain constant

surveillance of the air approaches to those Pacific islands.³⁴³

1 August 1956. Capt. Norma Parsons Erb became the first female member of the National Guard in its history. She joined the New York Air Guard's after President Dwight D. Eisenhower signed legislation authorizing female nurses to join the Guard.³⁴⁴

October 1956. Secretary of the Air Force, Donald A. Quarles, designated Colorado's "Minute Men" as the Air National Guard's official aerial demonstration team. Supported by that federal recognition and the accompanying money, the team began performing nationally and internationally with its F-86s. The team had originally been formed in 1947 and had performed at various events around Colorado.³⁴⁵

14 November 1956. The Air Defense Command opposed equipping ANG units with complicated missile-firing fighters which it believed were probably beyond the capability of the latter to maintain and operate effectively. In a complete reversal of its earlier recommendations, the command urged that no more than 30 percent of Air Guard fighter squadrons be equipped with all-weather interceptors and another 30 percent be given day fighters while the remaining flying units were converted to rescue and transport missions.³⁴⁶

1 February 1957. The 150th Air Transport Squadron (Medium), New Jersey ANG, was redesignated the 150th Aeromedical Transport Squadron (Light) effective this date marking the Air Guard's debut in that mission.³⁴⁷

27 February 1957. The last operational F-51, a D model (Serial Number 44-74936), which was assigned to the 167th Fighter Interceptor Squadron, West Virginia ANG at Martinsburg, left the active Air Force aircraft inventory and was transferred to the Air Force Museum.³⁴⁸

May 1957. During the "Operation Plumbbob" atomic tests in Nevada, ANG pilots from 12 fighter interceptor squadrons began flying through mushroom clouds to gather radioactive samples. The Air Guard squadrons were: Nebraska's 173rd, New Hampshire's 133rd, Illinois' 170th, New York's 149th and 136th, Ohio's 162nd, Texas' 181st, Montana's 186th, Oregon's 123rd, Idaho's 190th, California's 194th, and Oklahoma's 125th. The purpose of that training was to prepare the Air National Guard for the mission of tracking radioactive clouds and reporting danger areas in the event of a nuclear war.³⁴⁹

30 June 1957. The ANG's personnel end strength (Fiscal Year 1957) reached 67,950 including 3,681 pilots.³⁵⁰

1 July 1957. Air National Guard technicians at two units – Salt Lake City,

Utah's 130th Aircraft Control and Warning Flight and Denver, Colorado's 138th Aircraft Control and Warning Flight – began operating and maintaining radar sites around-the-clock, seven days a week at each location. The ANG sites were integrated into the Air Defense Command's radar network.³⁵¹

October 1957. The National Guard Association of the United States formally requested that the Air Force purchase surplus piston-engine aircraft for the Air National Guard and the Air Force Reserve so that they could participate in the strategic airlift mission. The Air Force rejected that request.³⁵²

October 1957. Because the Air Force could not provide adequate training facilities to meet all of the ANG's needs, the latter opened the "Air National Guard Jet Instrument School" at Ellington AFB, Texas. The school was staffed by Air Guardsmen.³⁵³

15 November 1957. The Mississippi ANG's 183rd Tactical Reconnaissance Squadron (Night Photographic) was redesignated the 183rd Aeromedical Transport Squadron and began converting from RB-26s to C-119Fs. The latter aircraft was subsequently modified to the MC-119J configuration to better suit them for the aeromedical evacuation role.³⁵⁴

April 1958. New Mexico's 188th Fighter Interceptor Squadron became the first Air Guard unit to convert to North American's F-100 Super Sabre. Eventually 26 ANG squadrons operated and maintained that aircraft which was the world's first operational fighter capable of supersonic performance during level flight.³⁵⁵

30 June 1958. The Air Guard's personnel end strength (Fiscal Year 1958) reached 69,995 including 3,777 pilots.³⁵⁶

July 1958. Air Guard fighter units began using Camp Atterbury, Indiana as an air-to-ground gunnery and bombing range.³⁵⁷

20-30 October 1958. Flying North American F-86D all-weather interceptors, a team from the Florida Air National Guard's 125th Fighter Interceptor Squadron won top honors at the Air Force's "William Tell" worldwide air-to-air gunnery meet at Tyndall AFB, Florida. Col. Robert Dawson of the 125th fired a perfect score of 39,600 points making him the highest scoring pilot in the competition.³⁵⁸

March 1959. Flying their Northrop F-89H Scorpions from Tyndall AFB, Florida, pilots of the 109th Fighter Interceptor Squadron, Minnesota ANG, became the first Air Guardsmen to live fire FALCON, radar-guided air-to-air missiles.³⁵⁹

March 1959. Members of the New York Air Guard's 213th Ground Electronics Engineering and Installation Agency Squadron spent their 15-day annual training period installing communications facilities at the Air Force's Cape Canaveral missile test center and nearby Patrick AFB, Florida. It was the first time an ANG unit had been employed in the huge expansion project underway at Canaveral. The unit's deployment to Florida combined useful work and realistic "live scheme" training.³⁶⁰

30 June 1959. The Air Guard's personnel end strength (Fiscal Year 1959) reached 70,994 including 3,678 pilots.³⁶¹

30 June 1959. Colorado's "Minute Men," the Air National Guard's official aerial demonstration team, was disbanded. Its federal funding had been eliminated.³⁶²

30 June 1959. During the fiscal year ending this date, the Air Guard's air defense runway alert program was expanded to 22 fighter squadrons. Under that program, seven of them performed alert duties around-the-clock while the remaining 15 units exercised those responsibilities 14 hours per day mostly between dawn and dusk.³⁶³

July 1959. Ending as it had begun, unofficially, the Colorado Air Guard's "Minute Men" aerial demonstration team performed for the last time – at Junction City, Colorado.³⁶⁴

July 1959. The last F-94Cs were phased out of Air National Guard service by Minnesota's 179th Fighter Interceptor Squadron.³⁶⁵

October 1959. *The National Guardsman* magazine reported that the Indiana Air Guard's 122nd Tactical Fighter Wing had volunteered to take over from active duty Air Force units the responsibility for conducting firepower demonstrations for officer students at Army service schools. The 122nd had agreed to conduct as many as 10 of those aerial firepower demonstrations each year.³⁶⁶

October 1959. Pilots from Indiana's 122nd Tactical Fighter Wing, flying their Republic F-84F Thunderstreaks, conducted an aerial firepower demonstration for officer students at the U.S. Army's Artillery and Missile School. It was the first example of an ANG unit deploying to take on this new mission for the Air Force³⁶⁷

11 December 1959. Headquarters, U.S. Air Force officially approved transferring four-engine C-97 transports to the ANG that had been declared

surplus to the needs of the active force. Brig. Gen. Winston P. Wilson, Assistant Chief, National Guard Bureau, Air, had formally requested that 48 C-97s being phased out of the USAF inventory be transferred to ANG units. Gen. Curtis E. LeMay, the Air Force Vice Chief of Staff, had rejected the request on the grounds that such big aircraft were too complex for ANG units to maintain and fly. He wanted Air Guardsmen to stick with simpler fighter aircraft but was overruled by Secretary of the Air Force James H. Douglas, Jr., a World War II Army Air Forces airlifter.³⁶⁸

December 1959. After a huge snowstorm isolated ranch families in eastern New Mexico, the state's lone ANG C-47 dropped 60 to 70 tons of hay over a seven-day period saving an estimated 50,000 to 60,000 sheep and an untold number of cattle.³⁶⁹

January 1960. ANG fighter units in California, Minnesota, New Hampshire, New York, and Oklahoma began converting from F-86s to C-97s, the reserve component's first four-engine transports. During 1960, six ANG units acquired 48 C-97s.³⁷⁰

1-26 February 1960. 47 members of the Arkansas Air National Guard's 154th Tactical Reconnaissance Squadron deployed to Elmendorf AFB, Alaska with four of the unit's Martin RB-57s to provide photo reconnaissance support for "Exercise Little Bear," the Army's Arctic maneuvers. It was the earliest known deployment of an Air Guard unit outside the continental United States for training.³⁷¹

2 February 1960. The Secretary of the Air Force, Dudley C. Sharp, approved the gaining command concept of reserve forces management which had long been championed by senior Air Guard leaders.³⁷²

16 February 1960. South Carolina's 157th Fighter Interceptor Squadron began to phase in the Air National Guard's first F-104A&Bs.³⁷³

March 1960. Selected aircrews from six ANG C-97 units completed retraining with the Military Air Transportation Service at Travis AFB, California. They then made transoceanic checkout flights to Tachikawa AFB, Japan and back.³⁷⁴

18 April 1960. The Air Force officially redesignated the former Denver Naval Air Station as Buckley Air National Guard Base. It was leased to the state of Colorado and operationally assigned to the ANG. **(Was it the first air base assigned to and operated by an Air Guard unit?)**³⁷⁵

24 April 1960. The Alaska Air Guard's 144th Air Transport Squadron received its first ski-equipped Fairchild C-123J Provider.³⁷⁶

25 May 1960. Members of the Alaska Air Guard's 144th Air Transport Squadron flew their first operational mission in two ski-equipped C-123Js. At the request of the Air Force, they carried radio equipment to scientists conducting geophysical research on the Arctic ice pack about 600 miles from the North Pole. The mission took place approximately one month after the unit received its first Provider.³⁷⁷

3 June 1960. The first four Convair F-102 Delta Daggers were delivered to an Air Guard unit, the 182nd Fighter Interceptor Squadron at Kelly AFB, Texas.³⁷⁸

July 1960. Texas' 182nd Fighter Interceptor Squadron became the first Air Guard unit to officially convert to Convair's F-102A Delta Dagger. Eventually, 22 more ANG fighter squadrons flew that aircraft.³⁷⁹

October 1960. An unidentified Central Intelligence Agency (CIA) agent visited Brig. Gen. George R. Doster, commander of the 117th Tactical Reconnaissance Wing, Alabama ANG at his headquarters in Birmingham. He won Doster's support to recruit Alabama Air Guardsmen as civilian contractors to train Cuban exiles to fly and maintain B-26s for a planned secret invasion of Cuba to overthrow Fidel Castro's communist regime. After negotiations between the Pentagon and the CIA, the 117th was offered the opportunity to assist the secret CIA operation because it had flown RB-26s until it converted to Republic RF-84Fs on 1 May 1957.³⁸⁰

1 December 1960. The Alaska ANG's 144th Air Transport Squadron (Medium) completed its conversion from C-47As to ski-equipped C-123Js. It was the only ANG unit to be equipped with the C-123 as its mission aircraft.³⁸¹

7 April 1961. A New Mexico ANG F-100 accidentally discharged a heat-seeking Sidewinder missile while making a practice intercept run on a B-52 Stratofortress. The missile shot down the Strategic Air Command bomber killing three of its crew members. An Air Force board of inquiry absolved the Air Guard pilot of any blame for the tragic accident.³⁸²

19 April 1961. During the abortive CIA-sponsored Bay of Pigs invasion by Cuban exiles, four Alabama Air Guardsmen, working as civilian contractors, were killed in action when their two B-26s were shot down. The Guardsmen, who had trained Cuban pilots and crews at a secret base in Nicaragua, had stepped in at the last minute to help exhausted Cuban exile aircrews try to stave off defeat at the Bay of Pigs.³⁸³

May 1961. Responding to an urgent request from the Military Air Transport

Service, 17 Air Guard C-97As, volunteer crews and support personnel, hauled over 600,000 pounds of cargo to various destinations in the Pacific. It was the first recorded use of the ANG in the strategic airlift role overseas.³⁸⁴

5 July 1961. The last class of the "Air National Guard Jet Instrument School" completed its course of instruction. Since its inception in October 1957, the school had graduated 926 pilots.³⁸⁵

1 July 1961. Illinois' 108th Fighter Interceptor Squadron, redesignated the 108th Air Refueling Squadron on this date, became the first ANG unit to be assigned an air refueling role.³⁸⁶

July 1961. *The National Guardsman* magazine reported that the Arizona Air National Guard's 161st Fighter Group had begun training 27 officers from the Republic of China to serve as maintenance instructors for F-104 Starfighters.³⁸⁷

8 August 1961. The first Boeing KC-97F Stratofreighter was delivered to an Air Guard unit, the 108th Air Refueling Squadron in Illinois.³⁸⁸

13 August 1961. The Soviets and the East Germans began erecting the Berlin Wall.³⁸⁹

30 August 1961. President John F. Kennedy ordered 148,000 Guardsmen and Reservists to active duty in response to Soviet moves to cut off allied access to Berlin.³⁹⁰

6 September 1961. A KC-97F from Illinois' 108th Air Refueling Squadron successfully executed the Air Guard's first mid-air refueling. The tanker refueled an F-84F from the 169th Tactical Fighter Squadron, Illinois ANG.³⁹¹

September 1961. The first individuals promoted to chief master sergeant in the Air Guard assumed their new rank during this month. The Air Force had begun promoting individuals to that rank on 1 December 1959.³⁹²

1 October 1961. Over 21,000 Air Guardsmen called into federal service by President Kennedy's order to deal with the Berlin crisis reported to their units. Mobilized Air Guard units included: 18 tactical fighter squadrons, 4 tactical reconnaissance squadrons, 6 air transport squadrons, and a tactical air control group.³⁹³

1 November 1961. The Air Force mobilized three ANG fighter interceptor squadrons equipped with F-104A/Bs to help deal with the Berlin crisis.³⁹⁴

2 November 1961. To reinforce NATO during the Berlin crisis, the first of 216 ANG jet fighter, reconnaissance, and trainer aircraft from mobilized units reached their bases in western Europe during Operation Stair Step. The entire island-hopping deployment across the Atlantic Ocean was completed without losing a single plane. It was the largest aircraft deployment operation in the Air Guard's history.³⁹⁵

10 November 1961. Because of mechanical troubles, the first of 60 F-104A/Bs from 3 ANG fighter interceptor squadrons mobilized for the Berlin crisis were airlifted to Europe by Air Force C-124s in Operation Brass Ring. The last of those aircraft were transported to Europe on 12 December 1961.³⁹⁶

March 1962. *The Air Reservist* magazine reported that personnel from three Air Guard Aircraft Control and Warning Squadrons located in Denver, Colorado, Salt Lake City, Utah and Puerto Rico were manning radar sites on a fulltime basis for the Air Defense Command. In Hawaii, an Air Guard Aircraft Control and Warning Squadron also operated a radar site around-the-clock.³⁹⁷

April 1962. At the request of Headquarters, U.S. Air Force, RB-57 aircraft from the Nevada Air Guard's 192nd Tactical Reconnaissance Squadron provided high altitude photo coverage of areas damaged by fire in Arizona and California.³⁹⁸

June 1962. A C-97A and crew from the New York Air Guard's 109th Air Transport Group, mobilized during the Berlin crisis, flew a cargo of communications equipment from Dover AFB, Delaware to Nha Trang, Vietnam.³⁹⁹

30 June 1962. During Fiscal Year 1962 which ended on this date, the Massachusetts' Air Guard's 267th Communications Group began furnishing a complete shift of workers two nights each week for the Communications Center of the Air Force Space Track and Research Development Facility at Hanscom AFB.⁴⁰⁰

1 July 1962. Beginning on this date and continuing through 31 August 1962, Military Air Transport Service transports returned over 9,600 ANG personnel and 1,400 tons of equipment, including fighter aircraft, from Europe to the US following the end of the Berlin Wall crisis. Some 24 of those approximately 260 airlift missions were flown by C-97s from mobilized ANG units.⁴⁰¹

6 -20 July 1962 Air traffic controllers from the 231st Mobile Communications Squadron, District of Columbia ANG, operated the control tower, ground controlled approach, and navigation aids at the Air Guard's field training site at Phelps-Collins Field, Alpena, Michigan. It was the first time that Air

Guardsmen, not active duty Air Force personnel, had assumed the full responsibility for air base traffic control away from their home station during one of their annual training periods.⁴⁰²

9 July 1962. Upon arrival at Andrews AFB, Maryland from their Operation Stair Step deployment in Europe, an advance party of the ANG's 152nd Tactical Control Group, received an impromptu greeting by President John F. Kennedy, Secretary of the Air Force Eugene M. Zuckert, and Gen. Curtis E. LeMay, Air Force Chief of Staff.⁴⁰³

11 July 1962. A C-97 from the Delaware ANG launched the unit's first overseas flight. The mission to the Azores, Europe, and Greenland was undertaken primarily for training but the aircraft also carried cargo from Dover to Europe.⁴⁰⁴

22 July 1962. Under Operation High Top, all the ANG flying squadrons that had deployed to Europe during the Berlin Wall crisis, except three fighter interceptor squadrons (i.e., 151st, Tennessee; 157th, South Carolina; and 197th, Arizona) had returned to their home stations without accident by this date.⁴⁰⁵

6 August 1962. Maj. Gen. I.G. Brown, an Arkansas Air Guardsman, became the Assistant Chief, National Guard Bureau, Air.⁴⁰⁶

15 August 1962. The last three Air Guard fighter units mobilized in 1961 during the Berlin crisis - - the 151st Fighter Interceptor Squadron (FIS), Tennessee; 157th FIS, South Carolina; and the 197th FIS, Arizona - - returned to state service. All but the 197th returned to their home stations with their F-104s. The Air Force retained the latter's Starfighters and transferred the first Boeing C-97Gs to the "Copperheads" in September 1962 to begin a unit conversion process.⁴⁰⁷

7 October 1962. The Air Guard opened a small center at the Portland Municipal Airport, home of the Oregon ANG's 142nd Fighter Group, to train radar intercept officers for the nine Guard squadrons that flew the F-89J fighter interceptor.⁴⁰⁸

October 1962. During the Cuban Missile crisis, volunteer ANG aircrews and C-97s augmented global Air Force operations flying 29 special assignment airlift missions. Although not mobilized, 14 ANG fighter units were placed on accelerated training programs and prepared for possible "no notice" deployments. In addition, 26 ANG bases hosted Air Force B-47E, F-101B, F-102A, and F-106A aircraft which had been disbursed to them during the emergency.⁴⁰⁹

28 November 1962. An Air Guard C-97 and crew from Oklahoma's 125th Air Transport Group completed a 14-day, 21,000 mile flight around the world to dramatize the ANG's emerging status as a truly global force. Along the way, it delivered 14 prize breeding cattle to Kabul, Afghanistan as part of the Air Guard's first diplomatic mission.⁴¹⁰

November 1962. *The National Guardsman* magazine reported that Maryland ANG transport pilots had begun familiarizing Argentinean air force flyers with the formers' SA-16 amphibian aircraft.⁴¹¹

13 February 1963. The Air Force published AFR 45-60, "Programming, Equipping, and Maintaining the Capability of the Air Force Ready Reserve Forces," which changed the official objective of its reserve components from providing M-Day forces which required extensive post-mobilization preparations for combat to ones that were immediately available for global operations when they were called to active duty.⁴¹²

February 1963. *The Air Reservist* magazine reported that, under new regulations, Air Guard units would have to remove ANG and state names from the nose sections of their aircrafts' fuselages and replace them with "U.S. Air Force." That change was mandated because maintenance crews had spent too much time removing state markings and replacing them with Air Force markings during the Berlin call-up in 1961. The Air Guard identity of its planes would be retained by placing a new black and white oval insignia on their vertical stabilizers that featured the Minuteman statue with two aircraft silhouettes in the background plus the term "Air National Guard" printed on the oval's outer ring. The new insignia had been designed by Lt. Col. Joseph D. Day, Chief of the ANG's Maintenance-Engineering Branch in the NGB.⁴¹³

17 June 1963. Maj. Robert A. Rushworth, an Air Force test pilot and former Maine Air Guardsman, became the second winged astronaut after his X-15 attained an altitude of approximately 54 miles. Rushworth received his Air Force astronaut wings from Gen. Curtis LeMay, Air Force Chief of Staff, in a ceremony at the Pentagon on 25 July 1963.⁴¹⁴

June 1963. A crew from Wyoming's 187th Aeromedical Transportation Squadron, became the first Air Guardsmen to complete a six-week Lockheed C-121G training program conducted by the U.S. Navy at Moffett Field, California and ferry one of those aircraft to their home station at Cheyenne.⁴¹⁵

1 July 1963. Air Guard troop carrier units (originally air resupply units) in California, Maryland, West Virginia, and Rhode Island were redesignated air commando units. That change finally openly acknowledged their special

operations role. They were the: 129th Air Commando Group (ACG), California; 130th ACG, West Virginia; 135th ACG, Maryland; and the 143rd ACG, Rhode Island.⁴¹⁶

5-10 August 1963. 128 ANG jet fighter, tactical reconnaissance and amphibious aircraft plus 18 ANG transports participated in the joint Army/ Air Force exercise, Swift Strike III.⁴¹⁷

30 August 1963. To demonstrate improvements in readiness deficiencies revealed during the 1961 Berlin call-up, 12 RF-84Fs of Alabama's 106th Tactical Reconnaissance Squadron flew 3,500 miles non-stop to Alaska during exercise "Minuteman Alpha." During the deployment, ANG KC-97 tankers refueled the tactical warplanes and ANG C-97 transports provided airlift support.⁴¹⁸

31 August 1963. Maj. Gen. Winston P. "Wimpy" Wilson, an Arkansas Air National Guardsman, became the first blue suit Chief of the National Guard Bureau on a regular (i.e., non-acting) basis.⁴¹⁹

7-14 October 1963. Flying F-102s, a team from the Pennsylvania Air Guard's 146th Fighter Interceptor Squadron won top honors at the Air Force's 1963 William Tell worldwide air-to-air weapons meet.⁴²⁰

October 1963. Capt. Russell L. Schweickart, an F-86 pilot in the Massachusetts ANG's 102nd Tactical Fighter Group and a civilian research scientist at MIT's Experimental Astronomy Laboratory, was selected by the National Aeronautics and Space Administration to be an astronaut. He was the first astronaut to be selected directly from the Air Reserve Forces.⁴²¹

22 November 1963. Refueled twice by Air Guard tankers, 12 ANG F-100s from the District of Columbia's 113th Tactical Fighter Wing and 6 from Missouri's 131st Tactical Fighter Group staged a joint deployment from Andrews AFB, Maryland to Ramey AFB, Puerto Rico. Their four-and-one-half-hour flight during exercise "Cane Cutter" was the ANG's first ever non-stop, over-water deployment.⁴²²

29 November 1963. During exercise "Abbey Tower," the Colorado Air Guard's 140th Tactical Fighter Wing deployed a provisional task force of 12 of its own F-100Cs and 8 RF-84s from the Mississippi ANG's Tactical Reconnaissance Group to Roosevelt Roads Naval Station, Puerto Rico. Their non-stop flight from was supported by ANG KC-97 tankers and C-97 transports.⁴²³

February 1964. Secretary of the Air Force Eugene Zuckert approved "*in principle*" a proposal for an "*eventual*" merger of the Air National Guard and

the Air Force Reserve. The proposal was sent to the Air Staff for study but never implemented.⁴²⁴

February 1964. Air Guard aircraft began moving the first of some 23,000 Army National Guard and Air Guard troops between their home stations and distant annual field training sites in operation “Guardlift I” which continued through September 1964. Over 200 ANG transport aircraft participated in the operation.⁴²⁵

27 March 1964. After one of the most gigantic earthquakes in its history caused enormous damage in Alaska, members of the ANG’s 144th Air Transport Squadron helped rescue victims in Anchorage and provided food and shelter to them, reestablished vital communications across the state, and airlifted rescue workers and supplies to other stricken communities. The unit’s C-123Js flew 77 sorties airlifting 201 passengers and 131,054 pounds of cargo within a week during its relief operations. They were aided by Air Guardsmen from four other states who flew 12 airlift missions carrying relief supplies to Alaska.⁴²⁶

March 1964. Illinois Air Guardsmen assigned to the 126th Air Refueling Group installed and began testing a prototype conversion of a Boeing KC-97G Stratotanker which gave that aircraft the capability to refuel any fighter in the Air Force inventory. That initiative, which they had suggested, involved installing jet engines pods and an improved rendezvous radar equipment on a KC-97G from KB-50s which the Air Force had withdrawn from service. The prototype cost \$40,000.00. Based on the experiment’s success, the Air Force approved a proposal to modify all 54 Stratotankers in the ANG inventory with jet engines and improved radar. The jet-augmented ANG aircraft were designated KC-97Ls.⁴²⁷

April 1964. New Jersey’s 141st Tactical Fighter Squadron became the first ANG unit to convert to the Republic F-105 Thunderchief.⁴²⁸

30 June 1964. The Air Defense Command’s alert program continued through Fiscal Year 1964 with 24 Air Guard fighter squadrons participating. All but one of those units provided around-the-clock coverage seven days a week each with two aircraft on five-minute alert and two more on one-hour status. The Puerto Rico Air Guard’s 198th Tactical Fighter Squadron performed 14-hour alert, 7 days a week with 2 aircraft on 5-minute alert and 2 aircraft on 1-hour status.⁴²⁹

June 1964. The National Guard Bureau began periodically tasking the command post of the Tennessee Air Guard’s 118th Military Airlift Wing in Nashville to coordinate, schedule, and monitor ANG domestic airlift missions as well as overseas training flights and Military Airlift Command channel missions to Southeast Asia. That organization became known as the ANG Air

Operations Center. It was the precursor of the Air National Guard Readiness Center at Andrews AFB, Maryland.⁴³⁰

June 1964. To protect Great Falls, Montana against flooding, 375 Air Guardsmen from the 120th Fighter Group assisted in sandbagging, evacuating threatened areas, patrolling, providing fixed and mobile communications, fire protection, and ground transportation. The unit's C-47 mission support aircraft flew 33 missions delivering emergency supplies and personnel.⁴³¹

8 August 1964. During "Operation Ready Go," 19 ANG F-100s and 12 ANG RF-84s deployed non-stop from the U.S. to Europe for their annual two-week training period. The jets were supported by 28 ANG tankers and 30 ANG transports. The exercise had been planned by Air Guardsmen to demonstrate the ANG's ability to rapidly deploy aircraft overseas non-stop to potential combat theaters. It marked significant improvements in ANG readiness since Operation Stair Step and initiated the practice of deploying selected Guard combat units overseas to perform their annual training requirements.⁴³²

August 1964. When Hurricane Cleo threatened Puerto Rico, the Tennessee Air Guard flew 1,500 Puerto Rico Army Guardsmen training in Indiana back to their home island and evacuated 1,500 Indiana Army Guardsmen from the storm's path on that same island.⁴³³

23 December 1964. Starting this date, Air Guardsmen from California's 146th Air Transport Wing and its 129th Air Commando Group accumulated 175 flying hours carrying 188 passengers and 238 tons of cargo during a 16-day period to aid flood-ravaged communities in the Golden State.⁴³⁴

December 1964. *The National Guardsman* magazine reported that a handful of enlisted ANG technicians from Massachusetts' 276th Communications Squadron, operating out of a trailer at their Wellesley headquarters, were helping to operate a satellite tracking station for the Air Defense Command's USAF Space Tracking Service. Other members of the unit were helping to staff the communications center at the Space Track Research and Development Center at nearby Hanscom AFB. The 267th's technicians had been first assigned to the Hanscom facility on a fulltime basis in 1961 to learn to handle special message traffic there.⁴³⁵

January 1965. As part of Secretary of Defense Robert S. McNamara's initiative to shrink the size of U.S. military reserve programs and improve their readiness, Secretary of the Air Force Eugene M. Zuckert proposed transferring all Air Force Reserve units to the ANG. The proposal failed to win political support on Capitol Hill and was prohibited by the Congress.⁴³⁶

January 1965. Assisted by several ANG airlift units, the West Virginia Air Guard's 130th Air Commando Group deployed the first of three increments of personnel and equipment to Howard AFB, Panama Canal Zone to conduct its annual training. The deployments, which continued into March and were dubbed "Project Highland Fling," marked the first known instance of an ANG unit sending all of its personnel outside the U.S. to conduct its annual training.⁴³⁷

February 1965. Beginning this month and extending to mid September, approximately 30,000 citizen soldiers and airmen were airlifted to their annual field training periods by ANG transports as part of "Operation Guardlift II."⁴³⁸

April 1965. During the U.S. military intervention in the Dominican Republic which began that month, ANG volunteer aircrews and aircraft flew 43 airlift missions carrying 619 tons of cargo in the U.S. freeing some Air Force airlifters for direct support of the contingency operation.⁴³⁹

2-6 May 1965. The Oklahoma Air Guard's 185th Air Transport Squadron deployed its C-97E "Talking Bird" flying command post to Puerto Rico to support the U.S. military intervention in the Dominican Republic.⁴⁴⁰

May 1965. The last F-84F Thunderstreak to serve with the active duty Air Force was flown from the 366th Tactical Fighter Wing at Holloman AFB, New Mexico to its new home with the Air Guard's 170th Tactical Fighter Squadron at Springfield, Illinois.⁴⁴¹

16 June 1965. As flood waters raged through metropolitan Denver and the eastern plains region of Colorado, approximately 225 Air Guardsmen joined ARNG soldiers and civil authorities in disaster assistance operations.⁴⁴²

July 1965. The New Jersey Air Guard's 170th Air Transport Group was moved to McGuire AFB from Newark because of base closing decisions made by Secretary of Defense Robert S. McNamara.⁴⁴³

1 August 1965. At the request of the Military Airlift Command, ANG C-121s and volunteer crews began performing aeromedical evacuation and cargo flights in the U.S. plus Newfoundland, Puerto Rico, Panama, Cuba, and Bermuda freeing Air Force assets for operations in Southeast Asia.⁴⁴⁴

18 August 1965. The Air Force approved nine ANG tactical fighter groups and four ANG tactical reconnaissance groups recruiting to 100 percent manning in connection with the U.S. military buildup to deal with the situation in Vietnam. Only one of those nine ANG units had been manned above 90 percent when the order went into effect. Those nine Air Guard units were also

receiving stepped up training to meet Secretary of Defense Robert S. McNamara's goal of having selected Air Reserve Components units ready to deploy on 24 hours notice by the end of 1965.⁴⁴⁵

18 October 1965. The 107th Tactical Fighter Group, New York ANG, participated in exercise Tropic Lightening I in Hawaii. This was the first deployment of an Air Guard fighter unit from the continental U.S. to the Pacific region to participate in an exercise.⁴⁴⁶

November 1965. Beginning this month and lasting into December, 76 ANG aircrews operating 19 C-121s and 59 C-97s made the 96-hour round trip to South Vietnam from the US to deliver over 400 tons of Christmas gifts, mail, and other treats to American servicemen during Operation Christmas Star.⁴⁴⁷

December 1965. Secretary of Defense Robert S. McNamara announced that the Department of Defense planned to eliminate two Air Guard heavy transport groups and three ANG flying squadrons by 1 October 1966. Effective lobbying in the Pentagon and on Capitol Hill by Guardsmen and their supporters killed McNamara's unit closure initiative.⁴⁴⁸

January 1966. Air Guard volunteers began flying regularly scheduled airlift missions overseas, the majority of them to Southeast Asia. They averaged 75 flights a month in C-121s and C-97s.⁴⁴⁹

January 1966. The New Hampshire Air Guard's 157th Air Transport Group moved from Grenier AFB to Pease AFB because of base closing decision made by Secretary of Defense Robert S. McNamara.⁴⁵⁰

May 1966. *The National Guardsman* magazine reported that Capt. John M. Swigert, a former Connecticut ANG flier, had been selected by the National Aeronautics and Space Administration for astronaut training. Swigert, a civilian test pilot for the Pratt & Whitney Division of the United Aircraft Corporation, had served as a Connecticut Air Guard pilot for approximately five years.⁴⁵¹

13-15 June 1966. Elements of the Montana Air Guard's 120th Fighter Group deployed to a base in Alberta, Canada with their F-89J fighter-interceptors for training during "Operation Cold Lake" and were supported there by Royal Canadian Air Force personnel.⁴⁵²

30 June 1966. 22 ANG fighter squadrons participated in the Air Defense Command's alert program during Fiscal Year 1966 providing around-the-clock coverage with 2 or 3 aircraft at each unit on 5 or 15 minute alert.⁴⁵³

1 July 1966. Tennessee Air National Guard flight nurses and medical technicians began providing complete teams to serve on Air Force aircraft performing aeromedical missions in the Pacific theater including Vietnam. They were based at Tachikawa AFB, Japan and had volunteered to help the Air Force overcome a shortage of qualified aeromedical personnel in that theater of operations. The Tennessee Air Guard personnel were sometimes augmented by flight nurses and medical technicians from the Mississippi ANG; however, the latter usually supported Air Force aeromedical evacuation missions in the US.⁴⁵⁴

10 September 1966. Operation Combat Leave ended. During the operation which began in July 1966, 174 ANG transports flew 25,238 passengers, including 12,926 troops on leave from Southeast Asia, while logging some 4,000 flying hours. President Lyndon B. Johnson had ordered the Air Guard and other Military Airlift Command to undertake the mission during a strike by employees of five commercial airlines.⁴⁵⁵

September 1966. The governors and Adjutants General of New York, California, and Pennsylvania as well as the commanders of three ANG airlift units slated for deactivation – the 105th Military Airlift Group (MAG), New York, the 195th Military Airlift Squadron, California, and the 171st MAG, Pennsylvania – were notified that those organizations would be retained for another year. Congress had approved funding them for that period.⁴⁵⁶

17 October 1966. At the 88th General Conference of the National Guard Association of the United States, held in Phoenix, Arizona, Secretary of the Air Force Harold Brown lauded the operational contributions of the Air Guard in non-mobilized status to the Air Force's ongoing missions. He stressed that "No longer do we regard the Guard as simply a standby force. For some time we have been conceiving of it as an actual 'in-being' supplement to the Regular forces, even while it holds its reserve status. Mission areas for the Guard, therefore, are designed not only a training function but also to make a positive day-to-day contributions to the Active Forces."⁴⁵⁷

17 November 1966. The first of 433 personnel from 17 Air Guard Ground Electronics Engineering Agency (GEEIA) units arrived in France to aid the Air Force in Operation Fast Race. The mission of those GEEIA personnel was to quickly remove Air Force ground communications and electronics gear from France after President Charles DeGaulle decided to withdraw his nation from active military participation in NATO and close all U.S. bases on its soil. The operation was completed in February 1967 well ahead of the 31 March 1967 deadline established by the French government.⁴⁵⁸

December 1966. The North Carolina Air Guard flew 50 Cuban refugees from

Jamaica to the United States at the request of the State Department.⁴⁵⁹

2 February 1967. Dr. Harold Brown, the Secretary of the Air Force, told the United States Senate's Subcommittee on Defense Appropriations that, during the previous year, the Air Guard had provided 26 percent of the nation's air defense alert capability.⁴⁶⁰

1 April 1967. For the first time, ANG C-124s made trans-Pacific flights to Vietnam. The Globemasters included one assigned to the 145th Military Airlift Group, North Carolina and another from the 116th Military Airlift Group, Georgia.⁴⁶¹

28 April 1967. Volunteer crews and KC-97Ls from the 136th Air Refueling Wing, Texas, began Operation Creek Party at Rhine Main AB, Germany. The operation, which lasted 10 years, was the ANG's first sustained overseas volunteer rotation. During Creek Party, the Air Guard pioneered the use of packages of volunteers and equipment overseas on short (15-30 days) tours of active duty overseas to support the active duty force. The operation provided a template for the much wider use of Air Reserve Components volunteers to assist the active force on short overseas rotations in subsequent decades.⁴⁶²

April 1967. *The National Guardsman* magazine reported that the Kansas Air Guard's 190th Tactical Reconnaissance Group, one of only two remaining ANG RB-57 units, was providing transition and specialized training for Air Force aircrews that would fly the plane in Vietnam.⁴⁶³

29 June 1967. A C-124 from Mississippi's 172nd Military Airlift Group landed at DaNang Air Base, South Vietnam. It was the Air Guard's 1,000th airlift mission to that war ravaged nation.⁴⁶⁴

10 July 1967. The first group of volunteer students, 93 Air Guardsmen from 28 states, began classes at the Air National Guard NCO Academy at McGhee Tyson Airport near Knoxville, home of Tennessee ANG's 134th Air Refueling Group. The class was considered a pilot project.⁴⁶⁵

July 1967. The Department of Defense (DOD) cancelled ANG airlift flights to Southeast Asia on the grounds that it would be more economical to rely on jets flown by commercial air freight carriers. But, Congress overturned the DOD decision and Air Guardsmen resumed conducting airlift missions to Southeast Asia in August 1967 at a reduced rate of about flights 25 per month.⁴⁶⁶

15-23 August 1967. Aircrews and C-123J Providers of the Alaska Air Guard's 144th Air Transport Squadron (Medium) logged 223 hours flying 138 evacuation

and cargo sorties, transporting 2,371 flood victims from Fairbanks to Anchorage, and airlifting 300,000 pounds of supplies into Fairbanks during two solid weeks of drenching rains and melting glaciers.⁴⁶⁷

August 1967. *The National Guardsman* magazine reported that Maj. Gen. Winston P. Wilson, Chief of the National Guard Bureau, had testified before a House Subcommittee of the Committee on Appropriations that a proposal to form Air Guard and Air Force Reserve associate units for Air Force C-141 and C-5 organizations had “considerable merit.”⁴⁶⁸

August 1967. Aircrews from the Puerto Rico Air Guard’s 156th Tactical Fighter Group flew four mercy missions in the unit’s C-54 to aid Venezuelan earthquake victims with 50,000 pounds of cargo including clothing, food, and medicine.⁴⁶⁹

17 September 1967. The 193rd Tactical Electronic Warfare Squadron, Pennsylvania ANG, was extended federal recognition. During the summer of 1968, it received its first five modified EC-121S aircraft configured as flying radio and television stations to perform the “Combat Solo” mission. The unit had been “volunteered” for that mission by the NGB after the Air Force had turned to the Air Guard for help in developing an airborne psychological warfare and intelligence gathering capability.⁴⁷⁰

24 September 1967. Responding to an Air Force request for help, the New Jersey Air Guard’s 170th Airlift Group began training active duty Air Force flight engineers on the unit’s C-121s to replace their counterparts who had been sent to Southeast Asia to serve on EC-121Rs in that war zone.⁴⁷¹

September 1967. The Texas Air Guard placed 145 men on active duty to help deal with the impact of Hurricane Beulah on their state. ANG C-47s and C-54s from the 147th and 149th Fighter Groups airlifted 324 doctors, nurses and civilian officials as well as 105,500 pounds of emergency supplies during the storm and its aftermath.⁴⁷²

October 1967. Senior officers at the National Guard Bureau decided to establish an Air National Guard NCO Academy on a permanent basis at McGee-Tyson ANG Base, Tennessee near Knoxville. Several existing buildings on the installation were repaired or altered to accommodate the Academy’s staff and students.⁴⁷³

October 1967. Elements of the Colorado Air Guard’s 140th Tactical Fighter Wing and 12 F-100s deployed to Incirlik, Turkey to participate in NATO’s exercise “Deep Furrow 67.” It was the first time an ANG unit’s aircraft involved in a NATO exercise were refueled by KC-135 tankers.⁴⁷⁴

November 1967. Former Air Guard Chaplain, Army Captain Charles J. Watters was killed in action near Dak To, Vietnam after rescuing seven wounded soldiers and administering last rites to several dying men during an attack on his unit. For his heroism, the former member of New Jersey's 108th Tactical Fighter Wing received the Medal of Honor posthumously. Watters had taken a reduction in rank and transferred to the active Army in 1965 so he could serve in the combat zone as a chaplain.⁴⁷⁵

21-29 December 1967. Aircrews and C-97s of the Arizona Air Guard's 161st Military Airlift Group flew 56 sorties and dropped more than 400 tons of hay to isolated livestock after heavy snows blanketed the state. They also airlifted a load of skimobiles from Denver, Colorado to Phoenix, Arizona and flew 17,000 pounds of food to Window Rock, Arizona from which it was flown by helicopters to the Navajo Reservation where thousands of Indians were stranded in remote area.⁴⁷⁶

25 January 1968. In response to the North Korean seizure of the *U.S.S. Pueblo*, President Lyndon B. Johnson mobilized 14,000 reserve components personnel including 9,343 Air Guardsmen. The Air Guard units that were called up included three tactical fighter squadrons and three tactical reconnaissance squadrons.⁴⁷⁷

25 January 1968. Maj. Gen. Errol H. Zistel, Ohio ANG (Ret.), died. He had begun his military career as fighter pilot in Britain's Royal Flying Corps and then transferred to General Pershing's American Air Service during World War I. In 1927, he was among the organizers of the Ohio National Guard's first aviation unit, the 112th Observation Squadron. Zistel had retired in 1957 while serving as Chief of Staff of the Ohio Air National Guard.⁴⁷⁸

February 1968. *The National Guardsman* magazine reported that Air Guard officers were assigned to the "Policy & Plans, Surgeon General, Comptroller, Personnel Plans & Operations, and Programs & Resources" staffs of Headquarters, U.S. Air Force under the provisions of Section 8033, Title 10, US Code.⁴⁷⁹

February 1968. Responding to an urgent Defense Department request to move additional U.S. troops overseas in response to the *Pueblo* crisis and the communists' surprise Tet offensive in South Vietnam, the Air Guard increased its monthly transoceanic airlift missions to 115 round trips, 69 in the Pacific and 46 in the Atlantic.⁴⁸⁰

13 May 1968. The Department of Defense mobilized an additional 22,200 Guardsmen and Reservists, including 1,333 Air Guardsmen, in response to the

Pueblo crisis and the communists' Tet Offensive in South Vietnam. The ANG units called into federal service included two tactical fighter squadrons and an aeromedical airlift squadron.⁴⁸¹

7-14 April 1968. The Maryland Air Guard's 175th Tactical Fighter Group and its 135th Air Resupply Group were called by the state's governor to assist in dealing with disorders in Baltimore following the murder of civil rights leader the Reverend Dr. Martin Luther King, Jr., in Memphis, Tennessee. The Air Guardsmen were primarily used to protect important installations in Baltimore and guard individuals who had been arrested during the disturbances.⁴⁸²

April 1968. To support civil authorities working to suppress urban riots across the U.S. after the murder in Memphis, Tennessee of civil rights leader the Reverend Dr. Martin Luther King, Jr., ANG airlift units employed 162 planes to carry 9,340 passengers and almost 1,900,000 pounds of cargo while accumulating 1,756 flying hours.⁴⁸³

April 1968. Brig. Gen. Willard W. Millikan, the commander of the 113th Tactical Fighter Wing, District of Columbia ANG, was assigned as the commander of the 833rd Air Division, Seymour Johnson AFB, North Carolina. Millikan and his ANG unit had been mobilized during the *Pueblo* crisis.⁴⁸⁴

3 May 1968. The first stage of the deployment of 4 mobilized Air Guard tactical fighter squadrons to South Vietnam was completed on this date when 20 F-100Cs from Colorado's 120th Tactical Fighter Squadron (TFS) landed at Phan Rang Air Base. They were followed in short order by F-100s from Iowa's 174th TFS (Phu Cat Air Base), New Mexico's 188th TFS (Tuy Hoa Air Base), and New York's 136th TFS (Tuy Hoa Air Base).⁴⁸⁵

8 May 1968. Pilots from the 120th Tactical Fighter Squadron, Colorado ANG, began flying operational missions in South Vietnam.⁴⁸⁶

May 1968. The Air Force announced that four ANG airlift units scheduled for deactivation in July 1968 – the 105th Military airlift Group (MAG), New York; the 111th MAG, Pennsylvania; the 195th Military Airlift Squadron, California; and the 170th MAG, New Jersey – would continue in their current missions for at least another year.⁴⁸⁷

8 June 1968. The Colorado Air Guard's 120th Tactical Fighter Squadron, deployed to Phan Rang Air Base, flew its first combat mission in Vietnam.⁴⁸⁸

24 June 1968. The Air National Guard Non Commissioned Officer Academy officially began operations as a permanent all-Guard organization at the

McGhee Tyson Air National Guard Base near Knoxville, Tennessee after a successful test of a pilot course there in 1967.⁴⁸⁹

June 1968. The Maryland Air Guard's 104th Fighter Squadron, which had been mobilized during the *Pueblo* crisis, was transferred to Cannon AFB, New Mexico where it began training Air Force forward air controllers. That month, the Maryland Air Guardsmen also adopted a live tarantula as the unit's mascot.⁴⁹⁰

June 1968. The 196th Fighter Interceptor Squadron, California ANG, and the Alaskan Air Command began planning for the possible deployment of the formers' F-102 aircraft and support personnel to deploy to Alaska to conduct the unit's annual training, something which had never been done before. That initial planning was done without the involvement of the Aerospace Defense Command.⁴⁹¹

1 July 1968. Effective this date, the Air Guard was allowed to recruit women other than nurses into its ranks for the first time under the authority of Public Law 90-180 enacted by Congress in November 1967.⁴⁹²

6 July 1968. Pilots and 27 F-100Cs from the mobilized 127th Tactical Fighter Squadron (TFS), Kansas ANG, arrived at Kunsan Air Base, Korea as part of the U.S. military response to the *Pueblo* crisis. Along with Guardsmen and F-100Cs from the 166th TFS, Ohio ANG, Guardsmen from other units, active duty Air Force personnel, and Air Force Reservists, they formed the Air Force's 345th Tactical Fighter Wing.⁴⁹³

24 July 1968. The mobilized 154th Tactical Reconnaissance Squadron (TRS), Arkansas ANG, and its RF-101G/Hs deployed to Itazuke Air Base, Japan to provide photo reconnaissance support for U.S. forces in Japan, Korea, and Okinawa.⁴⁹⁴

31 July 1968. The Aerospace Defense Command (ADC) recommended against the deployment of F-102s from the 196th Fighter Interceptor Squadron, California ANG, to Alaska for the units annual training as proposed by the unit and the Alaskan Air Command. Headquarters, U.S. Air Force rejected ADC's recommendation.⁴⁹⁵

2 August 1968. F-102s from the California Air Guard's 196th Fighter Interceptor Squadron began their "Cool Ride" deployment to Alaska for the unit's annual training. Before the returned to their home station on August 17th, they flew 158 sorties while compiling 273 flying hours in Alaska. All aircraft completed the deployment safely. It was the first time that ANG F-102s had deployed to Alaska for training.⁴⁹⁶

August 1968. *The National Guardsman* magazine reported that the first group of 25 combat-qualified volunteer ANG F-102 pilots had begun flying air defense missions overseas under an Air Force-sponsored program called Palace Alert.⁴⁹⁷

August 1968. The 102nd Tactical Fighter Group, Massachusetts, moved from Boston's Logan International Airport to Otis AFB because of Secretary of Defense Robert S. McNamara's base closing initiative.⁴⁹⁸

18 November 1968. The mobilized 154th Tactical Reconnaissance (TRS), Arkansas ANG, returned to the U.S. from Itazuke Air Base, Japan. It was replaced by the mobilized 192nd TRS, Nevada ANG. The latter unit and its RF-101Hs continued to provide photo reconnaissance support for U.S. forces in Japan, Korea, and Okinawa.⁴⁹⁹

29 December 1968. Capt Joe O'Neil, an F-100 pilot with the Colorado Air Guard's mobilized 120th Fighter Squadron, was shot down and recovered near Bihn Thuy, South Vietnam.⁵⁰⁰

1 January 1969. Under Public Law 90-486, National Guard Technicians attained federal civil service status. The Adjutants General were given responsibility for the administration and employment of personnel in the new system which replaced the existing state programs.⁵⁰¹

3 February 1969. The mobilized 192nd Tactical Reconnaissance Squadron (TRS), Nevada ANG, returned to the U.S. from Itazuke Air Base, Japan. Its place was taken by the mobilized 165th TRS, Kentucky ANG and its RF-101G/Hs which continued to provide photo reconnaissance support to US forces in Japan, Korea, and Okinawa.⁵⁰²

February 1969. Graduating from the Lackland Military Training Center at San Antonio, Texas, three women became the first Air National Guard women in history to complete Air Force basic training. They were Airmen Kathy Kovacs and Michele Kuttan from Illinois and Vicki Markotay from Missouri.⁵⁰³

3-13 March 1969. Astronaut Russell L. Schweickart, a former Massachusetts Air Guard fighter pilot, orbited the earth in NASA's Apollo 9 space vehicle⁵⁰⁴

28 March 1969. Maj Clyde Seiler, a pilot in the Colorado Air Guard's mobilized 120th Fighter Squadron, was killed when his F-100 crashed after being hit by enemy ground fire during a strafing mission in Vietnam.⁵⁰⁵

March 1969. *The National Guardsman* magazine reported that the Illinois Air Guard's 126th Tactical Hospital had recently deployed a 36-bed hospital

with a 30-day stock of supplies from its home station at Chicago's O'Hare International Airport to Kindley AFB, Bermuda aboard a C-97 Stratofreighter and a KC-97L Stratotanker from the 126th Air Refueling Wing. That unit airlifted 24 personnel and 25,000 pounds of equipment to Bermuda to handle its 13-tent hospital complex. The two-week exercise was the first known deployment of an ANG hospital unit outside the continental U.S. for training.⁵⁰⁶

24 April 1969. The 165th Tactical Reconnaissance Squadron, Kentucky ANG, and its aircraft returned to the US from Itazuke Air Base, Japan ending the rotation of ANG tactical reconnaissance flying squadrons mobilized in 1968 to that installation.⁵⁰⁷

10 June 1969. Members of the mobilized 127th Tactical Fighter Squadron, Kansas ANG, returned from Korea to their home station.⁵⁰⁸

11 June 1969. By this date, all four Air Guard tactical fighter units mobilized in 1968 had returned from South Vietnam to the U.S. During their deployment, they flew 24,124 sorties and accumulated 38,614 combat flying hours. If the Air Force's preponderantly Air National Guard (volunteers) 355th Tactical Fighter Squadron was included, those totals rose to approximately 30,000 sorties and 50,000 combat hours. ANG combat losses in South Vietnam were seven pilots and one intelligence officer killed in action plus 14 aircraft destroyed.⁵⁰⁹

18 June 1969. Mobilized members of the 127th Tactical Fighter Squadron (TFS), Kansas ANG, and the 166th TFS, Ohio ANG, were released from federal active duty and returned to state service following their deployment to Korea.⁵¹⁰

June 1969. Under Operation Prime Hawk, seven combat ready Air Guard F-100 pilots from Missouri's 131st Tactical Fighter Group arrived in Vietnam to beef up Air Force fighter units there. During the operation's 139 day duration, the ANG volunteers flew 159 combat missions and accumulated hundreds of combat flying hours. Some of them returned home after 90 days while others remained for 139 days.⁵¹¹

September 1969. After Hurricane Camille battered the Gulf Coast, hundreds of Air Guardsmen from 18 states as widely separated as California and New Hampshire provided assistance, primarily by airlifting food and critically needed supplies to stricken areas of Louisiana and Mississippi. During the relief operation, ANG transports flew 109 missions carrying 902.6 tons of cargo and 2,312 passengers including 200 sick and injured individuals.⁵¹²

November 1969. Beginning with units in Maine, North Dakota, and Washington state, seven ANG fighter interceptor squadrons transitioned to

two-seat versions of McDonnell's F-101 Voodoo.⁵¹³

December 1969. *The National Guardsman* magazine reported that over 100 Air Guard volunteer F-102 pilots had flown air defense missions in Europe, Okinawa, the Philippines, and Alaska with active duty units under the auspices of Operation Palace Alert since the Air Force launched it in June 1968. Participating ANG pilots ranged in experience from seasoned lieutenant colonels to recent pilot school graduates. They normally served 90-day Palace Alert active duty tours overseas.⁵¹⁴

December 1969. A Colorado ANG C-54 airlifted over two tons of food and clothing to aid needy Navajo families at that Baptist Shepherd Mission in Farmington, New Mexico.⁵¹⁵

January 1970. The 147th Fighter Group, Texas ANG, opened a combat crew training school to train F-102 pilots from across the Guard because the Air Force was no longer doing so as it phased out the aircraft from active duty units.⁵¹⁶

February 1970. Illinois' 182nd Tactical Air Support Group became the first Air Guard unit to receive the Cessna O-2A Super Skymaster when nine of the brand new propeller-driven aircraft were delivered to the unit from the factory. That aircraft equipped seven ANG units before it was phased out in 1985.⁵¹⁷

23-26 March 1970. Following a declaration of national emergency by President Richard M. Nixon because of a wildcat strike by the Manhattan-Bronx Letter Carrier's Union, over 14,000 New York Army and Air Guardsmen along with thousands of active duty and federal reserve forces personnel were called upon to assist postal supervisors in making sure that the mail was delivered in the metropolitan New York City area.⁵¹⁸

11-17 April 1970. Two of the three astronauts on the aborted Apollo 13 moon landing mission were former Air Guard jet fighter pilots. Capt. Fred W. Haise, Jr. had served in Oklahoma's 185th Tactical Fighter Squadron (1957-1959) and Ohio's 164th Tactical Fighter Squadron (1959-1963). Capt. Russell L. Swigert had been a member of Massachusetts' 131st Fighter Interceptor Squadron (1957-1960) and Connecticut's 118th Fighter Interceptor Squadron (1960-1965). Both fliers had been accepted into the astronaut program in 1966.⁵¹⁹

16 April 1970. The post held by Maj. Gen. I.G. Brown, the Assistant Chief, National Guard Bureau, Air, was redesignated the Director, Air National Guard, effective this date by a change to AR 130-5/AFR 45-2. The change in the regulation also authorized the creation of the position of Deputy Director, Air National Guard, who would hold a one-star rank. Brig. Gen. John J. Pesch, a

Maine Air Guardsman, was the first officer to serve in that new assignment.⁵²⁰

25 April 1970. Maryland's 104th Tactical Fighter Squadron became the first ANG unit to receive Cessna A-37Bs Dragonflies. On this date, it took delivery of its first brand new, factory fresh Dragonflies.⁵²¹

April 1970. California's 115th Tactical Airlift Squadron, converting from C-97A/Gs to C-130As, became the first Air Guard unit to be equipped with the Hercules.⁵²²

July 1970. Operation Palace Alert ended. During its approximately two-year run, some 110 Air Guard F-102 pilots performed air defense alert duties with Air Force fighter units in Vietnam, Thailand, Korea, the Philippines, Okinawa, Holland, Germany, and Alaska. The ANG volunteer flyers served on tours that lasted from 90 to 139 days.⁵²³

26 July 1970. Two EC-121S aircraft from the Pennsylvania ANG's 193rd Tactical Electronic Warfare Squadron deployed from their home station to Korat, Thailand for Operation Commando Buzz. The aircraft served as flying radar stations and airborne control platforms for U.S. air operations over North Vietnam and the Gulf of Tonkin during the Vietnam War. A total of some 250 Air Guard volunteers from the 193rd rotated to Thailand on 30 to 60-day tours until the operation ended on 24 December 1970.⁵²⁴

August 1970. Secretary of Defense Melvin Laird adopted the Total Force concept. It had been developed and sold in the Pentagon by Dr. Theodore Marrs, a former Air Guardsman and Air Force Reservist who served as a senior civilian official on his staff. Marrs based most of his Total Force ideas on Air Force policies and practices with respect to its own reserve components.⁵²⁵

31 October 1970. A team from the North Dakota Air National Guard's 119th Fighter Group took top honors in the F-101 competition during the Air Force's William Tell 1970 air-to-air fighter weapons meet at Tyndall AFB, Florida.⁵²⁶

November 1970. The National Guard Bureau and the Air Force established Detachment 1 of the New Mexico ANG to fly F-100Cs on target support sorties for training soldiers at the Army Air Defense School at Fort Bliss, Texas. All of the new Air Guard organization's members were fulltime support personnel.⁵²⁷

December 1970. *The National Guardsman* magazine reported that the Air Guard's first commissioned WAF, 2nd Lt. Connie Kreis, had graduated from the Air Force's Officer Training School and had been assigned to the finance section of the Texas ANG's 136th Air Refueling Wing.⁵²⁸

December 1970. Personnel and two EC-121 aircraft from the Pennsylvania Air Guard's Tactical Electronic Warfare Group completed a six-month deployment to Southeast Asia.⁵²⁹

January 1971. Using training flights, aircrews and two ANG C-121s from New Jersey's 170th Aeromedical Airlift Group transported 20,620 pounds of donated civilian clothing to Ellington AFB, North Dakota from their home station at McGuire AFB to aid suffering members of the Brule Sioux tribe on the Rosebud Reservation.⁵³⁰

February 1971. Alabama's 106th Tactical Reconnaissance Squadron became the first Air Guard unit to receive the McDonnell RF-4C Phantom II. Subsequently, eight more ANG units converted to that aircraft.⁵³¹

4 April 1971. Under Operation Creek Guardlift, ANG airlift units from Arizona, New Jersey, Pennsylvania, West Virginia, and Wyoming provided scheduled passenger service from the U.S. to Europe. During its 12 months of existence, the operation generated 1,210 sorties carrying 25,649 passengers and 697,204 pounds of cargo.⁵³²

April 1971. The ANG established an Officers Preparatory Academy (later renamed the Academy of Military Science) at its Air National Guard Professional Military Education Center at McGhee Tyson Airport, Knoxville, Tennessee. The Academy served as a commissioning source for Air Guard officers.⁵³³

30 June 1971. The Air Guard took over Selfridge AFB, Michigan from the Air Force. The installation was renamed Selfridge Air National Guard Base.⁵³⁴

25 September 1971. The Air Guard activated its first Red Horse unit, the 200th Civil Engineering Squadron (Heavy Repair), which was headquartered at Camp Perry in Port Clinton, Ohio. The unit also had a detached flight of equal personnel strength at Indiantown Gap Military Reservation, Pennsylvania.⁵³⁵

September 1971. The California Air Guard's 146th Tactical Airlift Wing began testing the Modular Airborne Firefighting System that had been developed for use in C-130 Hercules transports by the Air Force Weapons Laboratory at Kirtland AFB, New Mexico and a private contractor.⁵³⁶

October 1971. Members of the California Air Guard's 146th Tactical Airlift Wing (TAW) employed the new Modular Airborne Firefighting System (MAFFS), mounted in one of the unit's C-130s, against the Romero fire in the Las Padres National Forest. It was the first time that the MAFFS had been used to combat a forest fire. After the U.S. Forest Service purchased MAFFS in

1974, the 146th TAW, the Wyoming ANG's 153rd Tactical Airlift Group (TAG), and North Carolina's 145th TAG plus an Air Force Reserve unit were equipped with the system.⁵³⁷

October 1971. Personnel and 12 F-100s from the Missouri Air Guard's 131st Tactical Fighter Group deployed to Cigli Air Base, Turkey to participate in NATO's "Deep Furrow 71" exercise. Airlift of non-pilot personnel was provided by seven ANG transports. This was the first known deployment of an Air Guard flying unit to the Middle East for training.⁵³⁸

January 1972. The first McDonnell F-4 entered Air Guard service beginning with Illinois' 170th Tactical Fighter Squadron.⁵³⁹

March 1972. *The National Guardsman* magazine reported that the Minnesota Air Guard's 133rd Training Flight had recently begun training members of the Spanish Air Force to become instructors in the operation and maintenance of KC-97 Stratotankers. Spain had purchased KC-97s from the U.S. to refuel its fighter aircraft. In addition to working with Spanish, the 133rd also provided transition training on the KC-97 and C-130 to other ANG units.⁵⁴⁰

3 April 1972. Convair's F-106A/Bs first entered ANG service starting with Montana's 186th Fighter Interceptor Squadron. It was the last fighter aircraft specifically developed by the Air Force for the air defense mission.⁵⁴¹

21 April 1972. Sergeant Stanford A. Green enlisted in the Montana Air Guard's 120th Fighter Group becoming the first person to use the Air Force's new Palace Chase program to transfer from active duty to a reserve component to fulfill the remainder of their military obligation.⁵⁴²

23 June 1972. In the wake of Hurricane Agnes, crews and C-130As of the New York Air National Guard's 139th Tactical Airlift Squadron flew 105 flood relief missions to communities in their home state. Crews and C-121s from the Pennsylvania Air Guard's 171st Aeromedical Airlift Wing flew food to flood ravaged communities in that state. Other Pennsylvania ANG units provided medical assistance and set up a communications networks to assist in flood recovery efforts in the Keystone State. Altogether, ANG units airlifted nearly 690,000 pounds of cargo to flood stricken communities in New York and Pennsylvania following Hurricane Agnes.⁵⁴³

2 July 1972. ANG crews and aircraft began supporting Air Force tanker task forces overseas with aircraft and volunteer aircrews on an as needed basis.⁵⁴⁴

July 1972. *The National Guardsman* magazine reported that the Kansas

ANG's 184th Tactical Training Group had recently graduated its first class of F-105 fighter pilots from across the Air Guard.⁵⁴⁵

18-30 September 1972. At the Air Force's William Tell 1972 aerial weapons competition at Tyndall AFB, Florida, teams from ANG units took top honors in two of the three categories. Air Guardsmen from North Dakota's 119th Fighter Interceptor Group garnered top honors in the F-101 category while those from Wisconsin's 115th Fighter Interceptor Group took the laurels for the F-102 competitors.⁵⁴⁶

September 1972. The last B-26 Invader in the Air Force inventory, an executive support aircraft assigned to Detachment 1 of the District of Columbia Air Guard, was turned over to the Smithsonian National Aeronautics and Space Museum in a brief ceremony at Andrews AFB, Maryland during the Air Force's 25th anniversary open house at that installation.⁵⁴⁷

6 October 1972. Two ANG fighter units opened new "dispersal" alert sites under an Aerospace Defense Command program to strengthen the air defenses of the southern border of the U.S. F-102s and crews from Florida's 125th Fighter Group assumed 5 minute alert status at Naval Air Station New Orleans in Louisiana. California's 144th Fighter Group assumed 5 minute alert status with two F-102s and pilots at Tucson, Arizona.⁵⁴⁸

23 December 1972. Following a disastrous earthquake, 7 ANG KC-97Ls from Illinois and Wisconsin hauled 70 tons of food, medical supplies, and radio parts to Managua, Nicaragua. In addition, two ANG C-124s from Georgia and Tennessee flew outsize cargo to that nation.⁵⁴⁹

29 June 1973. ANG F-102s and pilots assumed five minute alert status at Davis-Monthan AFB, Arizona completing the Guard's requirements, first implemented on 6 October 1972, to strengthen the air defenses of the southern border of the U.S.⁵⁵⁰

June 1973. New Jersey's 150th Tactical Airlift Squadron became the first ANG unit to operate the C-7A/B Caribou. In 1977, those aircraft were transferred to the Maryland Air Guard's 135th Tactical Airlift Squadron which operated them until the end of 1980.⁵⁵¹

18 July 1973. Former Air National Guardsman, John L. McLucas was sworn in as the Secretary of the Air Force. Capt. McLucas had served in the Pennsylvania ANG's 112th Aircraft Control and Warning Squadron from May 1949 to September 1951. He remained the Air Force's top civilian official until 23 November 1975.⁵⁵²

21 August 1973. The last C-47 “Gooney Bird” was retired from service as an ANG administrative support aircraft. It had been assigned to the Georgia Air Guard. Beginning in 1946, the C-47 had been flown as a support aircraft by most ANG flying units, state headquarters, and the National Guard Bureau. From July 1957 until April 1960, the Alaska Air Guard’s 144th Air Transport Squadron (Light) operated six C-47As as its mission aircraft.⁵⁵³

23 August 1973. Secretary of Defense James R. Schlesinger wrote to his key subordinates that the “Total Force is no longer a concept. It is now a Total Force Policy which integrates the active, Guard, and reserve forces into a homogenous whole.”⁵⁵⁴ He added that, in the future under that policy, the Guard and reserve forces would be used as the initial and primary sources for augmenting the active duty armed forces.⁵⁵⁵

August 1973. In response to a request from the National Guard Bureau, the U.S. Army’s Institute of Heraldry drew the Air Guard’s first official emblem, a blue shield-shaped surface with a Minuteman and two aircraft silhouettes in the background. The scroll at the bottom of the shield had the words “Air National Guard” written on it.⁵⁵⁶

19 October 1973. New Mexico’s 188th Tactical Fighter Squadron became the first of 16 Air Guard units to be equipped with the A-7D Corsair II. It received brand new A-7D aircraft direct from the factory.⁵⁵⁷

October 1973. A team from the Washington state Air Guard’s 141st Fighter Interceptor Group won top honors at the Aerospace Defense Command’s third annual weapons loading competition held at Tyndall AFB, Florida. The ANG F-101 team clinched the Thomas K. McGhee trophy by scoring a perfect 1,000 points on its last load - the first perfect score ever achieved in the event.⁵⁵⁸

October 1973. The National Guard Bureau established a Field Operating Activity Center (FOAC) for the Air National Guard at Edgewood, Maryland. It began transferring some of the functions of the ANG’s Air Operations Center, located at the 118th Military Airlift Wing of the Tennessee Air Guard in Nashville to Edgewood as well as some of the NGB Air Directorate’s responsibilities to the new organization. The FOAC was responsible for NGB functions relating to the management of aviation construction, readiness, maintenance, and training of ANG units.⁵⁵⁹

1 January 1974. The Air Guard assumed the responsibility for operating the flying field at Otis AFB, Massachusetts.⁵⁶⁰

13 February 1974. The Air Guard assumed a new mission, conducting electronic probes and evaluations of the nation’s air defense system, when the

Kansas ANG's 190th Bombardment Tactical Group received its first Martin-built EB-57B Canberra aircraft. On 6 April 1974, the unit was redesignated the 190th Defense Systems Evaluation Group (DSEG) and became an Air Defense Command gained organization.⁵⁶¹

3-5 April 1974. After a tornado devastated the city of Xenia, approximately 800 Air Guardsmen from Ohio's 178th Tactical Fighter Group, based in nearby Springfield, were called up to help deal with the catastrophe. They protected property from looters, conducted search and rescue operations, and assisted with initial community cleanup efforts.⁵⁶²

20 April 1974. Maj. Gen. John L. Pesch, a Maine Air Guardsmen, assumed the post of Director, Air National Guard. He replaced Maj. Gen. I.G. Brown of Arkansas, the longest serving head of the ANG in the NGB. General Brown had exercised that responsibility since 6 August 1962.⁵⁶³

9 June 1974. The Vermont Air Guard's 158th Fighter Interceptor Group was redesignated the 158th Defense Systems Evaluation Group (DSEG) and converted from F/TF-102As to EB-57B/Es. Like the Kansas Air Guard's 190th DSEG, its new mission was to conduct electronic tests and evaluations of the US air defense system.⁵⁶⁴

1 August 1974. The mission of training RF-101 pilots assigned to Air Guard units was transferred from the 189th Tactical Reconnaissance Group, Arkansas ANG, to the 147th Fighter Group, Texas ANG.⁵⁶⁵

19 September 1974. The last two Douglass C-124 Globemaster IIs in the total Air Force were phased out by the 165th Military Airlift Group, Georgia Air Guard inventory. That change marked the temporary end of the ANG's participation in the strategic airlift mission.⁵⁶⁶

1 November 1974. Teams from Air Guard units completed a clean sweep of top honors in all three categories of the Aerospace Defense Command's William Tell 1974 fighter weapons meet at Tyndall AFB, Florida. Maine's 101st Fighter Group won the F-101 competition while Idaho's 124th Fighter Interceptor Group scored tops in the F-102 category and Montana's 120th Fighter Interceptor Group took the laurels for F-106 squads. The Top Gun was Major Ralph D. Townsend of Idaho's 124th Fighter Interceptor Group.⁵⁶⁷

December 1974. The North Dakota Air Guard's 119th Fighter Interceptor Group became the first ANG unit to be presented the Hughes Trophy. The award was given annually by the Hughes Aircraft Corporation to recognize the best qualified Air Force fighter interceptor unit in the Aerospace Defense Command having a primary mission of air defense.⁵⁶⁸

January 1975. Secretary of Defense James Schlesinger formally recommended that the Air Force not merge the ANG and the Air Force Reserve. The Department of Defense Appropriation Act of 1974 (PL 93-155) had directed DOD to study the possibility of combining them. Schlesinger had concluded that “The small savings realized by combining administrative headquarters could be offset by losses in combat readiness caused by a total reorganization of the Air Reserve Components.”⁵⁶⁹

18 April 1975. Ohio’s 145th Air Refueling Squadron became the first Air Guard unit to acquire a jet tanker, the KC-135A. That development was triggered by a 1974 Defense Department decision to save money by transferring 128 older KC-135s to the Air Reserve Components.⁵⁷⁰

1 May 1975. CMSgt. Theodore H. Jackson, a New Jersey Air Guardsman, reported to the National Guard Bureau’s Air Directorate as the first Senior Enlisted Advisor to the Director of the Air National Guard.⁵⁷¹

14 June 1975. After Congress rejected a 1974 Department of Defense proposal to deactivate it and several other Air Guard outfits, New York’s 102nd Fighter Interceptor Squadron was redesignated the 102nd Aerospace Rescue and Recovery Squadron effective this date. To accomplish its new combat rescue mission, the unit converted from F/TF-102As to Lockheed HC-130H’Ps and Sikorsky HH-3Es. It was the first Air Guard rescue unit.⁵⁷²

15-25 July 1975. Astronaut Deke Slayton, a former Minnesota Air Guardsman, served as the Apollo docking module pilot of the Apollo-Soyuz Test Project mission, a flight that culminated in the first meeting of American astronauts and Soviet cosmonauts in space. Astronaut and former California Air Guardsman Vance DeVoe Brand served as the Apollo command module pilot on that mission.⁵⁷³

July 1975. Pentagon officials announced that, within the next three months, New York’s 109th Tactical Airlift Group would convert from the C-130A to the ski-equipped C-130D and provide airlift support to Distant Early Warning (DEW) line radar sites on Greenland’s ice cap. The unit would operate the only ski-equipped aircraft in the Air Guard.⁵⁷⁴

January 1976. 150 members and 16 F-100s from Ohio’s 180th Tactical Fighter Group became the first Air Guard participants in the Air Force’s new Red Flag exercise at Nellis AFB, Nevada.⁵⁷⁵

7 February 1976. Air Guardsmen from New York’s 102nd Aerospace Rescue and Recovery Squadron flew their unit’s first rescue mission.⁵⁷⁶

4 March 1976. Former Iowa Air Guardsman, Colonel George E. Day, USAF, was awarded the Medal of Honor by President Gerald R. Ford for his personal bravery after his F-100 Super Sabre was shot down on 26 April 1976 during a "Misty FAC" mission over North Vietnam. After he was captured by North Vietnamese troops, the badly wounded flyer escaped and traveled back to South Vietnam where he was shot and captured by Viet Cong soldiers. Day then endured a brutal 67-month imprisonment before being released on 14 March 1973.⁵⁷⁷

12 March 1976. A KC-135A from Ohio's 145th Air Refueling Squadron became the first ANG tanker to participate in a Strategic Air Command (SAC) over water air refueling. The Guard aircraft helped SAC KC-135s refuel A-7s deploying from California to Hawaii.⁵⁷⁸

6 April 1976. Flying ski-equipped C-130s, the New York Air Guard's 109th Tactical Airlift Group assumed the mission of supplying radar sites in Greenland from the Air Force.⁵⁷⁹

1 July 1976. Ohio's KC-135A equipped 145th Air Refueling Squadron became the first Air National Guard unit to participate in the Strategic Air Command's nuclear alert force.⁵⁸⁰

July 1976. Members of the Colorado Air Guard assisted state and local authorities in dealing with aftermath of the Big Thompson flood.⁵⁸¹

10-30 August 1976. The 182nd Tactical Air Support Group, Illinois Air Guard, dispatched a complete tactical air support squadron and a direct air support center with all functional elements to the JCS Exercise Brave Shield XIV.⁵⁸²

October 1976. Hawaii's 199th Fighter Interceptor Squadron retired the last F-102A Delta Dagger in Air Guard service.⁵⁸³

21 November 1976. During the William Tell Weapons Meet 1976 at Tyndall AFB, Florida, a team from the Montana Air Guard's 120th Fighter Interceptor Group won top honors in the F-106 category while one from the Oregon Air Guard's 142nd Fighter Interceptor Group garnered the laurels in the F-101 category. Major Bradford A Newell, a pilot with Oregon's 142nd Fighter Interceptor Group, was the competition's Top Gun.⁵⁸⁴

1 February 1977. Maj. Gen. John T. Guice, an Arizona Air Guardsman, became the Director of the Air National Guard. General Guice was the only graduate of the United States Military Academy to hold that assignment.⁵⁸⁵

1 February 1977. To separate operational activities from NGB staff functions, the Air National Guard Support Center was activated at Andrews AFB, Maryland as a named activity under the control of the Director, ANG.⁵⁸⁶

28 April 1977. Operation Creek Party, the ANG volunteer KC-97L tanker rotation in Germany, was terminated after ten years. During the operation, Air Guardsmen flew 6,512 sorties, completed 47,207 aerial refueling hookups, and off-loaded 137,398,620 pounds of fuel. The operation demonstrated that the Air Guard could sustain a significant mission overseas for a long period without resorting to a politically-sensitive mobilization and established a template for the widespread use of volunteer rotations by the Air Reserve Components in the future.⁵⁸⁷

21 May 1977. At the annual dinner of the Order of Daedalians in Denver, Colorado, the Air Force presented the Air National Guard with the 1976 Major General Benjamin D. Foulois Memorial Award for having the most effective aircraft accident prevention program of all of its major commands. During 1976, the ANG experienced an all-time low (to that point) for its major aircraft accident rate of 3.2 per 100,000 flight hours. It was the first time that an Air Reserve Component had won the safety award.⁵⁸⁸

July 1977. ANG units began participating in the Strategic Air Command's permanent tanker task force at RAF Mildenhall in the United Kingdom. Each tasked unit furnished a KC-135 and an aircrew at that location for two weeks.⁵⁸⁹

July 1977. After a flash flood killed over 70 people in seven western Pennsylvania counties, members of the Air Guard's 271st Combat Communications Squadron and its 112th Tactical Control Squadron provided around-the-clock communications between flood-ravaged Johnstown and the Adjutant General's office. ANG assistance was needed because the flood had destroyed the local phone firm's main switching facility in the flooded region.⁵⁹⁰

August 1977. A team from the California Air Guard's 144th Fighter Interceptor Wing took top honors in the F-106 category during the 1977 North American Defense Command Weapons Loading Competition at Tyndall AFB, Florida. The winning team was presented the General Thomas K. McGehee Trophy for its victory.⁵⁹¹

October 1977. Operation Volant Oak (later Coronet Oak) was launched at Howard Air Base, Panama. ANG and Air Force Reserve C-130 units provided aircraft and volunteer crews on 15-day rotations. Their mission was to provide theater airlift support to the United States Southern Command.⁵⁹²

October 1977. The Colorado Air Guard's 140th Tactical Fighter Wing was the first ANG unit to participate in operational testing of the ground laser locator designator.⁵⁹³

16 December 1977. Col. James E. Cuddihee, commander of the New Hampshire Air Guard's 157th Air Refueling Group, became the senior active military aviator in the U.S. Air Force when he logged his 20,000th flying hour while piloting one of his unit's KC-135s. Col. Cuddihee had enlisted in the Army Air Forces in 1942 and received his wings in January 1942. He had joined the New Hampshire ANG in 1948.⁵⁹⁴

3 January 1978. A C-130 and crew from California's 146th Tactical Airlift Wing flew the ANG's first Volant Oak mission. The flight was from Howard AB, Panama Canal Zone to Bogota, Columbia.⁵⁹⁵

27 January 1978. 2nd Lt. Marilyn Koon, a former North Dakota ANG member, became the Air Guard's first female pilot. She accepted an assignment as a KC-135 pilot in the 161st Air Refueling Group, Arizona ANG upon earning her wings.⁵⁹⁶

1 April 1978. Maj. Gen. John T. Guice, Director of the Air National Guard, reported that 97 percent of its units were combat ready as of this date. That was the ANG's highest ever reported level of combat readiness up to that point in its history.⁵⁹⁷

26 June 1978. The Secretary of the Air Force, John C. Stetson, approved a recommendation to establish a "Fighter Weapons Office" at the Arizona ANG's facility at Tucson. Its mission was to participate in the development of fighter tactics and weapons delivery procedures for aircraft unique to the Air Reserve Components.⁵⁹⁸

30 June 1978. The ANG Professional Military Education Center at Knoxville, Tennessee was renamed the I. G. Brown Professional Military Education Center in honor of the former Director of the Air National Guard (August 1962-April 1974) who had been instrumental in founding that organization.⁵⁹⁹

30 June 1978. The 177th Fighter Interceptor Group, New Jersey Air Guard, began pulling a detached air defense alert mission at Naval Air Station New Orleans in addition to their normal home station alert. The detached alert mission ended on 1 September 1978.⁶⁰⁰

June 1978. The 181st Air Refueling Squadron, Texas ANG, phased out the last Boeing KC-97L in the Guard's inventory. The KC-97 had been operated by 10 Air Guard units since it first entered service with them in 1961.⁶⁰¹

June 1978. Frances Myra Holt Arnold, a traditional Guardmember assigned to the Texas ANG's state headquarters, became the first woman in Air Guard history to be promoted to the rank of chief master sergeant.⁶⁰²

30 September 1978. Under Operation Coronet Cove, elements of the Iowa Air Guard's 132nd Tactical Fighter Wing began rotating personnel and A-7 aircraft to the Panama Canal Zone on short voluntary active duty tours. Their mission was to provide fighter protection to the canal zone and train with US Army forces. ANG A-7 units picked up the rotation from Tactical Air Command units that had been performing it since 1971. It was the first overseas volunteer rotation by ANG fighter units and lasted until 31 January 1990.⁶⁰³

7 October 1978. A team from the Texas Air Guard's Fighter Interceptor Group took top honors in the F-101 category at the Air Defense Command's William Tell 1978 worldwide air-to-air weapons meet at Tyndall AFB, Florida.⁶⁰⁴

November 1978. ANG C-130s and volunteer crews from Missouri's 139th Tactical Airlift Group and Oklahoma's 137th Tactical Airlift Group which had been deployed to Panama on a Volant Oak rotation, participated in recovery operations following the tragedy of mass suicides at Jonestown, Guyana. They flew 111 hours while airlifting 208 passengers and 77,500 pounds of cargo. Altogether, 51 ANG aircrew members and crew chiefs flew into Guyana.⁶⁰⁵

February 1979. Over 500 Air Guardsmen from the Montana Air Guard's 120th Fighter Group were activated to assist state authorities and Army Guardsmen in manning a prison, an alcoholic treatment center, and a school for the mentally handicapped when state employees went on strike.⁶⁰⁶

1-17 March 1979. Air Guardsmen from Alabama's 226th Combat Communications Group and Hawaii's 201st Combat Communications Group deployed to the Republic of Korea to participate in Team Spirit 79. It was the first field training exercise involving the Combined Forces Command, the newly integrated command structure for U.S. and Republic of Korea forces in the latter nation.⁶⁰⁷

30 March 1979. Pennsylvania Air Guardsmen assigned to the 193rd Tactical Electronic Warfare Group at Harrisburg International Airport began providing local transportation to members of the Nuclear Regulatory Commission (NRC) and White House teams that descended on the area to deal with the nuclear reactor incident at the nearby Three Mile Island power plant. Members of the ANG unit's maintenance squadron logged 310 hours parking, unloading, and servicing transient aircraft during the incident. Personnel assigned to the

193rd's field maintenance shop built special shipping containers, racks, and detector shields for use by NRC personnel.⁶⁰⁸

30 April 1979. On this date, the 103rd Fighter Wing, Connecticut ANG, became the first Air Guard unit to receive the A-10 (Tail No. 78-756).⁶⁰⁹

14 May 1979. The last Air Guard C-121 type aircraft, an EC-121 "Coronet Solo" variant operated by Pennsylvania's 193rd Tactical Electronic Warfare Squadron, was retired from service and flown to the Military Aircraft Storage and Disposition Center at Davis-Monthan AFB, Arizona.⁶¹⁰

1 June 1979. Effective this date, the Air National Guard Support Center at Andrews AFB, Maryland was inactivated as a named activity. Concurrently, Headquarters, Air National Guard Support Center was constituted as a direct reporting unit and assigned to the U.S. Air Force. That action also designated the ANG Director as an Air Staff member having a dual appointment as the Commander of the Air National Guard Support Center and the Director of the Air National Guard. The center continued to develop, manage, and execute ANG programs developed by the National Guard Bureau and higher authorities.⁶¹¹

23 June 1979. The 137th Tactical Airlift Wing received four new C-130Hs at Will Rogers Airport in Oklahoma City, Oklahoma. That was the first time that an Air National Guard airlift unit had been equipped with a factory fresh transport aircraft.⁶¹²

June 1979. With the arrival of two T-43 aircraft at Buckley ANG Base, the Colorado Air Guard announced that it would be assuming the mission of supporting the U.S. Air Force Academy's Airmanship Program.⁶¹³

1 July 1979. Operating Location AA of the Colorado ANG at Buckley Air National Guard Base, equipped with two T-43As, officially assumed United States Air Force Academy Airmanship program responsibilities.⁶¹⁴

19 July 1979. A C-130 and aircrew from the Tennessee Air Guard's 164th Tactical Airlift Group, deployed to Panama for Operation Volant Oak, rescued Lawrence A. Pezzullo, U.S. Ambassador to Nicaragua, and his party of 34 from Managua's airport just hours before the country fell to the Marxist Sandinista rebels. It was the last plane to depart before the airport was closed.⁶¹⁵

July 1979. The *National Guard* magazine reported that Air Guard PRIME BEEF Civil Engineer units had completed a six month deployment to Howard AFB in the Panama Canal Zone to assist their Air Force counterparts in completing construction and other projects on that installation. The units

rotating to Panama were the: 188th Civil Engineering Flight (CEF), Arkansas; 131st CEF, Missouri; 143rd CEF, Rhode Island; 174th CEF and 106th CEF, New York; 114th CEF, South Dakota; and the 156th CEF, Puerto Rico.⁶¹⁶

August 1979. The Maine Air Guard's 101st Air Refueling Wing (ARW) hosted a tanker task force (TTF) to support the movement of RF-4Cs from Minnesota's 148th Tactical Reconnaissance Group to West Germany during Operation Coronet Bridle. KC-135 tankers from the 101st as well as Ohio's 160th Air Refueling Group, Pennsylvania's 171st ARW, and Strategic Air Command units participated in the operation. It was the first time that an ANG unit had hosted a TTF.⁶¹⁷

28 September 1979. The Maryland Air Guard's 175th Tactical Fighter Group received its first A-10A, a brand new aircraft (Tail Number 78-0636) fresh from the factory.⁶¹⁸

September 1979. Elements of the Colorado Air Guard's 140th Tactical Fighter Wing deployed to Merifon Air Base, Turkey for 30 days with their A-7 Corsair II fighters to participate in NATO exercise "Display Determination." It was the first ANG unit deploy under "bare base" conditions. During the exercise, only water and a runway were provided to the ANG unit.⁶¹⁹

November 1979. The last ANG F-100 was retired to the Military Aircraft Storage and Disposition Center in Arizona by Indiana's 113th Tactical Fighter Squadron. Super Sabres had equipped 21 squadrons since their Air Guard debut in April 1958.⁶²⁰

27 December 1979. Responding to a call for help from a commercial sailing vessel, the John F. Leavitt, two Sikorsky HH-3 Jolly Green Giant helicopters and paramedics from the New York Air Guard's 102nd Air Rescue and Recovery Squadron saved nine crewmen whose vessel was sinking in storm tossed Atlantic Ocean about 260 miles southeast of the unit's base at the Suffolk County Airport on Long Island. The HH-3s were refueled enroute shortly before sighting the sinking ship. All aircraft plus crewmen from the Leavitt and the Air Guardsmen returned safely to the Suffolk County Airport after the eight hour mission.⁶²¹

1 January 1980. The fighter interceptor squadrons (FISs) defending the continental U.S. consisted of 10 ANG FISs pulling home station alert and 2 others with detached alert site responsibilities. On the active duty side, seven Air Force FISs pulled home station alert and six of those same units had detached alert site responsibilities.⁶²²

3 May 1980. The 155th Tactical Reconnaissance Group, Nebraska ANG

deployed eight RF-4Cs to Eskisehir Air Base, Turkey for two weeks to participate in Dawn Patrol, a NATO exercise.⁶²³

7 May 1980. The first unit of the Virgin Islands ANG, the 285th Combat Communications Flight, was activated on this date.⁶²⁴

June 1980. For the first time in the history of the U.S. military reserve components, training was conducted with Japanese air units from the latter's home soil and in their skies. That distinction belonged to personnel plus F-4C and C-130 aircraft of the Hawaii Air National Guard's 154th Composite Group that deployed to Misawa Air Base to participate for a "Cope North" exercise.⁶²⁵

June 1980. *National Guard* magazine reported that the Tactical Air Command had recently given the Texas Air Guard's 149th Fighter Group the primary responsibility for developing tactics and training programs for use by other ANG units to conduct the Tactical Air Support for Maritime Operations (TASMO) mission.⁶²⁶

16 October 1980. The California Air Guard's 144th Fighter Interceptor Wing, equipped with F-106s, emerged as the overall team winner of the William Tell 1980 fighter interceptor weapons meet at Tyndall AFB, Florida. An F-101 aircrew from the Texas ANG's 147th Fighter Interceptor Group won the "Top Gun" award.⁶²⁷

15 November 1980. Personnel from the New Mexico ANG's 150th Tactical Fighter Group and eight of their A-7s arrived at Egypt's Cairo West Airport for "Bright Star," an exercise sponsored by the Rapid Deployment Joint Task Force. It marked the beginning of Air Guard training deployments to the Middle East outside of Turkey to prepare for possible U.S. military intervention in that critical region.⁶²⁸

26-29 November 1980. Employing the Modular Airborne Fire Fighting System, C-130s from the California Air Guard's 115th Tactical Airlift Squadron (TAS) and the Wyoming Air Guard's 187th TAS flew 169 sorties and dropped 497,000 gallons of fire retardant on a rash of fires in southern California during Operation Volant Forrest.⁶²⁹

November 1980. *National Guard* magazine reported that the Mississippi Air Guard's 172nd Tactical Airlift Group had recently received eight brand new C-130 Hercules transports to replace the C-130Es which it had operated since 1973.⁶³⁰

February 1981. The 169th Tactical Fighter Group, South Carolina ANG, began converting to F-16As, the first air reserve components unit to do so.⁶³¹

1 April 1981. Maj. Gen. John B. Conaway, a Kentucky Air Guardsman, became the Director of the Air National Guard.⁶³²

April 1981. Personnel and six A-10As from the Maryland Air Guard's 175th Tactical Fighter Group deployed to Hahn Air Base, Germany to participate in Checkered Flag for the first time. The latter was a program developed by the Tactical Air Command to minimize the time it would take individual fighter units to deploy to preplanned specific collocated operating bases in Europe to prepare for a possible war against the Soviet Union and its Warsaw Pact allies. Under Checkered Flag, the 175th deployed to its Hahn three times during the 1980s.⁶³³

June 1981. KC-135s, aircrews and maintenance personnel from the Arizona Air Guard's 161st Air Refueling Group conducted their annual training at Guam and Diego Garcia. They offloaded 495,800 pounds of fuel while flying 64 hours. It was the first time that a SAC-gained ANG tanker unit had deployed to a Pacific Ocean or an Indian Ocean tanker task force location.⁶³⁴

21 July 1981. The Headquarters, Guam Air National Guard was activated on this date.⁶³⁵

August 1981. *National Guard* magazine reported that, under the auspices of Project Season, a limited number of active duty Air Force undergraduate pilot training graduates would be assigned to selected Air Guard units for three-year tours. This initiative was a total force solution to the problem of an increasingly inadequate number of cockpits in active duty operational units to develop its fledgling aviators into experienced fliers. Flying C-130As with the Tennessee Air Guard's 105th Tactical Airlift Squadron, 2nd Lt. Ronnie C. Perry was the first Air Force pilot to participate in the project. He was a native of the "Volunteer State."⁶³⁶

3-10 September 1981. After a break of 19 years, the Tactical Air Command reinstated its worldwide air-to-ground gunnery competition, "Gunsmoke," at Nellis AFB, Nevada. The Colorado Air National Guard's 140th Tactical Fighter wing, equipped with A-7s, won the "Top Overall Team" honors and one of its pilots, Lt. Col. Wayne L. Schultz, garnered "Top Gun" honors.⁶³⁷

September 1981. F-4Cs and personnel from the Texas Air Guard's 149th Tactical Fighter Group deployed to Keflavik, Iceland to participate in CORONET CRUISE, an exercise sponsored by NATO's Atlantic Command. It tested the ability of two U.S. Navy carrier task forces to attack through the waterway that runs past Greenland and Iceland toward Great Britain. The carrier task forces were opposed by the Texans and submarines. The 149th had

been developing and testing aerial tactics to use against surface warships for two years for the Tactical Air Command.⁶³⁸

November 1981. *National Guard* magazine reported that the Air Guard had established a new type of PRIME BEEF civil engineering unit, the Command Staff Augmentation team, commonly known as the CF-4 team. Each of the three initial ANG CF-4 teams was deployable worldwide on a 28-hour alert basis to augment major active duty command staffs during wartime operations.⁶³⁹

November 1981. *National Guard* magazine reported eight pilots and their A-10s from the New York Air Guard's 174th Tactical Fighter Wing had become the first Air Reserve Components' contingent to deploy overseas in the Thunderbolt II. During their 17 days in Germany, the Air Guardsmen flew 237 sorties accumulating 449 hours of flight time in a CORONET SAIL exercise.⁶⁴⁰

November 1981. Elements of the West Virginia ANG's 130th Tactical Airlift Group and their C-130Es deployed to the Middle East to participate in exercise "Bright Star" conducted by the Rapid Deployment Joint Task Force in Egypt, Somalia, Sudan, and Oman. They returned to home station in December 1981 after "Bright Star" ended.⁶⁴¹

1 January 1982. The Vermont Air Guard's 158th Defense Systems Evaluation Group was redesignated the 158th Tactical Fighter Group and converted to McDonnell F-4Ds. It had retired the last EB-57s in the ANG's inventory during the winter of 1981.⁶⁴²

February 1982. *National Guard* magazine reported that a team from the Montana Air Guard's 120th Fighter Interceptor Group had recently been awarded the Lt. Gen. Thomas K. McGehee trophy for winning the 1981 NORAD/Tactical Air Command Weapons Loading Competition at Tyndall AFB, Florida.⁶⁴³

17-20 March 1982. To protect Fort Wayne, Indiana against the rapidly rising flood waters of the three rivers that converged within its boundaries, Governor Robert Orr mobilized the Air Guard's 122nd Tactical Fighter Wing and elements of Army Guard units to assist local authorities. Air Guardsmen focused on providing supervisors to the efforts to build up the existing system of dikes that protected the city. They also established a vital communications network that linked the workers on the dikes with the unit's home station at Fort Wayne Municipal Airport and the city's downtown command post. Their efforts were successful and the dikes held.⁶⁴⁴

July 1982. After being modernized with more powerful, quieter JT3D engines

and other engineering improvements in the new KC-135E configuration at Boeing's Wichita, Kansas plant, the "City of Mesa" tanker (Tail Number 57-1496) was returned to the Arizona Air Guard's 161st Aerial Refueling Group. The aircraft was the first ANG KC-135 to be modified into the new configuration.⁶⁴⁵

July 1982. Colorado Air Guardsmen assisted state and local authorities in coping with the aftermath of the Estes Park flood which was caused by a break in the Lawn Lake dam.⁶⁴⁶

12-30 October 1982. Lt. Col. Robert Boehringer of the California Air Guard's 144th Fighter Interceptor Wing won the "Top Gun" award in the F-106 category at the William Tell 1982 Air Force air-to-air weapons meet at Tyndall AFB, Florida. Air Guard weapons loading teams from Montana's 120th Fighter Interceptor Group (FIG) and Michigan's 191st FIG took home top honors in the F-106 and F-4 categories respectively. The 144th had the top F-106 maintenance team while the 191st scored that honor in the F-4 category.⁶⁴⁷

11 November 1982. Astronaut and former California ANG fighter pilot Vance DeVoe Brand served as commander of the Space Shuttle *Columbia* (STS-5) launched this date on the first fully operational flight of the Shuttle Transportation System. His mission returned safely to earth on 16 November 1982.⁶⁴⁸

24 November 1982. In response to Hurricane Iwa, which did hundreds of millions of dollars worth of damage to Hawaii, members of the Air Guard's 202nd Air Traffic Control Flight on Kauai maintained the only official communications channel that remained open between that island and the rest of the world during the worst of the storm. After the storm ended, the Hawaii Air Guard's C-7 cargo plane flew the first of 38 missions carry equipment and supplies to the island of Kauai. Air Guardsmen also provided generators from Oahu, Maui, and the big island of Hawaii to Kauai to pump water and help maintain emergency services.⁶⁴⁹

16 December 1982. Col. Russell C. Davis, Commander of the 113th Tactical Fighter Wing, District of Columbia ANG, was promoted to brigadier general becoming the first African-American to hold that rank in the Air Guard's history.⁶⁵⁰

December 1982. Maj. Byron K. Lichtenberg, an Air Guard A-10 pilot assigned to the 104th Tactical Fighter Group at Westfield, Massachusetts, was selected by NASA to be the payload specialist on the first Spacelab shuttle mission. Dr. Lichtenberg was a biomedical engineer and an MIT research scientist.⁶⁵¹

December 1982. Over 100 Colorado Air Guardsmen were mobilized to assist civil authorities in dealing with the emergency situations caused by a blizzard.⁶⁵²

18-21 March 1983. The Hawaii Air National Guard's 154th Composite Group deployed personnel from its fighter squadron as well as its aircraft control and warning squadron plus six F-4Cs to South Korea for the Team Spirit exercise. The 201st Combat Communications Group, Hawaii ANG, and the 251st Combat Communications Group, Ohio ANG, also sent personnel and equipment to South Korea for the exercise.⁶⁵³

March 1983. The 189th Tactical Training Flight and the Reconnaissance Weapons School were organized by the Idaho ANG at Boise's Gowen Field to train ANG RF-4C replacement crews and to teach advanced tactics to ANG RF-4C crews.⁶⁵⁴

1 April 1983. The Headquarters, Virgin Islands Air National Guard, was activated on this date.⁶⁵⁵

25 May 1983. Georgia's 116th Tactical Fighter Wing at Dobbins AFB retired the last F-105 in ANG service.⁶⁵⁶

13 June 1983. A groundbreaking ceremony was held at Andrews AFB, Maryland to mark the start of construction on a new building to house the Air National Guard Support Center. Representative Marjorie Holt (R-Maryland) and Dr. Edward Philbin, the Deputy Assistant Secretary of Defense for Reserve Affairs, shared the honor of scooping out the first shovel of dirt from the construction site. Holt had been instrumental in shepherding the project through the Congress.⁶⁵⁷

2-15 October 1983. During the Air Force's Gunsmoke 1983 air-to-ground gunnery competition at Nellis AFB, Nevada, Maj. Charlie Betts of the Colorado Air Guard's 140th Tactical Fighter Wing was the "Top Gun" in the A-7 category while the team of Lt. Col. Ed Cole and Maj. Kan H.C. Varnavore of the 188th Tactical Fighter Group, Arkansas ANG, claimed that honor in the F-4 category. An Air Guard team from the Ohio's 121st Tactical Fighter Wing took the top maintenance award.⁶⁵⁸

October 1983. Seventeen volunteers from the Pennsylvania ANG's 193rd Special Operations Squadron flew an EC-130 Combat Solo aircraft to participate in Operation Urgent Fury, the U.S. invasion of Grenada. In addition, two ANG KC-135s of the Arkansas Air Guard's 189th Air Refueling Group refueled an E-3A AWACS and an F-15 fighter enroute to Grenada for

that military action.⁶⁵⁹

28 November 1983. Astronaut Byron K. Lichtenberg, a Massachusetts Air Guard A-10 pilot, was a member of the Spacelab -1 crew which was launched into orbit aboard the Space Shuttle *Challenger* (STS-9) on this date. The mission lasted 10 days. Lichtenberg was the first NASA payload specialist to be launched on a space mission.⁶⁶⁰

17 December 1983. Flying a 25-year old F-106B Delta Dart, Maj. Maurice Eldredge and 1st Lt. Jeffrey Thomas of the New Jersey Air Guard's 177th Fighter Interceptor Group set a new world speed record of 710 mph over a 461 nautical mile course between Wright-Patterson AFB, Ohio and Kitty Hawk, North Carolina. Their flight - - which lasted 44 minutes, 45 seconds at an altitude of 35,000 feet - - was undertaken to help commemorate the 80th anniversary of the Wright brothers' first successful powered flight.⁶⁶¹

1 February 1984. The 195th Tactical Fighter Training Squadron, Arizona ANG, was granted federal recognition at Tucson International Airport. Its mission was to train Air Guard pilots to fly A-7Ds.⁶⁶²

1 February 1984. The 177th Fighter Squadron, Kansas ANG, was activated at McConnell AFB as an F-4D pilot replacement training unit.⁶⁶³

1 February 1984. The 114th Tactical Fighter Training Squadron, Oregon ANG, was extended federal recognition at Kingsley Field, Klamath Falls. Its mission was to serve as an F-4C replacement training unit for weapons systems officers and pilots assigned to Air Guard fighter interceptor squadrons.⁶⁶⁴

3 February 1984. Astronaut and former California Air Guard fighter pilot Vance DeVoe Brand commanded the Space Shuttle *Challenger* (STS-41B) that was launched on this date. The mission landed safely on 11 February 1984. It was Brand's third space flight.⁶⁶⁵

4 February 1984. The Air Guard's Advanced Airlift Tactics Training Center (AATTC) officially began operations at Rosecrans ANG Base, home of the Missouri ANG's 139th Tactical Airlift Group. The AATTC's mission was to provide academic and flying training tactics instruction to airlift aircrews of the ANG, AFRES, Air Force, other U.S. military services, and allies.⁶⁶⁶

6 April 1984. Astronaut Terry J. Hart, a Texas Air Guard F-4C pilot, served as a mission specialist on the Space Shuttle *Challenger* (STS-41C) which was launched on this date. The *Challenger* landed safely on 13 April 1984.⁶⁶⁷

May 1984. *National Guard* magazine reported that the 190th Air Refueling Group of Kansas had become the first Air Guard unit ever to win the U.S. Air Force's Saunders Trophy for the best overall performance by an air refueling unit during the Strategic Air Command's annual navigation/bombing competition.⁶⁶⁸

May 1984. Air Guard and Air Force Reserve C-130 units deployed to Zaragoza Air Base, Spain to participate in exercise Distant Hammer'84. It was the first time the two forces had worked together with an "interfly" agreement that enabled their personnel to operate each others' aircraft.⁶⁶⁹

30 November 1984. Lt. Col. Ned M. Cole, Jr. of the 152nd Tactical Control Group, New York ANG, traveled a record setting distance of approximately 10,400 miles from Peking, China to Syracuse, New York to participate in a unit training assembly.⁶⁷⁰

January 1985. Colorado Air Guard T-43 aircraft were used to send medical and other supplies to famine victims in North Africa.⁶⁷¹

May 1985. Nine ANG KC-135s provided air refueling support to 36 Air Guard A-7s which deployed to the United Kingdom for Exercise Coronet Buffalo. The ANG tankers were augmented by Air Force KC-135s and KC-10s.⁶⁷²

May 1985. *National Guard* magazine reported that a C-130 and aircrew from the Tennessee Air Guard's 164th Tactical Airlift Group had recently transported over 4,000 blankets for the Defense Department's efforts to help provide relief for a famine in Ethiopia and the Sudan. They were joined by ANG aircrews and C-130s from Colorado, Maryland, California, Oklahoma, and West Virginia. The Air Guardsmen delivered relief supplies to collection points in the U.S. from which they were flown to Africa by Air Force jet transports.⁶⁷³

19 June 1985. The first McDonnell Douglas F-15 Eagle was formally accepted by the Air Guard in ceremonies at Alvin Callendar Field, Belle Chasse, Louisiana, home of the 159th Tactical Fighter Group. During its conversion, the Louisiana ANG unit exchanged its F-4Cs for both F-15As and F-15Bs.⁶⁷⁴

2 July 1985. The 137th Military Airlift Group, New York ANG, received its first C-5A marking the return of the Air Guard to the strategic airlift mission. The unit converted from the smallest plane in the Air Force inventory, the Cessna O-2A, to the largest, Lockheed's Galaxy.⁶⁷⁵

26 July 1985. The Air National Guard Support Center received formal recognition with the dedication of its new headquarters building at Andrews

AFB, Maryland. Maj. Gen. John B. Conaway, the Director of the Air National Guard, hosted the ceremony.⁶⁷⁶

6-15 August 1985. The 108th Air Refueling Squadron (ARS), Illinois and the 126th ARS, Wisconsin provided 53 Air Guard personnel and 4 KC-135E tankers to Exercise Bright Star 85. They operated from a base at Cairo, Egypt.⁶⁷⁷

27 August 1985. Astronaut John M. Lounge, an F-4C pilot in the Texas Air Guard, served as a mission specialist on the Space Shuttle *Discovery* (STS-51I) which went into orbit this date. The mission returned to earth on 3 September 1985.⁶⁷⁸

15 October 1985. The 148th Tactical Fighter Training Squadron, Arizona ANG, was organized in Tucson as an F-16A/B replacement training unit. It was assigned to the Arizona Air Guard's 162nd Tactical Fighter Group.⁶⁷⁹

24 December 1985. The Arizona Air Guard's new 148th Tactical Fighter Training Squadron received its first two F-16s. The squadron's mission was to train Guard and Reserve pilots to fly F-16s.⁶⁸⁰

1 April 1986. Under Operation Creek Klaxon, the ANG established an air defense alert detachment at Ramstein Air Base, Germany while the Air Force's 86th Tactical Fighter Wing converted from F-4Es to F-16s. A rotational force of 8 F-4D aircraft and 96 personnel from ANG F-4 interceptor and general purpose fighter units performed the air defense alert commitment. Altogether, the all-Air Guard operation included personnel and equipment from 22 F-4, 7 air refueling, and 3 airlift units. The volunteer ANG rotation ended on 1 April 1987.⁶⁸¹

April 1986. During a scheduled rotation to Great Britain, a KC-135 and crew from Washington state's 141st Air Refueling Group supported Operation Eldorado Canyon, the bombing of suspected terrorist facilities in Libya.⁶⁸²

April 1986. F-4Ds and 240 personnel from the District of Columbia Air Guard's 113th Tactical Fighter Wing deployed to Keflavik Naval Air Station, Iceland for two-weeks of training with their active duty Air Force counterparts who were stationed at that base.⁶⁸³

1-7 June 1986. At Pope AFB, the C-130B equipped 145th Tactical Airlift Group, North Carolina, became the first Air National Guard unit to win the Military Airlift Command's tactical airdrop competition, "Volant Rodeo 86."⁶⁸⁴

June 1986. Personnel and A-10s from the Maryland Air Guard's 175th Tactical

Airlift Group deployed to George AFB, California to participate in exercise Air Warrior for the first time. They provided close air support for friendly or 'Blue Forces' at the Army's National Training Center (NTC) at Ft. Irwin, California. The NTC had been developed by the Army after the Vietnam War to provide highly realistic combat training like the Air Force's Red Flag exercises at Nellis AFB, Nevada.⁶⁸⁵

12 July 1986. Gen. Duane H. Cassidy, commander of the Military Airlift Command, piloted the Air Guard's first C-141B Starlifter to Allen C. Thompson Field, Mississippi where he turned the aircraft over to Governor Bill Allain for use by the 183rd Military Airlift Squadron. The latter organization was the first ANG unit to convert to the StarLifter.⁶⁸⁶

1 October 1986. A new tanker unit, the 168th Air Refueling Squadron, was extended federal recognition in the Alaska ANG at Eielson AFB. It was equipped with 4 KC-135Es.⁶⁸⁷

12-15 October 1986. During the Air Force's William Tell 1986 air-to-air weapons meet at Tyndall AFB, Florida, a team from the North Dakota Air Guard's 119th Fighter Interceptor Group (FIG) won the F-4 category while an aircrew consisting of Capt. Larry Kemp and Maj. George Tutt of the Oregon ANG's 142nd FIG earned the "Top Gun" title in that same category. Oregon's 142nd FIG also carried off the top maintenance team award in its category while North Dakota's 119th FIG had the best weapons load team in its category.⁶⁸⁸

November 1986. Maj. Patrick M. O'Rourke and Capt. Jay T. Stevenson of the Idaho Air National Guard's 190th Tactical Reconnaissance Squadron won the top aircrew designation at the U.S. Air Force's first Reconnaissance Air Meet.⁶⁸⁹

5 April 1987. Detachment 1 of the Florida Air Guard's 125th Fighter Interceptor Group, located at Homestead AFB, Florida, scrambled its new F-16 Fighting Falcons for the first time in the air defense alert mission that the unit had assumed on April 1st.⁶⁹⁰

10 April 1987. John F. Lehman, Jr., Secretary of the Navy, resigned effective this date. Lehman had begun his military career as a member of the Pennsylvania Air Guard's 111th Tactical Air Support Group clinic's from 1965 to 1968, serving as a medical administrator trainee. He had assumed the Navy's top post on 5 February 1981.⁶⁹¹

1 July 1987. The 161st Tactical Fighter Training Squadron, Kansas ANG, received federal recognition. It was an F-16A/B replacement training unit assigned to the 184th Tactical Fighter Group.⁶⁹²

18 September 1987. Following a rollout ceremony at the Beech Aircraft Corporation's headquarters in Wichita, the ANG took delivery of the first of six brand new Beechcraft C-12J Huron mission support aircraft. The new aircraft replaced Convair C-131s. The first C-12J was assigned to the Kansas Air Guard's 184th Tactical Fighter Group.⁶⁹³

22 September 1987. The ANG Fighter Weapons Office at Tucson, Arizona was renamed the ANG/AFRES Test Center. It worked with U.S. Air Force organizations to establish tactics and weapons requirements for the ANG and the Air Force Reserve as well as test and evaluate some equipment for possible use on weapons systems operated by the Air Reserve Components.⁶⁹⁴

4-17 October 1987. Capt. Dean McDavid of the Colorado Air Guard's 140th Tactical Fighter Wing earned "Top Gun" honors in the A-7 category during the Air Force's worldwide Gunsmoke 1987 air-to-ground gunnery competition at Nellis AFB, Nevada.⁶⁹⁵

12 January 1988. The commander of First Air Force recommended the elimination of air sovereignty alert at most sites along the U.S. border with Canada. The sites he proposed eliminating – all operated by ANG units -- were located at: Burlington International Airport (IAP), Vermont; Niagara Falls, New York; Selfridge ANG Base, Michigan; Duluth IAP, Minnesota; Hector Field, North Dakota; and Great Falls IAP, New York.⁶⁹⁶

January 1988. New York's 109th Tactical Airlift Group sent aircrews and ski-equipped C-130s to New Zealand to participate in Operation Deep Freeze. They backed up the Navy and prepared to assume the latter's mission of supporting the National Science Foundation in Antarctica.⁶⁹⁷

August 1988. New Jersey's 119th Fighter Interceptor Squadron retired the last F-106s operated by an Air Guard unit and began converting to F-16A/Bs. Since its Guard debut in 1972, Delta Darts had equipped six ANG squadrons.⁶⁹⁸

12 September 1988. After Hurricane Gilbert devastated Jamaica on this date, C-5As from the New York Air Guard's 105th Military Airlift Group transported almost 300,000 pounds of food, medical and building supplies, and clothing to the island on three separate missions. The Maryland Air Guard's 135th Tactical Airlift Group flew approximately 20,000 pounds of nonperishable food to Jamaica on a training mission in one of its C-130Bs.⁶⁹⁹

15 September 1988. First Air Force reported that CINCNORD had formal agreements with 12 states to order ANG air defense units to active duty. The

states were: California, Florida, Massachusetts, Michigan, Minnesota, Montana, New Jersey, New York, North Dakota, Oregon, Texas, and Vermont. That authority had been delegated to CINCNORAD by the Secretary of the Air Force.⁷⁰⁰

29 September 1988. Astronaut and former Texas Air Guard fighter pilot John M. Lounge was launched into orbit as a crew member aboard the Space Shuttle *Discovery* (STS-26). The shuttle landed on 3 October 1988. It was Lounge's second space flight.⁷⁰¹

1 November 1988. Maj. Gen. Philip G. Killey, a South Dakota Air Guardsman, became the Director of the Air National Guard. He was a Vietnam combat veteran and had served as the Adjutant General of his state.⁷⁰²

1 November 1988. After completing its conversion from F-106A/Bs to F-16A/Bs, the 119th Fighter Interceptor Squadron, New Jersey ANG, resumed its air defense alert duties.⁷⁰³

11 December 1988. Starting on this date, Air Guardsmen flying C-141Bs from Mississippi's 172nd Military Airlift Group (MAG) and C-5As from New York's 105th MAG participated in an airlift of clothing, food, and supplies to Armenia after a powerful earthquake devastated that region of the Soviet Union.⁷⁰⁴

January 1989. In preparation for taking over the mission from the U.S. Navy, aircrews and two ski-equipped C-130s from the New York Air Guard's 109th Tactical Airlift Group flew their unit's first missions to McMurdo Station in the Antarctic to support the National Science Foundation in Operation Deep Freeze.⁷⁰⁵

January 1989. *National Guard* magazine reported that NASA had selected the New York Air Guard's 106th Aerospace Rescue and Recovery Group as the lead rescue agency for the space shuttle program.⁷⁰⁶

February 1989. The 113th Tactical Fighter Wing, District of Columbia ANG, deployed 10 F-4s and 120 personnel to Puerto Rico to play the aggressor role in an 8-day exercise against U.S. Navy forces known as FLEETEX '89.⁷⁰⁷

1 March 1989. The 114th Tactical Fighter Training Squadron, Oregon ANG, received its first F-16 upgraded to an air defense configuration. The unit had converted from F-4Cs to F-16A/Bs during the fall of 1988.⁷⁰⁸

April 1989. The United States Supreme Court refused to overturn a lower court ruling that upheld the constitutionality of the "Montgomery Amendment"

to the National Defense Authorization Act of 1987. That amendment prohibited state governors from refusing to allow their Guardsmen to train overseas. Several governors had gone to federal court to prevent their Guardsmen from training in Central America because they opposed controversial U.S. foreign policies in that region. Under the amendment, governors who blocked overseas training by their Guardsmen risked losing federal funding and equipment for their Army and Air Guard organizations.⁷⁰⁹

April 1989. *National Guard* magazine reported that the 121st Tactical Fighter Wing (TFW), Ohio ANG, 150th Tactical Fighter Group, New Mexico, ANG, and the 185th TFW, Iowa ANG, had participated in two-week annual training phases at Spangdahlem Air Base, Germany for Creek Corsair, an exercise to test an Air Force concept that A-7s could perform deep strike interdiction missions in central Europe in the event of a war with the Warsaw Pact.⁷¹⁰

11 July 1989. At a meeting of the Air National Guard Long Range Planning Steering Committee, Brig. Gen. Donald E. Barnhart, Arizona ANG, discussed his recent meetings with Maj. Gen. Phil Killey, ANG Director, and others concerning a concept to involve the Guard in Air Force space missions.⁷¹¹

28 July 1989. As directed by Governor Cecil Andrus, Idaho Air Guard RF-4Cs from the 190th Tactical Reconnaissance Squadron at Boise began flying missions to provide aerial photo coverage of forest fires plaguing the state.⁷¹²

July 1989. *National Guard* magazine reported that 12 F-4s and 196 Air Guardsmen from the District of Columbia's 113th Tactical Fighter Wing had deployed to Naval Air Station Keflavik, Iceland to augment the air defense alert mission of the Air Force's 57th Fighter Interceptor Squadron at that installation. While deployed there, the Air Guardsmen also flew against the host unit's F-15s in an air superiority role to help their active duty counterparts prepare for an upcoming William Tell competition.⁷¹³

August 1989. *National Guard* magazine reported that Air Guard personnel and A-10s from Maryland's 175th Tactical Fighter Group (TFG), Wisconsin's 128th Tactical Fighter Wing, and Connecticut's 103rd TFG had been deploying to Panama on two-week volunteer rotations for Operation Coronet Cove. Because runway repairs at Howard AFB had made it impossible for ANG A-7Ds that normally were responsible for defending the Panama Canal to operate from that installation, the A-10s, which needed shorter runways, were temporarily pressed into service. The Air Guard A-10 commitment in Panama lasted for three months.⁷¹⁴

21 September 1989. Beginning on this date, Air Guard airlift units across the country, primarily flying C-130s but also C-141s and C-5As, airlifted medical

teams and supplies, food, clothing, water and equipment to Caribbean islands that had been devastated by Hurricane Hugo. The estimated daily Air Guard sortie count was five with the bulk of those relief missions which were completed by 11 October 1989.⁷¹⁵

1-15 October 1989. The South Carolina Air Guard's 169th Tactical Fighter Group, equipped with F-16s, won top overall team honors at the Air Force's worldwide Gunsmoke 1989 air-to-ground gunnery competition at Nellis AFB, Nevada.⁷¹⁶

17 October 1989. After a massive earthquake measuring 7.1 on the Richter scale rocked the San Francisco Bay area, 16,599 California National Guardsmen, including 487 members of the Air Guard, were activated for relief operations which continued through 12 February 1990. Within an hour after the quake struck, members of the 129th Aerospace Rescue and Recovery Group, based at Naval Air Station Moffett Field near San Jose, flew damage assessment missions over stricken areas in an HC-130 and an HH-3 helicopter. The 143rd Evacuation Hospital was set up at Travis AFB. Members of the 162nd Combat Communications Group rigged floodlights along the collapsed section of Interstate 80 in Oakland so rescuers could work around the clock. The 234th Combat Communications Squadron activated the unit's mobile control tower so that its hometown Watsonville Airport could operate around the clock.⁷¹⁷

20 December 1989. President George H. W. Bush launched Operation Just Cause to remove Panamanian dictator Manuel Noriega from power and replace him with a democratically elected government. Air Guard A-7 fighters and C-130 transports already deployed to Panama on continuing rotations participated in the operation which ended on 3 January 1990. They were joined by ANG C-5s and C-141s which flew 35 airlift missions from the US plus EC-130 aircraft from the 193rd Special Operations Group that flew 18 unspecified missions.⁷¹⁸

31 January 1990. Operation Coronet Cove, the ANG A-7 fighter unit volunteer rotation to defend the Panama Canal that had begun on 30 September 1978, ended. The official reason given for terminating the mission was the drawdown of U.S. forces in the Panama Canal. Each unit had deployed for a month while most personnel rotated to Panama for 15 days. The last unit to deploy was the Iowa Air Guard's 114th Tactical Fighter Group.⁷¹⁹

January 1990. The "1990 ANG Long Range Plan" called on the Air National Guard to seek a role in Air Force space missions.⁷²⁰

March 1990. The Idaho Air Guard enlarged its RF-4C reconnaissance training program at Boise under a project called "USAF Top Off" to include not only

ANG aircrews but active duty Air Force ones as well.⁷²¹

2 May 1990. When two pilots from the Royal Netherlands Air Force (RNAF) soloed for the first time in F-16s from the home station of the Arizona Air Guard's 162nd Tactical Fighter Group at Tucson International Airport, it marked a key milestone in a joint agreement between those two organizations for Guardsmen to train Dutch fighter pilots. The training program had begun at Tucson in March 1990. The 162nd was the only ANG unit training pilots from another nation's air force.⁷²²

2 August 1990. Kuwait was seized by Iraqi forces in a blitzkrieg-style attack.⁷²³

3 August 1990. The Air Force notified the National Guard Bureau's Air Directorate to be prepared for a 24-hour response by Air Guard units to initiate missions in response to Iraq's seizure of Kuwait.⁷²⁴

6 August 1990. The Air Force asked the ANG to provide C-5, C-141, and KC-135 aircraft plus an airlift control element unit augmentation of the active force for a possible American military intervention in the Persian Gulf region in response to the Iraqi seizure of Kuwait.⁷²⁵

6 August 1990. At the request of the Strategic Air Command, ANG KC-135 units began forming tanker task forces at Bangor, Maine, Pease, New Hampshire, Phoenix, Arizona, and Forbes, Kansas to support a possible US military intervention in the Persian Gulf in response to the Iraqi seizure of Kuwait.⁷²⁶

6 August 1990. At the Strategic Air Command's request, ANG volunteers and their KC-135s began deploying to Moron Air Base, Spain to support a possible move of US forces to the Persian Gulf after Iraqi forces seized Kuwait.⁷²⁷

7 August 1990. President George H. W. Bush ordered the deployment of American military forces to Saudi Arabia to protect it from a possible invasion by Iraq. That deployment became known as Operation Desert Shield.⁷²⁸

9 August 1990. Lt. Col. Harold Cross, 172nd Military Airlift Group, Mississippi ANG, landed his C-141 in Saudi Arabia. His was the first ANG aircraft and volunteer crew to reach the Persian Gulf region after Iraq seized Kuwait.⁷²⁹

11 August 1990. Under the leadership of Col. Charles M. Baier, six ANG KC-135s and volunteers from the 190th Air Refueling Group, Kansas ANG, landed in Saudi Arabia and began operations.⁷³⁰

14-24 August 1990. A team from the Nevada Air Guard's 152nd Tactical Reconnaissance Group, flying RF-4Cs, took top honors at the Reconnaissance Air Meet (RAM) 1990 sponsored by the Tactical Air Command at Bergstrom AFB, Texas. The top individual aircrew award was won by the 124th Tactical Reconnaissance Group of the Idaho ANG. In addition to the Air Guard, RAM 1990 included teams from the U.S. Air Force, U.S. Navy, Australia, Great Britain, and the Federal Republic of Germany.⁷³¹

23 August 1990. ANG volunteer participation in the U.S. military response to Iraq's invasion of Kuwait peaked with over 4,000 Air Guardsmen on federal active duty. Altogether, more than 8,000 ANG members served as volunteers during operations Desert Shield and Desert Storm.⁷³²

24 August 1990. Volunteers and 6 RF-4C aircraft from the 117th Tactical Reconnaissance Wing, Alabama ANG, deployed to the Persian Gulf region in Operation Desert Shield.⁷³³

24 August 1990. The 183rd Military Airlift Squadron (MAS) at Jackson, Mississippi and the 137th MAS at Stewart ANG Base, New York became the first Air Guard units mobilized during the Persian Gulf crisis.⁷³⁴

28 August 1990. Congressman "Sonny" Montgomery (D-Mississippi) wrote Secretary of Defense Richard Cheney urging him to mobilize reserve components' combat units for the Persian Gulf crisis, including F-15s and F-16s from the Air Guard and Air Force Reserve, in addition to the support units that were already being called up.⁷³⁵

28 August 1990. The 193rd Special Operations Group, Pennsylvania ANG, deployed two of its EC-130 Volant Solo aircraft and volunteer crews to the Persian Gulf region. They were equipped to receive and broadcast electronic signals.⁷³⁶

August 1990. At Howard Air Base, Panama, ANG F-16 and F-15 fighter units launched Operation Coronet Nighthawk, to help track the flow of illicit drugs from Latin America to the U.S. Participating units deployed to Panama with volunteers on short tours of active duty.⁷³⁷

7-8 September 1990. The 130th Tactical Airlift Squadron (Provisional) composed of ANG volunteers from 5 units and 16 C-130s was bedded down in the United Arab Emirates as part of Operation Desert Shield.⁷³⁸

5 October 1990. The 181st Tactical Airlift Squadron (TAS), Texas ANG, and the 130th TAS, West Virginia, were mobilized for duty in the Persian Gulf region.⁷³⁹

4 November 1990. The Pentagon announced that Guard and Reserve combat units would be called up for possible deployment to the Persian Gulf region.⁷⁴⁰

2 December 1990. Astronaut and former California Air Guard fighter pilot Vance DeVoe Brand commanded the Space Shuttle *Challenger* (STS-35) which was launched on this date. It was his fourth space flight. Former Texas Air Guard fighter pilot, astronaut John M. Lounge, served as flight engineer on the mission. It was Lounge's third space flight. The *Challenger* returned safely to earth on 10 December 1990.⁷⁴¹

5 December 1990. Volunteers from the 152nd Tactical Reconnaissance Group, Nevada ANG, replaced the volunteer contingent from the 117th Tactical Reconnaissance Wing, Alabama ANG, in the Persian Gulf region as part of Operation Desert Shield.⁷⁴²

10 December 1990. The 240th Combat Communications Squadron, South Carolina ANG, was mobilized and subsequently deployed to Al Kharj Air Base, Saudi Arabia where it supported the Air Force's 4th Tactical Fighter Wing (Provisional) during Operation Desert Storm.⁷⁴³

13 December 1990. Several ANG air refueling units were mobilized for service in the Middle East. They were the: 126th Air Refueling Squadron (ARS), Wisconsin; 116th ARS, Washington; and the 117th ARS, Kansas.⁷⁴⁴

17 December 1990. Theodore C. Marrs, a physician and former federal government official who had worked for presidents Nixon and Ford, died. A former Alabama Air Guardsman and a retired brigadier general in the Air Force Reserve, Marrs had developed and sold the Total Force concept in the Pentagon while he served Secretary of Defense Melvin Laird. Marrs based his Total Force proposals largely on his service in the Air National Guard and Air Force Reserve.⁷⁴⁵

20 December 1990. The following ANG air refueling units were mobilized for duty in the Middle East during the Persian Gulf crisis: 132nd Air Refueling Squadron (ARS), Maine; 108th ARS, Illinois; 151st ARS, Tennessee; 133rd ARS, New Hampshire; 145th ARS, Ohio; 150th ARS, New Jersey; and 147th ARS, Pennsylvania.⁷⁴⁶

26 December 1990. The 191st Air Refueling Squadron, Utah ANG, and the 142nd Tactical Airlift Squadron, Delaware, were mobilized for service in the Middle East during the Persian Gulf crisis.⁷⁴⁷

28 December 1990. The 180th Tactical Airlift Squadron, Missouri ANG, was

mobilized for service in the Persian Gulf region.⁷⁴⁸

29 December 1990. The 169th Tactical Fighter Group, South Carolina ANG, deployed pilots and 24 F-16As to Saudi Arabia for a possible war with Iraq.⁷⁴⁹

2 January 1991. The 174th Tactical Fighter Wing, New York ANG, deployed pilots and 18 F/A-16s to Saudi Arabia for a possible war with Iraq.⁷⁵⁰

17 January 1991. Operation Desert Storm, the US-led coalition war against Iraq's seizure of Kuwait, was initiated.⁷⁵¹

27 January 1991. Flying unescorted, two unarmed RF-4C aircraft from the Nevada Air Guard's 192nd Reconnaissance Squadron photographed open oil manifolds along a heavily defended section of Kuwait's coastline during Operation Desert Storm. The manifolds had been opened by Iraqi forces to help thwart an amphibious assault in that area by dumping oil into the Persian Gulf. While approaching the target, the Air Guardsmen were fired on by Iraqi surface-to-air missiles and anti-aircraft artillery. The next day, their photos were used by allied fighter bombers to help destroy the oil manifolds and stop the flow of crude oil into the Persian Gulf.⁷⁵²

28 February 1991. Active combat operations under Operation Desert Storm ended.⁷⁵³ Altogether, 12,404 Air Guardsmen served in operations Desert Storm and Desert Shield. Of those personnel, 5,240 deployed to Southwest Asia, 6,264 served in the continental U.S. and the remaining 900 were assigned to Europe and other overseas locations.⁷⁵⁴

1 April 1991. The 210th Rescue Squadron, Alaska Air Guard, began performing rescue alert duties at Kulis Air National Guard Base. It was the newest of the Air Guard's three rescue squadrons.⁷⁵⁵

28 April 1991. Astronaut and Texas Air Guard fighter pilot Charles Lacy Veach served as a mission specialist on the Space Shuttle *Discovery* (STS-39) launched on this date. It was his first space flight. The *Discovery* returned safely to earth on 6 May 1991.⁷⁵⁶

26 July 1991. A-7D/K operations ended at the 195th Tactical Fighter Training Squadron, Arizona ANG, because of the diminished requirement to train pilots in that aircraft since it was being gradually phased out of the inventory. Meanwhile, the unit had converted to F-16A/Bs during Fiscal Year 1991 and began to train aviators to fly the Fighting Falcon.⁷⁵⁷

30 September 1991. The National Guard Bureau reported that Air Guardsmen had performed 2,654 of the total 44,804 mandays devoted to

state military support missions to the fiscal year (1991) ending on this date. During that period, 713 of the 7,848 Guardsmen who performed such missions were blue suiters.⁷⁵⁸

6-16 October 1991. Flying A-10s, Air Guardsmen from Maryland's 175th Fighter Group took top overall team honors at Gunsmoke 1991, the Air Force's worldwide air-to-ground gunnery contest at Nellis AFB, Nevada.⁷⁵⁹

30 October 1991. Pararescue specialist SSgt. Rick Smith of the New York Air Guard's 106th Rescue Wing was lost when his HH-60 Pavehawk helicopter was forced to ditch in the Atlantic because unexpectedly high winds during a monstrous storm had made it impossible to refuel his aircraft. The ANG helicopter and crew were returning from an aborted attempt to save a civilian on a sinking sailboat 250 miles off New Jersey's coast. The other members of the helicopter's crew survived and were rescued by a Coast Guard cutter. The episode was documented in Sebastian Junger's best selling book, *The Perfect Storm*.⁷⁶⁰

December 1991. After absorbing instructors from the Reconnaissance Weapons School and receiving six RF-4Cs, the 189th Tactical Reconnaissance Training Flight, Idaho ANG, began training RF-4C and RF-4G crews.⁷⁶¹

11 March 1992. Brig. Gen. J. M. Hafen, Utah ANG, reported to Maj. Gen. Phil Killey, ANG Director, that the B-52H mission which had been offered to the ANG by the Air Force was "doable" but not as desirable as the KC-135 mission.⁷⁶²

24 March 1992. Astronaut and former Massachusetts Air Guard A-10 pilot Byron K. Lichtenberg served as a payload specialist aboard the Space Shuttle *Atlantis* (STS-45) which was launched into orbit on this date. It was Lichtenberg's second space flight. The *Atlantis* landed safely on 2 April 1992.⁷⁶³

27 March 1992. The last ANG C-130A departed the 164th Tactical Airlift Group, Tennessee ANG at Memphis, for the bone yard in Arizona. The 164th was transitioning to the C-141B.⁷⁶⁴

8 April 1992. Col. Roberta V. Mills, a nurse originally from the Tennessee Air Guard, became the first woman ever promoted to general officer rank in the ANG.⁷⁶⁵

1 June 1992. The Air National Guard Support Center at Andrews AFB, Maryland was redesignated the Air National Guard Readiness Center effective this date.⁷⁶⁶

13 July 1992. C-130 aircraft and volunteer crews from the 167th Airlift Squadron of the West Virginia ANG began flying food and relief supplies into the besieged Bosnian city of Sarajevo. It was the first Air Guard unit to participate in Operation Provide Promise.⁷⁶⁷

19 August 1992. In response to a request from Headquarters, Air Mobility Command, three ANG C-130 units volunteered for humanitarian relief operations in Somalia. The 133d Airlift Wing, Minnesota, 135th Airlift Group, Maryland, and the 146th Airlift Wing, California provided aircraft and crews that were based in Mombassa, Kenya. They flew daily missions to Somalia as part of Operation Provide Relief.⁷⁶⁸

August 1992. After Hurricane Andrew devastated parts of Florida and Louisiana, the Chief of the National Guard Bureau, Lt. Gen. John B. Conaway, a Kentucky Air Guardsman, strongly resisted Pentagon efforts to mobilize Florida Guardsmen in federal status. He argued that such an action would deprive Guardsmen of their ability to assist hard pressed state and local law enforcement agencies in conducting critical police functions because of the restrictions of the Posse Comitatus Act. Without benefit of federalization, ANG transports from 16 units in 15 different states flew 402 sorties while delivering 1,350.8 tons of food plus emergency supplies and equipment. Engineers from the Florida Air Guard cleared downed trees and other debris away streets with chain saws and heavy equipment. They also hauled debris away from neighborhoods to help prevent a breakdown of public sanitation. In Louisiana, the ANG's 236th Combat Communications Squadron delivered electrical generators to various communities and a medical facility that provided constant care for infants and the elderly.⁷⁶⁹

August 1992. Air Guard volunteers launched Operation Steady State, manning ground-based radars at two locations in the Amazon as part of the United States Southern Command's drug interdiction program.⁷⁷⁰

16-24 October 1992. Flying an F-16, Capt. Duane Kautzman of the Montana Air Guard's 120th Fighter Group won the "Top Shooter" award at the Air Force's William Tell 1992 air-to-air weapons meet held at Tyndall AFB, Florida.⁷⁷¹

22 October 1992. Astronaut and Texas Air Guard fighter pilot Charles Lacy Veach served as a mission specialist on the Space Shuttle *Columbia* (STS-52) which was launched into orbit on this day. It was his second space flight. The *Columbia* landed safely on 1 November 1992.⁷⁷²

10-12 November 1992. During the annual ANG senior commanders conference at Atlantic City, New Jersey, Maj. Gen. Phil Killey, the ANG Director, publicly unveiled his strategic vision for reshaping the ANG to meet

the challenges of the post Cold War era. The ANG would try to broaden its portfolio of flying missions to include acquiring bomber units as well as more airlift and tanker units in addition to seeking new missions like space for some of its support units. The Air Directorate, NGB, would attempt to preserve all ANG flying units and protect the jobs of their personnel. To accomplish those goals, it would aggressively seek out alternative missions to rerole some ANG flying units, reduce the number of aircraft assigned to each unit, combine similar units at the same location if necessary, and, as a last resort, close down flying units.⁷⁷³

5 December 1992. A preliminary deployment of nine ANG and three Air Force Reserve KC-135 tankers to Moron Air Base, Spain to establish a tanker task force (TTF) for Operation Restore Hope, Somalia relief operations, was completed. Col. Joseph Simeone, Commander, 157th Air Refueling Group, New Hampshire ANG, was selected by the Air Mobility Command as the TTF's commander.⁷⁷⁴

5 December 1992. The 172d Airlift Group (AG), Mississippi ANG, and the 164th AG, Tennessee ANG -- both equipped with C-141s -- were tasked by AMC to provide aircraft and crews to participate in Operation Restore Hope. The operation was initiated to provide humanitarian relief in Somalia.⁷⁷⁵

12 December 1992. The first 2,900 Marines of the 28,000 U.S. troops scheduled to intervene in Somalia landed at Mogadishu. To support the operation, the ANG had 31 personnel deployed in the continental US, 385 overseas (mostly in Spain), and 9 in Somalia. All were volunteers.⁷⁷⁶

18 December 1992. To support Operation Restore Hope, two ANG aero-medical evacuation crews deployed to Mogadishu, Somalia.⁷⁷⁷

13 January 1993. Command of the tanker task force at Moron AB, Spain supporting U.S. military operations in Somalia was transferred from Col. Joseph Simeone, New Hampshire ANG, to Col. James Dickensheets, USAF.⁷⁷⁸

15 January 1993. All ANG KC-135 tankers departed the tanker task force at Moron AB, Spain for the continental US. They had flown 348 sorties, refueled 261 aircraft, off-loaded 20,159,300 gallons of fuel and carried 549 passengers while accumulating 1,833 flight hours in support of Somalia relief, Operation Restore Hope.⁷⁷⁹

19 January 1993. The Air Force publicly announced its intent to assign B-1B and B-52 bombers to the ANG and the Air Force Reserve. Those aircraft would be configured for conventional, not nuclear, missions.⁷⁸⁰

21 January 1993. Air Combat Command added Air National Guard combat search and rescue (CSAR) forces to its deployments to the Persian Gulf region for the first time. During Fiscal Year 1993, all three ANG CSAR units participated in Operation Southern Watch.⁷⁸¹

28 January 1993. The final ANG strategic airlift summary for Operation Restore Hope was 137 sorties which delivered 1,359.4 tons, carried 585 passengers and accumulated 679 flying hours.⁷⁸²

January 1993. Under the auspices of a foreign military sales contract, Air Guard KC-135 tankers and their volunteer crews began refueling NATO E-3 AWACS training missions from Geilenkirchen AB, Germany.⁷⁸³

January 1993. As directed by Congress, the ANG established a Command, Control, Communications, and Intelligence (C3I) Planning Office to begin planning to assume space and other C3I missions.⁷⁸⁴

26 February 1993. C-130 aircraft and aircrews from the 123rd Airlift Wing, Kentucky ANG, began carrying relief supplies into a besieged Sarajevo in Operation Provide Promise.⁷⁸⁵

11 March 1993. An Air Force report on Base Realignment and Closure recommended that, contrary to the recommendations of the 1991 commission, the 121st Air Refueling Wing (ARW) and 160th Air Refueling Group, Ohio ANG, should remain at the Rickenbacker ANG Base, Ohio. It also called for the closure of O'Hare Air Reserve Station in Illinois and that the 126th ARW, Illinois ANG, be moved to another location.⁷⁸⁶

March 1993. The 124th Fighter Group, Idaho ANG, sent F-4G "Advanced Wild Weasel" aircraft and volunteers to Saudi Arabia to help enforce the no-fly zone over Iraq in Operation Southern Watch.⁷⁸⁷

1 May 1993. Maj. Jackie Parker was sworn into the New York Air Guard's 174th Fighter Wing becoming the ANG's first female fighter pilot.⁷⁸⁸

15 May 1993. The 178th Fighter Group, Ohio ANG, was the last unit in the U.S. armed forces to fly the A-7. It said goodbye to the Corsair II during a "SLUF [i.e., Short, Little Ugly Flyer] Salute" at its home station in Springfield, Ohio.⁷⁸⁹

27 May 1993. The Air Force announced force structure changes at McConnell AFB, Kansas which would cause the 184th Fighter Group, Kansas ANG, a training unit, to lose its 54 F-16s and replace them with 10 B-1Bs.⁷⁹⁰

28 June 1993. A 124th Fighter Group, Idaho ANG, F-4G "Wild Weasel" was illuminated by Iraqi surface air defense radar while escorting Joint Task Force Southern Watch aircraft over the southern no-fly zone in Iraq. The F-4G pilot launched a High Speed Anti Radiation Missile at the radar site and destroyed it before returning safely to base.⁷⁹¹

June 1993. In response to the growing violence and UN casualties in Somalia, the ANG deployed a partial Mobile Aerial Staging Facility to the Mogadishu International Airport. It was manned by ANG volunteers.⁷⁹²

10 September 1993. Secretary of Defense Les Aspin issued his Fiscal Year 1995-Fiscal Year 1999 Defense Program Guidance which, among other things, resulted in ANG personnel taking over responsibility for manning First Air Force and its continental air defense mission from the Air Force in accordance with the recommendations of the Department of Defense's Bottom Up Review earlier that year.⁷⁹³

25 September 1993. *Jane's Defense Weekly* reported that the Air Force had proposed transferring B-1B bombers to both the 184th Fighter Group, Kansas ANG, and the 116th Fighter Wing, Georgia ANG.⁷⁹⁴

2 October 1993. The last F-4G aircraft and personnel from the 124th Fighter Group, Idaho ANG, returned to their home station from Saudi Arabia ending the unit's first volunteer rotation to help enforce the southern no-fly zone over Iraq.⁷⁹⁵

3-4 October 1993. During the "Battle of Mogadishu" in Somalia, a deployed Air Guard Mobile Aeromedical Staging Facility triaged and provided life support to more than 55 soldiers and evacuated over 65 patients.⁷⁹⁶

16 October 1993. Astronaut David A. Wolf, a former flight surgeon in the 181st Tactical Fighter Group, Indiana ANG, was launched into orbit on the space shuttle *Columbia* (STS-58), a dedicated Spacelab life sciences research mission. The shuttle returned safely to earth on 1 November 1993.⁷⁹⁷

25 October 1993. Col. Irene Trowell-Harris, a nurse in the New York ANG, became the Air Guard's first African-American woman promoted to the rank of brigadier general.⁷⁹⁸

October 1993. Air Guard volunteers from the New Hampshire's 157th Air Refueling Group (ARG), Maine's 101st Air Refueling Wing (ARW), Ohio's 121st ARW, and Pennsylvania's 171st ARW were joined by volunteers from the Air Force Reserve's 434th ARG and 927th ARG to establish a regional Air Reserve

Components (ARC) tanker task force (TTF) that supported the overseas movement of U.S. military aircraft for Operation Restore Hope in Somalia. The TTF operated out of Bangor, Maine, Pease Air National Guard Base, New Hampshire, McGuire AFB, New Jersey, and Pittsburg International Airport, Pennsylvania.⁷⁹⁹

3 November 1993. Lt. Col. Mark Kalber of the National Guard Bureau's Air Directorate briefed a concept of operations for ANG support of Antarctic operations by the National Science Foundation with LC-130s flown by the 109th Airlift Group, New York ANG.⁸⁰⁰

12 November 1993. Gen. John M. D. Schalikashvili, Chairman of the Joint Chiefs of Staff, approved air reserve component augmentation of active duty Air Force forces in Operation Provide Comfort that was aiding the Kurds in northern Iraq.⁸⁰¹

12 November 1993. Maj. Gen. Philip G. Killey, the ANG Director, approved a concept to establish an Air National Guard tanker task force at an east coast ANG installation to be determined when the Air Force closed its own East Coast Tanker Task Force at Plattsburgh AFB, New York.⁸⁰²

15 November 1993. ANG fighter aircraft and volunteers began participating in Operation Deny Flight, the enforcement of a U.N.-sponsored no-fly zone over Bosnia-Herzegovina. The aircraft were stationed at Aviano Air Base, Italy and operated under NATO command.⁸⁰³

November 1993. Congress prohibited the Air Force from transferring the 116th Tactical Fighter Wing of the Georgia ANG from Dobbins Air Reserve Base to Robins Air Force Base and delayed it from converting the unit from F-15s to B-1s for one year.⁸⁰⁴

4 - 6 December 1993. Volunteers and aircraft from four ANG F-16 fighter squadrons arrived at Incirlik Air Base, Turkey, to participate in a composite or "rainbow unit" to support Operation Provide Comfort, the protection and relief of the Kurdish population in northern Iraq. The units were the: 120th Fighter Squadron (FS), Colorado; the 149th FS, Virginia; the 175th FS, South Dakota; and the 185th FS, Iowa.⁸⁰⁵

12 January 1994. In an arrival ceremony at its home station, McEntire Air National Guard Base, the South Carolina, the Air Guard's 169th Fighter Group received its first two brand new F-16C/Block 52 Fighting Falcons.⁸⁰⁶

28 January 1994. Maj. Gen. Donald W. Shepperd, a Massachusetts Air Guardsman and combat veteran of the Vietnam War, became the Director of

the Air National Guard. He was the only United States Air Force Academy graduate ever to be assigned to that post.⁸⁰⁷

28 January 1994. At the direction of Gen. Merrill McPeak, Air Force Chief of Staff, Maj. Gen. Philip G. Killey, the former ANG Director, assumed command of the Continental U.S. NORAD Region (CONR) and First Air Force at Tyndall AFB, Florida.⁸⁰⁸

7 April 1994. Maj. Gen. Donald W. Shepperd, the Director of the Air National Guard, approved a concept developed by the 101st Air Refueling Wing, Maine ANG, and the 157th Air Refueling Group, New Hampshire, to establish a new Northeast Tanker Task Force at their home stations after the Air Force's Plattsburg Tanker Task Force was eliminated due to the programmed closure of Plattsburg AFB, New York in 1995.⁸⁰⁹

April 1994. The first Kansas Air Guardsmen of the 184th Fighter Group returned from initial B-1B training at Dyess AFB, Texas and began flying the aircraft with active-duty bomber crews of the 384th Bomb Wing at McConnell AFB, Kansas.⁸¹⁰

27 June 1994. *The Air Force Times* reported that "Congressional heavyweights" had persuaded the Defense Department to scrap Air Force plans to reduce five ANG C-130 units from 12 to 8 aircraft each.⁸¹¹

1 July 1994. The 184th Fighter Group, Kansas ANG, was redesignated the 184th Bomb Group effective this date. It was the first ANG unit to fly the B-1B bomber.⁸¹²

30 July 1994. Air Guard volunteers from nine units began participating in Rwanda relief operations during two rotations in Operation Support Hope. By 15 November 1994, their C-130s had flown 915 sorties while logging 1,598.2 flying hours and delivering 4,515.8 tons of cargo while carrying 4,021 passengers.⁸¹³

5 August 1994. An A-10 of the 175th Fighter Group, Maryland ANG, participating in Operation Deny Flight, destroyed a self propelled M-18 76 millimeter anti-tank gun which the Bosnian Serbs had stolen from a U.N. weapons holding area in Bosnia.⁸¹⁴

23 August 1994. ANG air refueling units began participating in Operation Deny Flight in the Balkans. They flew from airfields at Istres, France and Pisa, Italy. They were the: 108th Air Refueling Wing (ARW), New Jersey; 171st ARW, Pennsylvania; 121st ARW, Ohio; 141st ARW, Washington; 128th Air Refueling Group (ARG), Wisconsin; and 134th ARG, Tennessee.⁸¹⁵

5 September 1994. *The Air Force Times* reported that the Congress had approved the move of the 116th Fighter Wing, Georgia ANG, to Robins AFB and converting it from F-15s to B-1Bs beginning in October 1995.⁸¹⁶

22 September 1994. ANG C-130 airlift units began supporting Operation Provide Comfort from Incirlik AB, Turkey. The following units participated in 1994: the 133d Airlift Wing, Minnesota, the 191st Airlift Group, Michigan, the 135th Airlift Group, Maryland, the 167th Airlift Group, West Virginia, the 143d Airlift Group, Rhode Island, and the 146th Airlift Wing, California.⁸¹⁷

29 September 1994. The 101st Air Refueling Wing, Maine ANG, began limited operations of the Air Guard's new Northeast Tanker Task Force from Bangor International Airport.⁸¹⁸

11-22 October 1994. The 119th Fighter Group North Dakota ANG, took top team honors at the William Tell 1994 worldwide Air Force air-to-air weapons meet at Tyndall AFB, Florida.⁸¹⁹

17 October 1994. Col. Verna D. Fairchild of the Kentucky ANG was promoted to brigadier general and became her state's Assistant Adjutant General. She was the first woman to hold that assignment in any state.⁸²⁰

1 December 1994. Effective this date, Headquarters Northeast Air Defense Sector at Griffis AFB, New York was redesignated as the Headquarters Northeast Air Defense Sector (ANG).⁸²¹

1 December 1994. The 124th Fighter Group, Idaho ANG, deployed personnel and F-4G "Wild Weasel" aircraft to Turkey to participate in Operation Provide Comfort II, the protection of the Kurdish population in northern Iraq. The Idaho Guardsmen ended their rotation on 31 December 1994.⁸²²

10 December 1994. After nine mid-air refuelings, an HH-60G Pave Hawk helicopter and crew from the New York ANG's 102nd Rescue Squadron pulled a sailor from a sunken Ukrainian freighter out of 30-foot seas about 750 miles off the coast of Nova Scotia and returned him safely to shore.⁸²³

April 1995. Maj. Gen. Donald W. Shepperd, the Air National Guard's Director, asked the 192nd Fighter Wing, Virginia ANG, to develop pods to use with its F-16s to restore a manned tactical photo reconnaissance capability to the total Air Force. Gen. Ronald Fogleman, Air Force Chief of Staff, had requested that the Air Guard take on this project after the service had decided to retire its last dedicated tactical photo reconnaissance aircraft, the RF-4C. That initiative was known as the Theater Airborne Reconnaissance

System program.⁸²⁴

20 April 1995. Members of the 138th Fighter Group, Oklahoma ANG, began providing emergency assistance after the 19 April 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City.⁸²⁵

July 1995. The *National Guard* magazine reported that the North Dakota Air Guard's 119th Fighter Group had been awarded the Hughes Trophy as the best fighter unit within the total Air Force in the air defense/air superiority mission during the previous year.⁸²⁶

22 August 1995. 12 A-10s and 150 (later 180) personnel from the 104th Fighter Wing (FW), Massachusetts ANG, began participating in Operation Deliberate Force, a NATO response to a Serb mortar attack on Sarajevo that killed 37 people. The 104th FW had deployed to Aviano AB, Italy on 8 August 1995 to relieve an active Air Force unit participating in Operation Deny Flight. The unit flew approximately 285 sorties during Deliberate Force which ended on 22 September 1995.⁸²⁷

1 October 1995. Federal recognition was granted to the 137th Space Warning Squadron, Colorado ANG. It was the Air Guard's first space unit.⁸²⁸

1 October 1995. The last RF-4C was phased out of the ANG inventory at the 152nd Reconnaissance Group, Reno, Nevada. That marked the end of dedicated manned tactical reconnaissance aircraft in the total Air Force. On that same date, the ANG delivered the first F-16 reconnaissance pod which enabled the Guard to continue providing 100 percent of the Air Force's manned tactical reconnaissance capabilities. The 192nd Fighter Wing at Richmond, Virginia was the lead unit for the development and use of the pod.⁸²⁹

21 November 1995. The Air Force announced that the 172nd Airlift Wing, Mississippi ANG, would receive six brand new C-17s and phase out its C-141s.⁸³⁰

8 December 1995. President Bill Clinton authorized the mobilization of units and individuals from the Guard and Reserve to augment U.S. military operations in the former Yugoslavia.⁸³¹

10 December 1995. The Air Force tasked the ANG to deploy a radar package to Tazar, Hungary. Within 36 hours of notification, the Ohio Air Guard's 251st Combat Communications Group launched a composite package of equipment and volunteers drawn from ANG units across the nation.⁸³²

18 December 1995. Maj. Gen. Russell C. Davis was assigned as the Vice

Chief, NGB. General Davis, a District of Columbia Air National Guard officer, had been the Commanding General, District of Columbia National Guard. He was the first African American to hold the former assignment.⁸³³

January 1996. The ANG sent 8 C-130 aircraft, 16 aircrews, and 201 personnel to Saudi Arabia and Oman for Operation Southern Watch. The Ohio Air Guard's 179th Airlift Wing led this multi-unit volunteer deployment which ended in March 1996.⁸³⁴

21 January 1996. The 137th Space Warning Squadron, Colorado ANG officially went into business in an activation ceremony at Greeley, Colorado. It was the first space unit in the history of the Air Guard.⁸³⁵

19 February 1996. The *Air Force Times* reported that the 109th Airlift Wing, New York ANG, would assume the responsibility for airlift support of National Science Foundation activities in Antarctic during 1999-2000 from the U.S. Navy.⁸³⁶

9 March 1996. After Cuban fighters shot down two U.S. civilian aircraft over the Straits of Florida, F-15s from the 125th Fighter Wing (FW), Florida ANG, were scrambled from Homestead AFB to provide a combat air patrol over the U.S. Coast Guard's search and rescue operations in international waters off the Cuban coast. The 125th FW flew 15 armed sorties on 9-10 March. They were joined by F-16s from Minnesota's 148th FW which flew eight sorties from their alert site at Tyndall AFB, Florida.⁸³⁷

March 1996. The 184th Bomb Wing, Kansas ANG, completed its conversion to the B-1B bomber.⁸³⁸

1 April 1996. The 116th Fighter Wing, Georgia ANG, was redesignated the 116th Bomb Wing and received its first B-1B bomber. It was the second ANG unit to be equipped with that aircraft.⁸³⁹

20 April 1996. The last F-4 Phantom II's in the total Air Force's inventory, four F-4G "Advanced Wild Weasels" from the ANG's 124th Fighter Wing at Gowen Field, Idaho, were retired and flown to Davis-Monthan AFB, Arizona.⁸⁴⁰

April 1996. The ANG deployed 12 C-130s, 24 crews, and 378 volunteers to Ramstein AB, Germany for Operation Joint Endeavor. All ANG C-130 units participated in this deployment, supporting peace-keeping in Bosnia, which ended in June 1996.⁸⁴¹

28 May 1996. The 192nd Fighter Wing, Virginia ANG, deployed four F-16C/Ds equipped with tactical photo reconnaissance pods -- the Tactical Air

Reconnaissance System it was developing with a contractor -- to Italy. It successfully tested them while supporting NATO forces in Bosnia during peacekeeping operations. The unit departed from Italy for its home station on 15 July 1996.⁸⁴²

18 September 1996. Senior officers from the New York Air Guard's 109th Airlift Wing briefed the National Guard Bureau on their concept of operations and the status of preparations for taking over Operation Deep Freeze, support of the National Science Foundation in Antarctica, from the U.S. Navy.⁸⁴³

2 December 1996. Maj. Gen. Donald W. Shepperd, the ANG Director, announced that additional Air Guard officers would be assigned to 2 of the 9 unified commands, the Joint Staff of the JCS, and the Air Force's major air commands as part of an ANG staff integration plan that had been approved by the Secretary of Defense.⁸⁴⁴

10 December 1996. The last brand new C-130Hs purchased for the Air Guard were delivered to the Minnesota Air Guard's 133rd Airlift Wing.⁸⁴⁵

20 February 1997. Lt. Col. Martha Rainville, Vermont ANG, was elected by a joint vote of that state's House and Senate to be its adjutant general effective 1 March 1997. Her rank would be major general and she would be the first woman in the history of the militia and National Guard to serve as adjutant general. Vermont was the only state where lawmakers elected the Guard's top officer.⁸⁴⁶

1 March 1997. Lt. Col. Martha Rainville, Vermont Air Guard, was sworn in as the nation's first female Adjutant General ever by the state's Governor, Howard Dean.⁸⁴⁷

March 1997. 12 F-16s from the ANG and AFRES deployed to Incirlick AB, Turkey to form a "rainbow unit" of fighters to support Operation Northern Watch to help maintain a no-fly zone over the northern portion of Iraq. Units involved were Wisconsin's 115th Fighter Wing (FW) and Ohio's 178th FW plus the Air Force Reserve's 419th FW.⁸⁴⁸

July 1997. The Air Force halted plans to cut the primary authorized aircraft of five ANG C-130 units from 12 to 8 aircraft each. Opposition to the cuts had been led on Capitol Hill by Senator Wendell Ford of Kentucky whose state's Air Guard unit flew that aircraft.⁸⁴⁹

2 August 1997. Col. Walter Burns, USAF, formally assumed command of the 103rd Fighter Wing, Connecticut ANG, at Bradley ANG Base. Under the staff integration plan announced in 1996 by the National Guard Bureau, Burns

became the first known active duty Air Force officer to command an Air Guard wing that had not been called into federal service.⁸⁵⁰

25 September 1997. Astronaut and former Indiana Air Guard flight surgeon David A. Wolf was launched into orbit on the Space Shuttle *Atlantis* (STS-86). A qualified cosmonaut, Dr. Wolf then served as a long duration crewmember on the Russian MIR Space Station. He returned to earth aboard the Space Shuttle Endeavor (STS-89) on 31 January 1989. It was his second space flight.⁸⁵¹

1 October 1997. Effective this date, the Continental United States NORAD Region (CONR) and First Air Force officially completed the transition to manning by the ANG, replacing active duty Air Force personnel.

13 October 1997. C-130Hs carrying personnel from Wyoming's 153rd Airlift Wing departed Cheyenne to fight stubborn wildfires in Indonesia. Two of the aircraft were equipped with the Modular Airborne Firefighting System. The unit flew 215 sorties and logged 316.5 flying hours during its deployment to Indonesia.⁸⁵²

1 November 1997. Lt. Col. Linda K. McTague was assigned as commander of the 201st Airlift Squadron, District of Columbia ANG. She was the first woman to serve as commander of an Air Guard flying squadron.⁸⁵³

18 November 1997. The ANG's Northeast Tanker Task Force (TTF) in Bangor, Maine began around-the-clock operations for Operation Phoenix Scorpion, the movement of Air Force aircraft to the Persian Gulf in response to Saddam Hussein's refusal to allow U.N. experts to inspect dozens of facilities suspected of hiding chemical and biological weapons. The TTF, consisting of 4 Air Force and 10 ANG KC-135s, pumped over 1 million pounds of jet fuel into Air Force aircraft during the operation which lasted a week.⁸⁵⁴

19 December 1997. Effective this date, Maj. Gen. Larry K. Arnold, assumed command of Continental United States NORAD Region (CONR) and First Air Force from the retiring Maj. Gen. Philip G. Killey. Both officers were Air Guardsman.⁸⁵⁵

1 January 1998. Reflecting its broader and expanding mission, the I.G. Brown Air National Guard Professional Military Education Center near Knoxville, Tennessee was renamed the I.G. Brown Air National Guard Training and Education Center. The organization was named after the late Maj. Gen. I.G. Brown, an Arkansas Air Guardsman and former ANG Director who had been instrumental in establishing the school.⁸⁵⁶

26 January 1998. Deputy Secretary of Defense John Hamre formally approved

plans to use the Guard and Reserve to help respond to domestic terrorist incidents or accidents involving weapons of mass destruction in the United States. He placed the Secretary of the Army in charge of the effort.⁸⁵⁷

28 January 1998. Maj. Gen. Paul A. Weaver, Jr., a New York Air Guardsman, became the Director of the Air National Guard.⁸⁵⁸

22 February 1998. Secretary of Defense William S. Cohen announced that he had requested a Presidential Selective Reserve Call-Up to support operations against Iraq in Southwest Asia.⁸⁵⁹

24 February 1998. President Bill Clinton signed an executive order authorizing the call-up of 500 Guardsmen and Reservists for up to 270 days to support military operations in Southwest Asia.⁸⁶⁰

26 March 1998. Representatives of the National Science Foundation (NSF), Department of Defense, Air Force, Navy, U.S. Transportation Command, and the NGB signed a Memorandum of Agreement turning over responsibility for providing airlift support of NSF operations in Antarctica from the U.S. Navy to the New York ANG's 109th Airlift Wing.⁸⁶¹

May 1998. Secretary of Defense William S. Cohen announced the specific locations of the 10 joint Army and Air Guard Rapid Assessment and Initial Detection (RAID) teams that would be established during the next fiscal year to assist civil authorities in the event of an incident involving weapons of mass destruction on American soil. The RAID teams would be placed at: Los Alamitos, California; Aurora, Colorado; Dobbins Air Reserve Base, Georgia; Peoria, Illinois; Natick, Massachusetts; Fort Leonard Wood, Missouri; Stratton Air National Guard Base, New York; Fort Indiantown Gap, Pennsylvania; Austin, Texas; and Tacoma, Washington.⁸⁶²

June 1998. The 201st Airlift Squadron, District of Columbia ANG, rolled out its first two C-38A Astra operational airlift passenger transport aircraft in a ceremony at Andrews AFB, Maryland. The C-38A replaced the unit's C-21s.⁸⁶³

17 July 1998. CMSgt Gary R. Broadbent replaced CMSgt Edwin R. Brown as the Air National Guard Senior Enlisted Advisor and the position was renamed the Air National Guard Command Chief Master Sergeant.⁸⁶⁴

4 August 1998. Lt. Gen. Russell C. Davis, USAF, succeeded LTG. Edward Baca, USA, as the Chief, National Guard Bureau, effective this date. General Davis, a District of Columbia Air Guardsman, was the first African-American and the third Air Guardsman to hold that assignment on a regular (i.e., non-acting) basis.⁸⁶⁵

4 August 1998. The Air Force unveiled plans to reorganize more than 2,000 aircraft into 10 Air Expeditionary Forces (AEFs) to ease the strain of increased post Cold War operations overseas. The AEFs would draw upon Air Guard and Air Force Reserve as well as active duty Air Force assets.⁸⁶⁶

17 August 1998. The Jefferson Plaza 1 (JP-1) office building in Arlington, Virginia, became the National Guard Bureau's official new home when Lt. Gen. Russell C. Davis, a District of Columbia Air Guardsman who was the Bureau's Chief, reported for duty there. Previously, the Bureau had been headquartered in the Pentagon.⁸⁶⁷

30 September 1998. The National Guard Bureau reported that Air Guardsmen had performed 14,612 of the total 374,115 National Guard mandays devoted to state emergency response missions during the fiscal year (1998) ending on this date.⁸⁶⁸

1 October 1998. ANG vehicle maintenance personnel began repairing vehicles on a site in Qatar in the Persian Gulf region at the request of the United States Central Air Forces.⁸⁶⁹

27 October 1998. Hurricane Mitch, one of the deadliest Atlantic storms in the 20th century, devastated Central America leaving an estimated 9,000 people dead in Honduras and almost one million homeless. In response to the enormous needs created by the storm, Air Guard crews and C-130s from Arkansas, California, Georgia, Kentucky, Louisiana, Missouri, Mississippi, West Virginia, Oklahoma, and Rhode Island delivered relief supplies to Honduras during "Operation Amigo" which lasted several months.⁸⁷⁰

October 1998. The National Guard Bureau formed 10 new joint Army Guard and Air Guard regional Rapid Assessment and Initial Detection (RAID) teams in 10 states to help civilian authorities detect and assess chemical, biological and nuclear hazards from terror weapons.⁸⁷¹

October 1998. Senator Carl Levin (D-Michigan) was the honored guest at a ribbon-cutting ceremony for one of the most advanced air combat training tools in the United States, the Alpena-Kadena Instrumented Training System (AKITS). The event was held at the Air Guard's Combat Readiness Training Center at Alpena, Michigan where the AKITS enabled fighter pilots to fly highly realistic air combat maneuvers without the need for an elaborate ground based range infrastructure or actually firing "live" weapons.⁸⁷²

16 December 1998. Anglo-American air and naval forces launched attacks against Iraq in Operation Desert Fox. Air Guardsmen and Air Force Reservists

from five different units, plus several active duty Air Force outfits, had supported the operation by refueling Air Force aircraft deploying to the Persian Gulf region from the Northeast Tanker Task Force in Maine.⁸⁷³

December 1998. Six Air Guard fighter units were unable to deploy to Southwest Asia to enforce the no-fly zones over Iraq because their F-16s lacked the precision guided munitions and targeting pods that were now required to operate in that region. Air Guard officials reported that they had already begun moving to upgrade F-16s in many states with kits that would enable them to fly night missions and fire precision guided munitions.⁸⁷⁴

30 January 1999. NATO officials warned the Federal Republic of Yugoslavia that it would do whatever was necessary, including air strikes, if Belgrade failed to comply with its demands for a political settlement in Kosovo.⁸⁷⁵

January 1999. The Texas Air Guard's 149th Fighter Wing converted from a general purpose fighter mission to training ANG F-16 aviators to help ease the huge backlog of student flyers waiting to become full-fledged Viper pilots.⁸⁷⁶

17 February 1999. Brig. Gen. John Schnell, Chief of Staff, Maryland ANG, represented the Air Guard at Operation Coronet Oak closing ceremonies in Panama. That C-130 airlift operation was being shut down at Howard AB and transferred to Puerto Rico because US treaty rights in the Canal Zone were expiring. The ANG and the Air Force Reserve had conducted Coronet Oak (originally Operation Volant Oak) in Panama since October 1977.⁸⁷⁷

17 February 1999. ANG KC-135 tankers began providing air refueling support for fighter movements to Europe and air cargo missions positioning people and supplies for a possible war with the Federal Republic of Yugoslavia over the latter's actions in Kosovo.⁸⁷⁸

18 February 1999. The last U.S. Navy LC-130 departed from Antarctica ending naval support of Operation Deep Freeze, The operation had been turned over to the New York ANG's 109th Airlift Wing in 1998.⁸⁷⁹

24 March 1999. NATO aircraft began a bombing campaign against Yugoslavia designed to force the Serbs to accept an alliance-sponsored peace agreement for the latter's breakaway province of Kosovo. KC-135 Stratotankers and crews from the Hawaii ANG's 203rd Air Refueling Squadron, on a previously scheduled deployment to France, participated in Operation Allied Force.⁸⁸⁰

27 March 1999. About 100 Air Guard volunteers and two EC-130 Commando Solo aircraft from Pennsylvania's 193rd Special Operations Wing

deployed to Germany to support the NATO air campaign against Yugoslavia.⁸⁸¹

28 March 1999. The NGB requested help for Operation Allied Force from Nebraska's 155th Air Refueling Wing. Less than 60 hours later, wing personnel and 3 of their KC-135 tankers were on the ground at Rhine Main Air Base, Germany.⁸⁸²

1 April 1999. An EC-130 Commando Solo aircraft from the 193rd Special Operations Wing, Pennsylvania ANG, flew south from Ramstein AB, Germany and began broadcasting radio and television programs to northern Serbia as part of Operation Allied Force.⁸⁸³

7 April 1999. Maj. Gen. Paul A. Weaver, Jr., the ANG Director, announced the formation of a "Future Forces Team" in the NGB to help reshape the Air Guard for the 21st century.⁸⁸⁴

12 April 1999. Maj. Gen. Paul A. Weaver, Jr., the ANG Director, activated the ANG Crisis Action Team at Andrews AFB, Maryland to handle Air Guard tanker issues related to Operation Allied Force, the air war for Bosnia.⁸⁸⁵

13 April 1999. Gen. Wesley Clark, USA, Supreme Allied Commander Europe, asked for 300 more U.S. aircraft for use in Operation Allied Force in addition to the 82 aircraft that he had requested on April 9th. His request would bring the total U.S. aircraft committed to the operation to 800. Pentagon spokesman Kevin Bacon said this might require a presidential selective reserve call-up.⁸⁸⁶

14-15 April 1999. Approximately 100 members of New York's 107th Air Refueling Wing (ARW) deployed to Turkey with 4 KC-135Rs for a month-long tour of duty with Operation Northern Watch. They teamed up there with personnel from New Hampshire's 157th ARW.⁸⁸⁷

21 April 1999. The Office of the Assistant Secretary of Defense/Reserve Affairs reported that over 500 volunteers from the Air Force Reserve and the Air Guard were supporting Operation Allied Force overseas and in the continental US.⁸⁸⁸

26 April 1999. Pentagon officials announced that Secretary of Defense William Cohen had ordered 30 tankers, their aircrews and support personnel, to deploy by 1 May 1999 for active duty with Operation Allied Force. A mix of active duty Air Force and Air Reserve Components assets, they would be sent overseas in response to the Supreme Allied Commander Europe's request earlier in April for additional U.S. military aircraft.⁸⁸⁹

27 April 1999. Secretary of Defense William S. Cohen announced that President Bill Clinton had approved a Presidential Selective Reserve Call-Up to support the NATO air war for Kosovo, Operation Allied Force. It authorized the mobilization of up to 33,102 members of the Selected Reserve. The initial increment of approximately 2,000 would be members of ANG and Air Force Reserve air-refueling units.⁸⁹⁰

28 April 1999. Headquarters, United States Air Force issued a Presidential Selective Reserve Call-Up message for Operation Southern Watch, maintaining the no-fly zone over southern Iraq. Air Combat Command was authorized to mobilize elements of the ANG's 106th and 129th Rescue Wings and deploy them to the Persian Gulf region.⁸⁹¹

1 May 1999. Operation Coronet Nighthawk, the Air Guard's drug interdiction program with fighter aircraft in the Caribbean region, was shifted from Panama to the Dutch island of Curaco because of the pending closure of U.S. military bases in Panama.⁸⁹²

1 May 1999. The 171st Air Refueling Wing (ARW), Pennsylvania ANG, received its official activation order for Operation Allied Force. The order involved deploying about 400 personnel and 14 KC-135Es to the theater of operations.⁸⁹³ Other mobilized ANG tanker units included the: 117th ARW, Alabama; 128th ARW, Wisconsin; 141st ARW, Washington; 151st ARW, Utah; and the 161st ARW, Arizona.⁸⁹⁴

4-6 May 1999. Approximately 300 mobilized members of the Arizona ANG's 161st Air Refueling Wing and six KC-135s deployed to Europe to support NATO's war against Yugoslavia, Operation Allied Force.⁸⁹⁵

12 May 1999. Acting Secretary of the Air Force F. Whitten Peters announced that additional ANG units had been mobilized for Operation Allied Force. They included the: 232nd Combat Communications Squadron (CBCS), Alabama; 117th Intelligence Squadron, Alabama; 117th Intelligence Squadron, Alabama; 123rd Intelligence Squadron, Arkansas; 149th CBCS, California; 231st CBCS, District of Columbia; 259th Air Traffic Control (ATC) Group, Louisiana; 241st ATC Squadron, Missouri; 152nd Intelligence Squadron, Nevada; 260th Intelligence Squadron, New Hampshire; 269th CBCS, Ohio; 271st CBCS, Pennsylvania; 169th Intelligence Squadron, Utah; and the 143rd CBCS, Washington.⁸⁹⁶

17 May 1999. 18 ANG A-10s and approximately 510 mobilized personnel from the 104th Fighter Wing (FW), 110th FW, and 124th FW left Barnes Municipal Airport, Massachusetts heading for Italy to participate in Operation Allied Force. They comprised the 104th Expeditionary Operations Group.⁸⁹⁷

18 May 1999. The Acting Secretary of the Air Force F. Whitten Peters directed that 109 members of the 255th Air Control Squadron (ACS), Louisiana ANG, be mobilized for active duty in Southwest Asia under a Presidential Selective Reserve Call-Up announced by the Secretary of Defense on 22 February 1998.⁸⁹⁸

18 May 1999. F. Whitten Peters, the Acting Secretary of the Air Force, directed the call-up of 44 Air Guardsmen from the following units: 103rd Air Control Squadron (ACS), Connecticut; 117th ACS, Georgia; and the 128th ACS, Wisconsin.⁸⁹⁹

19 May 1999. The 104th Expeditionary Operations Group, consisting of 18 A-10s and personnel from 3 ANG units, arrived at Trapani Air Base in Sicily for Operation Allied Force.⁹⁰⁰

21 May 1999. Air Guard A-10s from the 104th Expeditionary Operations Group began flying Operation Allied Force missions.⁹⁰¹

21 May 1999. The Acting Secretary of the Air Force, F. Whitten Peters, directed the mobilization of 752 Air Guardsmen from the 101st Air Refueling Wing (ARW), Maine, and the 108th ARW, New Jersey under a Presidential Selective Reserve Call-Up for Operation Allied Force.⁹⁰²

26 May 1999. A small contingent of Air Guardsmen and A-10s assigned to the 104th Expeditionary Operations Group deployed from Trapani Air Base, Sicily, to Tazar Air Base, Hungary, to perform combat search and rescue operations as required for Operation Allied Force.⁹⁰³

26 May 1999. During a Pentagon press briefing, Maj. Gen. Charles F. Wald of the JCS Joint Staff, observed that "many of those really well-trained pilots are in the Guard and Reserve The Guard unit that arrived in Trapani about a week and a half ago-the A-10s from Massachusetts, Michigan, and Idaho-have an average flying hours per pilot of about 2,000 hours. Many of them have combat time. So many of our real high-flying, experienced pilots are in the Guard and Reserve."⁹⁰⁴

27 May 1999. Approximately 100 mobilized members of the 271st Combat Communications Squadron, Pennsylvania ANG, left for Europe to participate in Operation Allied Force. They served in Turkey and Italy.⁹⁰⁵

May 1999. Cuban government officially admitted that four Alabama Air Guardsmen, serving as civilian contractors, had been killed on 19 April 1961 when their B-26s had been shot down during the Bay of Pigs invasion.⁹⁰⁶

1-2 June 1999. An advanced party and four KC-135s from the 108th Air Refueling Wing, New Jersey ANG, departed for an undisclosed location in Europe to pave the way for additional unit members. The unit was called to active duty to support NATO operations in Kosovo.⁹⁰⁷

3 June 1999. Yugoslavia accepted an international peace plan for ending the Kosovo conflict, bowing to NATO demands for withdrawal of all its army and police forces and deployment of a NATO-dominated peacekeeping force to that war-torn province.⁹⁰⁸

4 June 1999. The Virginia ANG presented a proposal to the NGB to relocate the 192nd Fighter Wing from Richmond to Langley AFB and form a Virginia ANG associate unit at the latter location to fly the new F-22 "Raptor" as part of the Air Force's First Fighter Wing when the latter organization received the aircraft.⁹⁰⁹

9 June 1999. Yugoslav military commanders signed a "military technical agreement" with NATO military commanders for Yugoslav forces to begin withdrawing from Kosovo on 10 June 1999.⁹¹⁰

10 June 1999. NATO suspended air attacks on Yugoslavia under Operation Allied Force after intelligence reports showed Yugoslav military forces evacuating Kosovo as agreed.⁹¹¹

18 June 1999. Two Louisiana Air Guard F-15As from the 159th Fighter Wing that had deployed to Naval Air Station Keflavik in Iceland for a NATO exercise intercepted Russian TU-95 Bear bombers that had penetrated the Icelandic Military Air Defense Identification Zone in a long range probe not seen since the Cold War's end. Two more Louisiana ANG Eagles, launched from Keflavick, escorted the bombers out of the area.⁹¹²

20 June 1999. NATO officially ended the air war against Yugoslavia, Operation Allied Force, after Serb forces had completed their withdrawal from Kosovo.⁹¹³

21 June 1999. ANG A-10s from the 104th Expeditionary Operations Group based at Trapani Air Base, Sicily, flew their final airborne close air support alert sorties for Operation Allied Force.⁹¹⁴

24 June 1999. Secretary of Defense William S. Cohen authorized the redeployment of some U.S. military aircraft that had participated in Operation Allied Force. He authorized 315 aircraft including 18 ANG A-10s from the 104th Expeditionary Operations Group to begin returning to their home stations.⁹¹⁵

24 June 1999. The ANG Crisis Action Team reported that, as of this date, 4,227 Air Guardsmen had been activated under the Presidential Selected Reserve Call-Up for Kosovo operations and 2,976 of them had been deployed away from home station for those operations. The ANG had deployed 73 KC-135s and 18 A-10s for those operations as of this date.⁹¹⁶

30 June 1999. All 18 ANG A-10s of the 104th Expeditionary Operations Group departed Trapani Air Base, Sicily, for the continental United States. The aircraft, their crews and support personnel had participated in Operation Allied Force.⁹¹⁷

16 July 1999. The Defense Department announced that the Lockheed Martin Corporation of Marietta, Georgia had been awarded a \$370 million modification to an Air Force contract to produce seven more C-130J aircraft including four that would go to the Air Guard.⁹¹⁸

27 July 1999. The 135th Airlift Group of the 175th Wing, Maryland ANG, accepted the Air Guard's first brand new C-130J (Aircraft # 97-1351) at its home station, Martin State Airport.⁹¹⁹

28 July 1999. The 126th Air Refueling Wing, Illinois ANG, closed the Air Reserve Station at O'Hare International Airport and prepared to complete its move to Scott AFB, Illinois.⁹²⁰

31 July 1999. The ANG Crisis Action Team at the Air National Guard Readiness Center on Andrews AFB, Maryland, which had been activated to facilitate the Guard's involvement in Operation Allied Force, was closed down effective this date.⁹²¹

August 1999. *National Guard* magazine reported that the Air Guard had purchased 586 AN/AVS-9 Aviator's Night Vision Imaging Systems from ITT Industries of McClean, Virginia to enable its pilots to conduct operations around-the-clock as part of its "Combat Quadrangle" concept to upgrade the combat capabilities of its fighter aircraft fleet.⁹²²

3 September 1999. Capt. Julie Hudson of the Maryland Air Guard's 175th Wing completed her final mission check ride and qualified as the ANG's first fully combat ready female A-10 fighter pilot.⁹²³

14-18 September 1999. As Hurricane Floyd impacted the East Coast of the United States from the Carolinas to Maine causing at least 57 deaths and an estimated \$6 billion dollars worth of damage, Air Guardsmen joined their Army Guard counterparts in relief operations. In North Carolina, they flew 33,000

cases of food rations in 3 C-130s to flood victims and erected a tent city for 80 people near Wilmington's airport. New Jersey Air Guardsmen from the state's two flying wings assisted Army Guardsmen in sand-bagging operations, reinforcing a flood-weakened dam, and delivering supplies to victims of the storm.⁹²⁴

21 September 1999. Gen. Michael Ryan, the Air Force Chief of Staff, presented five members of the Alaska Air Guard's 210th Rescue Squadron with the 1999 MacKay Trophy, the service's highest award for meritorious flying, for their daring 27 May 1998 mountaintop rescue of six people trapped in a crashed Cessna 207. The rescue with their Pavehawk helicopter took nearly seven hours due primarily to strong winds and thick swirling clouds above the 10,500-foot level of Mount Torbert 70 miles east of Anchorage where the crash victims were stranded.⁹²⁵

1 October 1999. The ANG and the Air Force Reserve were integrated with the active duty Air Force in the service's new Expeditionary Aerospace Force (EAF).⁹²⁶ The Air Force began implementing its EAF concept as the first of its 10 Aerospace Expeditionary Forces (AEFs) began deploying overseas. This was known as AEF Cycle 1. The ANG had agreed to supply 10 percent of the planes and personnel for each AEF.⁹²⁷

1 October 1999. The first ANG pilot began flying with the Air Force 325th Fighter Wing at Tyndall AFB, Florida as part of a new program in which the Guard would provide flight instructors to help train new active duty Air Force F-15 pilots. The ANG associate unit was designated Detachment 1 of the Southeast Air Defense Sector.⁹²⁸

15 October 1999. To participate in a training exercise known as "Operation Foal Eagle'99," 34 members of the Idaho Air Guard's security forces deployed to South Korea for two weeks.⁹²⁹

16 October 1999. A crew and LC-130 from the New York Air Guard's 109th Airlift Wing flew a six-and-a-half, 1,680 mile roundtrip in bitter cold weather from New Zealand to the Antarctic coast and back to evacuate Dr. Jeri Nielsen, the only physician at the National Science Foundation (NSF) research mission, because she had found a lump in her breast. It may have been the earliest flight following winter in the 70-year history of the NSF program. The flight took place two weeks earlier than the scheduled resumption of flights which had been terminated for the winter on 15 February 1999.⁹³⁰

23 October 1999. The 126th Air Refueling Wing, Illinois ANG, raised the American flag over its new home at Scott AFB, Illinois. It had moved from O'Hare International Airport/Air Reserve Station to Scott in accordance with a

recommendation of the Base Realignment and Closure Commission.⁹³¹

3 November 1999. The *Columbia (SC) State* newspaper reported that the 169th Fighter Wing of the South Carolina ANG had recently qualified most of its pilots to hunt and disable enemy surface-to-air missile sites through the use of the High Speed Anti Radiation Missile (HARM) Targeting System. Consequently, the 169th was the only ANG fighter unit capable of performing the Suppression of Enemy Air Defenses mission using the HARM system.⁹³²

13 December 1999. The 123rd Air Control Squadron Ohio ANG, was called up under a Presidential Selective Reserve Call-Up authority for duty in Kuwait. 73 members of the unit deployed to that nation.⁹³³

13 January 2000. Elements of the 169th Fighter Wing, South Carolina ANG, deployed from McEntire Air National Guard Base by commercial air to Incirlik AB, Turkey to participate in Operation Northern Watch (ONW). It was the first ANG unit to deploy operationally in the Suppression of Enemy Air Defenses (SEAD) role, the first ANG unit to employ the High Speed-Anti Radiation Missile in a SEAD mission, and the first to deploy a female ANG F-16 pilot on an operational combat mission to ONW.⁹³⁴

1 February 2000. The 187th Aeromedical Evacuation Squadron, Wyoming ANG, flew its first regularly scheduled peacetime medical evacuation mission from Cheyenne, Wyoming to Colorado Springs, Colorado. It assumed this mission from the Air Force.⁹³⁵

18 August 2000. Pilots and six F-16s from the New Mexico Air Guard's 150th Fighter Wing began flying with their Chilean air force counterparts at the Diego Aracena Training Base in the northern part of that South American nation in an exercise called Salitre 2000. The exercise ended on 3 September 2000.⁹³⁶

9 September 2000. Iowa officials announced that the 185th Fighter Wing, Iowa ANG, would convert from F-16s to KC-135 tankers by 2004. The changeover was expected to cost \$32.2 in construction and \$30 million in training and conversion costs. 10 KC-135s would be assigned to the unit.⁹³⁷

30 September 2000. ANG vehicle maintenance personnel completed their project of repairing vehicles on site in Qatar in the Persian Gulf region. Altogether, over 300 Air Guardsmen on 13,500 man-days had supported the repair of more than 1,100 vehicles since the project began on 1 October 1998.⁹³⁸

1 October 2000. The California ANG established the 148th Space Operations

Squadron (SOPS) to help run the Air Force's MILSTAR Operations Center at Vandenberg AFB. The 148th SOPS was formerly the 148th Combat Communications Squadron.⁹³⁹

1 October 2000. Buckley Air National Guard Base in Colorado became Buckley AFB. Responsibility for the installation shifted from the 140th Fighter Wing, Colorado ANG, to Air Force Space Command's 821st Space Group.⁹⁴⁰

4 January 2001. Maj. Gen. Paul A. Weaver, Jr., ANG Director, broke ground for the new Chaplain Service Academy at the I.G. Brown Air National Guard Training and Education Center at McGhee-Tyson ANGB, Tennessee.⁹⁴¹

11 January 2001. Pentagon officials announced that they had decided to allow Guardsmen and Reservists to participate in sensitive nuclear-related missions reversing a prohibition that was adopted in the early 1990s after the Cold War ended.⁹⁴²

20 January 2001. Texas Governor and former Texas Air National Guardsman George W. Bush, a Republican, was inaugurated as President of the United States. Bush was the only former Air Guardsmen to attain the Oval Office.

February 2001. Lt. Col. Mark Stephens, Vice Commander of the Ohio Air National Guard's 179th Airlift Wing, became the first Air Guardsmen to assume command of both active duty and ANG forces assigned to Operation Joint Forge, the resupply of multinational peacekeepers in Bosnia. He was based at Ramstein AB, Germany. Stephens served as Director of Operations until 5 March 2001 when the 179th returned all of its personnel to home station.⁹⁴³

20-23 February 2001. Elements of Ohio's 179th Airlift Wing and Kentucky's 123rd Airlift Wing were given an Expeditionary Operational Readiness Inspection while deployed at Ramstein AB, Germany to participate in Operation Joint Forge in the Balkans.⁹⁴⁴

17 March 2001. A C-5 Galaxy assigned to the New York Air Guard's 105th Airlift Wing delivered 65,600 pounds of relief supplies to earthquake-ravaged El Salvador at the San Salvador International Airport.⁹⁴⁵

8 April 2001. In a change of command ceremony, Brig. Gen. Mary Ann Eps took over as the Assistant Adjutant General for Air, Connecticut. She was the first African American female to hold that assignment in the ANG. General Eps was a nurse in civilian life.⁹⁴⁶

26 June 2001. Officials announced that Secretary of Defense Donald H.

Rumsfeld would propose cutting the Air Force's fleet of 93 B-1B bombers by nearly one-third. Under that Air Force initiative which caught Congress and the NGB by surprise, ANG B-1B units in Georgia and Kansas would lose their bombers and all unit funding as of 1 October 2001. No plans for follow-on missions or funding for those ANG units were announced by the Pentagon.⁹⁴⁷

June 2001. Oregon Air Guardsmen and F-15s from the 173rd Fighter Wing spent over two weeks in Poland demonstrating air-to-air combat techniques to their new NATO allies.⁹⁴⁸

31 August 2001. All ANG Operation Coronet Nighthawk fighter operations ended on this date but the deployed fighter aircraft remained in 24-hour alert status until they departed the island of Curacao. The Air Guard operation had begun in 1990 using fighters to help monitor and interdict illegal drug traffic in the Caribbean region.⁹⁴⁹

11 September 2001. Major coordinated terrorist attacks were launched on the United States. Two hijacked commercial airliners on domestic flights crashed into the World Trade Center Towers in New York City this morning. Both buildings and a nearby one subsequently collapsed. Shortly after the World Trade Center buildings were attacked, another hijacked domestic airliner crashed into the Pentagon causing tremendous destruction in a recently renovated wedge of that building. A fourth hijacked domestic airliner crashed in a rural area of southwestern Pennsylvania.⁹⁵⁰

11 September 2001. ANG F-15s were scrambled from Otis ANG Base, Massachusetts and ANG F-16s were scrambled from Langley AFB, Virginia to intercept hijacked commercial airliners bound for the World Trade Center in New York City and the Pentagon respectively but arrived too late to thwart the terrorist attacks.⁹⁵¹

11 September 2001. Shortly after the four airliners hijacked by terrorists in the U.S. crashed, the Pentagon gave NORAD the operational lead to use Air Force fighters to patrol the skies over more than 30 American cities. Navy fighters also flew just off the Atlantic coast, near New York. Within hours of the terrorist attacks, 34 ANG fighter units had generated aircraft and were ready to fly combat missions. 15 of those units had flown 179 fighter missions during the first 24 hours. In addition, 18 ANG tanker wings had generated 78 aircraft.⁹⁵²

11 September 2001. In response to the terrorist attacks on the continental U.S., Maj. Gen. Paul A. Weaver, Jr., the Air Guard's Director, activated the ANG Crisis Action Team (CAT). The CAT was located in the Air National Guard Readiness Center at Andrews AFB, Maryland.⁹⁵³

14 September 2001. Secretary of Defense Donald H. Rumsfeld requested and President George W. Bush approved an order to call as many as 50,000 Reservists and National Guardsmen to active duty “ . . . to provide port operations, medical support, engineer support, general civil support and homeland defense.” The Air Force’s personnel requirements were 13,000 of these 50,000.⁹⁵⁴

14 September 2001. Congress authorized use of the U.S. armed forces against the terrorists who had attacked the country on 11 September 2001 and those who harbored them.⁹⁵⁵

15 September 2001. The ANG Crisis Action Team reported that, to date, 35 ANG fighter units had generated 603 sorties in connection with the terrorist attacks on the U.S. on 11 September 2001. 18 ANG tanker wings had generated 72 sorties offloading 3.2 million pounds of fuel.⁹⁵⁶

15 September 2001. Press reports indicated that fighter jets had been flying combat air patrols over 30 major U.S. cities since the terrorist attacks on September 11th.⁹⁵⁷

18 September 2001. NORAD reported that ANG fighters continued to maintain continuous combat air patrols over Washington, DC and New York City as a result of the terrorist attacks on 11 September 2001. In addition, NORAD emphasized that a pair of ANG fighters were currently being maintained on alert at each of 26 locations to respond quickly to any new threats.⁹⁵⁸

20 September 2001. Secretary of Defense Donald H. Rumsfeld announced that 5,131 members of the Air Guard and the Air Force Reserve had been ordered to report to active service as part of the partially mobilization ordered by President Bush.⁹⁵⁹

22 September 2001. The Defense Department announced that approximately 5,172 more ANG and AFRES members had been called to active duty by President George W. Bush in response to the 11 September 2001 terrorist attacks on the U.S.⁹⁶⁰

26 September 2001. Secretary of the Air Force James Roche confirmed that the 116th Bomb Wing, Georgia ANG, would transition from B-1B bombers to Joint Surveillance Target Attack Radar System aircraft and be redesignated the 116th Air Control Wing. It would remain a unit equipped flying organization. No date was given for either change.⁹⁶¹

26 September 2001. Secretary of the Air Force James Roche confirmed that the 184th Bomb Wing, Kansas ANG, would transition from B-1B bombers to KC-135 tankers and remain a unit equipped flying organization.⁹⁶²

27 September 2001. Secretary of Defense Donald H. Rumsfeld confirmed that President Bush had authorized three midlevel Air Force generals -- including Maj. Gen. Larry K. Arnold, Commander of First Air Force and CONR - - to order hijacked airliners that threatened American cities shot down without consulting with senior military officials or the President if there was not enough time to do so. If there was enough time, General Arnold would take the decision to the NORAD commander who would bring it to Secretary Rumsfeld who would try to reach the President.⁹⁶³

27 September 2001. Responding to a presidential authorization, Maj. Gen. Raymond F. Rees, Vice Chief of the NGB, issued guidance for the use of National Guardsmen to help strengthen security at the nation's airports following the 11 September 2001 terrorist attacks on the U.S.⁹⁶⁴

28 September 2001. At the President's request, National Guardsmen began providing enhanced security at many of the nation's airports. They were activated in Title 32, United States Code status which enabled them to perform law enforcement functions while remaining under the control of their governors.⁹⁶⁵

29 September 2001. Secretary of Defense Donald H. Rumsfeld announced that 5,131 members of the Air Guard and Air Force Reserve from 29 units in 24 states and the District of Columbia had been ordered to report to active duty under partial mobilization authorized by President George W. Bush.⁹⁶⁶

2 October 2001. Secretary of Defense Donald H. Rumsfeld announced that President George W. Bush had nominated Maj. Gen. Daniel James III, the Adjutant General of Texas, to be the next Director of the Air National Guard. If confirmed by the Senate, he would serve in the rank of lieutenant general.⁹⁶⁷

7 October 2001. The Bush administration launched a war against Afghanistan because its government had harbored the Al Qaeda terrorist organization that had planned and conducted the 11 September 2001 terrorist attacks against the U.S. The operation, which involved significant numbers of Air Guardsmen from the outset, was named Enduring Freedom.⁹⁶⁸

8 October 2001. Four EC-130E Commando Solo aircraft from the Pennsylvania ANG's 193rd Special Operations Wing began broadcasting music and information to the Afghan people as part of Operation Enduring Freedom⁹⁶⁹

15 October 2001. Air Guard officers from the Air Directorate, NGB briefed their Expeditionary Medical Support (EMEDS) concept to Lt. Gen. Paul K. Carlton, Jr., the Air Force Surgeon General.⁹⁷⁰

16 October 2001. Maj. Gen. Paul A. Weaver, Jr., ANG Director, announced that tanker force upgrades and recapitalization were the Air Guard's greatest modernization needs.⁹⁷¹

17 October 2001. Elements of the 186th Air Refueling Wing (ARW), Mississippi ANG, and the 117th ARW, Alabama, formed a composite unit at Incirlick AB, Turkey to support Operation Enduring Freedom. The two air refueling wings switched lead unit status every 90 days.⁹⁷²

31 October 2001. Effective this date, the Air Force's 611th Air Control Squadron at Elmendorf AFB, Alaska was redesignated the 611th Air Control Squadron (ANG). The new Alaska ANG unit retained its established mission of monitoring the state's airspace for unidentified and potentially hostile aircraft.⁹⁷³

9 November 2001. The number of Air Guard volunteers serving in response to the 11 September 2001 terrorist attacks on the United States and other taskings peaked at 12,864.⁹⁷⁴

5 December 2001. As part of Operation Noble Eagle, Florida Air Guard F-15s from the 125th Fighter Wing patrolled the skies over the Kennedy Space Center as the space shuttle Endeavor was launched. It was the first shuttle launch after the 11 September 2001 terrorist attacks on the U.S.⁹⁷⁵

December 2001. The Rhode Island ANG's 143rd Airlift Wing became the first U.S. military unit to be equipped with the brand new C-130J-30 Hercules transport.⁹⁷⁶

1 February 2002. Brig. Gen. David A. Brubaker, an Indiana Air Guardsman, became the Acting Director of the Air National Guard pending Senate confirmation of Maj. Gen. Daniel James, III, the Adjutant General of Texas, as the president's nominee to be the Director of the Air National Guard.⁹⁷⁷

4 March 2002. Tech. Sgt. Keary Miller, a Kentucky Air Guard pararescue specialist from 123rd Special Tactics Squadron, cared for wounded personnel and participated in a firefight with nearby enemy forces after the Army special operations helicopter he was riding was shot down on a mountain named Taku Ghar in eastern Afghanistan. For his heroism and professional skill during that 15-hour ordeal in Operation Enduring Freedom, Miller was awarded the

Silver Star, the nation's third highest award for valor.⁹⁷⁸

1 April 2002. The total number of Air Guardsmen serving (voluntary and mobilized) on federal taskings following the 11 September 2001 terrorist attacks on the United States peaked at 24,566.⁹⁷⁹

14 April 2002. The *Los Angeles Times* reported that the California Air Guard's 146th Airlift Wing at Channel Islands ANG Station was scheduled to acquire eight brand new C-130J Hercules aircraft.⁹⁸⁰

15 April 2002. The total number of Air Guardsmen serving in mobilized status following the 11 September 2001 terrorist attacks on the United States peaked at 21,011.⁹⁸¹

18 April 2002. An F-16 pilot assigned to the 183rd Fighter Wing, Illinois ANG, who thought he was under attack from unidentified ground forces mistakenly dropped a bomb killing four Canadian soldiers and wounding eight more in southern Afghanistan. The Canadians were conducting a live-fire training exercise at night.⁹⁸²

14 May 2002. The U.S. Senate confirmed Maj. Gen. Daniel James III, the Adjutant General of Texas, as the new Director of the Air National Guard. A Vietnam combat veteran, he would be the first African-American and the first three-star general to hold that assignment.⁹⁸³

21 May 2002. The National Guard Bureau reported that 17,933 Air Guardsmen were serving on partial mobilization status in operations Noble Eagle and Enduring Freedom. Another 6,078 ANG members were serving as volunteers in those two operations. In addition, 248 Air Guardsmen were helping to provide security at civilian airports while on state status (Title 32, U.S. Code) performing active duty support work tours.⁹⁸⁴

31 May 2002. The National Guard's airport security mission ended. Since it began in September 2001 following the terrorist attacks on the U.S., 8,597 Guardsmen had served at 444 airports across the nation. Several hundred of them had been Air Guardsmen.⁹⁸⁵

3 June 2002. Maj. Gen. Daniel James III, the Adjutant General of Texas and a Vietnam combat veteran, became the Director of the Air National Guard and was promoted to the rank of lieutenant general. He was the first three-star officer and the first African-American officer to hold that assignment.⁹⁸⁶

22 June 2002. An aircrew from the 116th Bomb Wing, Georgia ANG, flew the unit's last scheduled B-1 training flight. The unit would become the 116th Air

Control Wing on 1 October 2002 and transition to the E-8C Joint STARS (Surveillance Target Attack Radar System).⁹⁸⁷

10-11 July 2002. Air Guardsmen from Alaska's 210th Rescue Squadron, operating with an HC-130 rescue tanker aircraft and an HH-60 helicopter, rescued a Filipino sailor who was stricken with a serious case of appendicitis 1,000 miles at sea and delivered him to a hospital at Kodiak. The entire mission lasted about 26 hours.⁹⁸⁸

1 August 2002. Maj. Gen. Craig R. McKinley, assumed command of the Continental United States NORAD Region (CONR) and First Air Force from the retiring Maj. Gen. Larry K. Arnold, in a ceremony at Tyndall AFB, Florida. Both officers were Air Guardsmen.⁹⁸⁹

3 August 2002. Lt. Gen. Russell C. Davis, a District of Columbia Air National Guard officer, retired as Chief of the National Guard Bureau. He was the first African American and only the third Air Guardsman to hold that assignment since the ANG was established by law as a separate reserve component on 18 September 1947.⁹⁹⁰

4 August 2002. The last B-1 departed from the 184th Bomb Wing, Kansas ANG. The unit was officially slated to become an air refueling wing effective 16 September 2002.⁹⁹¹

16 August 2002. The Air Force announced that it would extend the mobilization of over 14,000 Guardsmen and Reservists into a second year as part of the Bush administration's "global war on terror." The majority of them were in security forces, one of the service's most heavily used career fields.⁹⁹²

August 2002. The Arkansas Air Guard's 189th Airlift Wing began providing initial training to all active duty U.S. Air Force C-130 loadmasters.⁹⁹³

6 September 2002. Fighter aircraft temporarily resumed continuous 24 hour combat air patrols over Washington, D.C. and New York City as the first anniversary of the 11 September 2001 terrorist attacks on those cities approached.⁹⁹⁴

17 September 2002. The last B-1 departed from the 116th Bomb Wing, Georgia ANG at Robins AFB to the "bone yard" at Davis-Monthan AFB, Arizona. The 116th was preparing to merge with the Air Force's 93rd Air Control Wing (ACW) to become the 116th ACW, the Air Force's first "blended wing," and fly the E-8C Joint STARS battlefield surveillance jet.⁹⁹⁵

30 September 2002. Lt. Gen. Daniel James, III, ANG Director, told reporters

that, because the Air Guard was so heavily tasked by new missions that it might have to refuse some missions to maintain its strength for the future.⁹⁹⁶

17-18 October 2002. Astronaut and former Indiana Air Guard Flight Surgeon David A. Wolf was launched into orbit aboard the Space Shuttle *Atlantis* (STS-112) to participate in an International Space Station assembly mission. It was his third space flight.⁹⁹⁷

October 2002. The 201st Airlift Squadron, District of Columbia ANG, began flying members of Congress and other government officials around the world on the unit's two newly-acquired C-40 transports, a military version of Boeing's 737 airliner.⁹⁹⁸

2 December 2002. Lt. Gen. Daniel James III, the Air Guard's Director, unveiled his transformational strategy known as "VANGUARD" in Denver, Colorado at the ANG's annual Senior Leadership Conference.⁹⁹⁹

7 December 2002. An aviation package from the Pennsylvania ANG's 111th Fighter Wing, including six A-10 aircraft, deployed to Bagram AB, Afghanistan for approximately five weeks for Operation Enduring Freedom. Elements of the 175th Wing, Maryland ANG, deployed as well.¹⁰⁰⁰

26 February 2003. Thomas F. Hall, Assistant Secretary of Defense for Reserve Affairs, announced that there would be a "rebalancing" of missions between the active duty and reserve components of the U.S. armed forces because of the high demands being placed on the latter.¹⁰⁰¹

2 March 2003. Approximately 300 members of the 118th Airlift Wing, Tennessee ANG, were mobilized to serve at an undisclosed location in a possible war against Iraq.¹⁰⁰²

17 March 2003. The last Operation Northern Watch mission was flown from Incirlik AB, Turkey.¹⁰⁰³

17 March 2003. President George W. Bush issued an ultimatum giving Saddam Hussein and his sons 48 hours to leave Iraq.¹⁰⁰⁴

20 March 2003. Conventional US and coalition ground forces began invading Iraq. The war was named Operation Iraqi Freedom.¹⁰⁰⁵

25 March 2003. Maj. Gregory L. Stone, Idaho ANG, died of his injuries two days after a U.S. Army soldier allegedly threw a grenade into his tent in Kuwait. Stone was serving as an air liaison officer with the Army's 101st Airborne Division.¹⁰⁰⁶

29 March 2003. SSgt. Jacob Frazier, a member of the Illinois ANG's 169th Air Support Operations Squadron, died when his four-vehicle reconnaissance patrol was ambushed in southern Afghanistan during Operation Enduring Freedom. He was the first Air Guardsmen to be killed in action against enemy forces since the Vietnam War.¹⁰⁰⁷

29 March 2003. As of this date, the ANG had flown 72 percent of Operation Noble Eagle's fighter sorties, 52 percent of its tanker sorties, and 35 percent of its airlift sorties.¹⁰⁰⁸

29 March 2003. As of this date, the ANG had flown 24 percent of Operation Enduring Freedom's fighter sorties, 21 percent of its tanker sorties, and 6 percent of its airlift sorties.¹⁰⁰⁹

15 April 2003. The total number of Air Guardsmen serving in mobilized status following the 11 September 2001 terrorist attacks on the United States peaked at 21,011.¹⁰¹⁰

1 July 2003. LTG H Steven Blum, USA, Chief, NGB, announced that effective this date the Bureau would operate as a joint military headquarters. Several new NGB joint staff elements became operational with his announcement.¹⁰¹¹

30 July 2003. Secretary of Defense Donald H. Rumsfeld signed a memo to the Chief, NGB directing the Bureau to examine ways to make the organization and the entire National Guard more relevant and accessible in the current national security environment.¹⁰¹²

1 December 2003. Col. Linda McTeague assumed command of the 113th Wing, District of Columbia Air National Guard. She was the first woman to command an ANG wing.¹⁰¹³

17 December 2003. In a ceremony at its Long Beach, California plant, Boeing delivered the first of eight brand new C-17 Globemaster IIIs to the Mississippi ANG's 172nd Airlift Wing.¹⁰¹⁴

27 February 2004. On this date, the 107th Fighter Squadron, Michigan ANG, deployed ten F-16C aircraft on their AEF rotation to Iraq for Operation Iraqi Freedom. They were the first F-16 unit in the total Air Force to operate from Kirkuk AB, a former Iraqi Air Force installation. They employed the Theater Airborne Reconnaissance System pod that had been developed by the ANG in actual combat conditions.¹⁰¹⁵

12 March 2004. Col. George T. Lynn, Georgia ANG, Commander, 116th Air Control Wing (ACW), was promoted to brigadier general in a ceremony at Robins AFB, Georgia. The 116th ACW was the first and only blended active duty Air Force/ANG wing in the USAF.¹⁰¹⁶

March 2004. Detachment 1, Headquarters Nevada Air National Guard was established in March 2004 with the intent of developing it into the Air Guard's first Predator associate unit.¹⁰¹⁷

2 May 2004. The Tennessee ANG's 164th Airlift Wing in Memphis phased out the last C-141 (tail number 60157) in the ANG inventory during a ceremony at its home station. The aircraft's call sign was "Elvis 73." The unit was slated to receive C-5s.¹⁰¹⁸

5 May 2004. Two C-130s from the California Air Guard's 146th Airlift Wing, equipped with the Modular Airborne Firefighting System, dropped 21,600 gallons of fire-retardant on Santa Barbara County's Cachuma fire.¹⁰¹⁹

21 May 2004. The Alaska ANG officially took over the operation of Clear Air Force Station and its early warning radar from the Air Force during a ceremony attended by seven general officers including Gen. Lance Lord, Commander, Air Force Space Command, and Lt. Gen. Daniel James, III, ANG Director.¹⁰²⁰

16 July 2004. Retired Maj. Gen. Charles Sweeney, 84, a former commander of the Massachusetts ANG, died. During World War II he piloted the B-29 that dropped an atomic bomb on Nagasaki.¹⁰²¹

27 October 2004. Maj. Gen. Marvin "Scott" Mayes, Alabama ANG, assumed command of the Continental United States NORAD Region and First Air Force at Tyndall AFB, Florida.¹⁰²²

17 November 2004. Gen. John P. Jumper, Air Force Chief of Staff, testified before the House Armed Services Committee that "There's nothing in any of our plans that reduces the manpower of the Air National Guard. That's point No. 1. We will be asking the Air National Guard to transition into more modern missions, along with the active duty. These more modern missions will include different things, like space operations, information operations, command and control, unmanned air vehicles."¹⁰²³

24 November 2004. The Secretary of the Air Force and the Air Force Chief of Staff signed a letter that directed MAJCOM commanders to provide plans no later than 17 January 2005 to test key initiatives for more closely integrating Guard and Reserve assets into active duty units and

operations.¹⁰²⁴

30 November 2004. Headquarters, U.S. Air Force approved an Air Guard request to establish the 170th Operational Support Squadron, Nebraska ANG. It would become an ANG associate unit of the Air Force's 55th Wing. The latter conducted a wide variety of global reconnaissance, intelligence, information operations, command and control, presidential support, treaty verification, training, and airlift missions from its home station at Offutt AFB, Nebraska.¹⁰²⁵

1 December 2004. Air Force officials announced that Virginia ANG pilots from the 192nd Fighter Wing at Richmond would be partnering with pilots from the Air Force's First Fighter Wing to train on the F/A-22 Raptor, the service's newest fighter aircraft. The Raptor was scheduled to deploy to Langley AFB in May 2005.¹⁰²⁶

10 & 13 December 2004. Members of the Rhode Island ANG's 143rd Airlift Squadron flew to Southwest Asia from their home station with their new C-130J-30 transports. It was the first time that the C130J-30 had been deployed by U.S. military forces to support combat operations in Afghanistan and Iraq.¹⁰²⁷

17 December 2004. Air Force officers and their French hosts held a ceremony at Istres, France marking the end of 10 years of U.S. Air Force refueling operations for NATO operations in the Balkans from that base. The last Air Force personnel and KC-135E aircraft were expected to leave Istres before the month's end. Air Guardsmen had played a major role in those operations.¹⁰²⁸

December 2004. The Air Guard participated in Operation Unified Assistance, a multinational effort to deliver relief supplies and personnel to coastal areas in Southeast Asia after the region was devastated by a tsunami on 26 December 2004. At least one ANG aircraft – a C-5A from the 105th Airlift Wing from Stewart Air National Guard Base, New York – took part in the massive airlift which ended in February 2005.¹⁰²⁹

1 January 2005. The 170th Operational Support Squadron, Nebraska ANG, was activated at Offutt AFB, Nebraska. It was an associate unit of the Air Force's 55th Wing that was headquartered at Offutt AFB, Nebraska¹⁰³⁰

9 March 2005. In a letter to Gen. John P. Jumper, the Air Force Chief of Staff, the President of the Adjutant Generals Association of the United States, Maj. Gen. David P. Rataczak, Arizona ARNG, stressed that problems existed with the Air Force's Future Total Force (FTF) initiative "that could be very detrimental to the National Guard to the point of irreversible deterioration. . . .

the FTF initiative seems to focus on accelerated reductions of current weapons systems located predominantly in the Air National Guard and the relocation of ANG units to active duty bases.”¹⁰³¹

23 March 2005. The Air Force took delivery of its final E-8C Joint STARS aircraft. It was the seventeenth production model of the aircraft - all of which were assigned to the blended ANG/USAF 116th Air Control Wing at Robins AFB, Georgia.¹⁰³²

11 April 2005. An aircrew from the Maryland Air Guard’s 175th Wing made the first short field, dirt airstrip landing during an operational mission with a C-130J in the United States Central Command area of operational responsibility. The exact location of the landing at an air base in Southwest Asia was not disclosed.¹⁰³³

13 May 2005. The Department of Defense (DOD) released its recommended list of bases for realignment and closure to the Base Realignment and Closure Commission. It recommended closing nearly 180 installations across the DOD and, if approved as written, would have a major impact on ANG installations, force structure, and modernization programs.¹⁰³⁴

28 July 2005. Col. Larry Gallogly, commander of the Rhode Island ANG’s 143rd Airlift Wing, lauded the performance of two of his unit’s C-130Js and four crews to the Middle East during a 120-day deployment (10 December 2004-8 March 2005). While deployed, they flew 625 sorties and logged 1,371 hours moving 7,031 passengers and 1,151 cargo pallets to locations in Iraq and Afghanistan plus a few trips to the Horn of Africa.¹⁰³⁵

27 August 2005. The 159th Fighter Wing, Louisiana ANG, evacuated its F-15 Eagle aircraft from home station because of the approach of Hurricane Katrina.¹⁰³⁶

28 August 2005. The ANG Crisis Action Team, located at the Air National Guard Readiness Center, Andrews AFB, Maryland, directed all Air Guard units affected by Hurricane Katrina to initiate their hurricane relocation plans.¹⁰³⁷

29 August 2005. The ANG deployed 50 of its medical personnel to the Joint Reserve Base, New Orleans, Louisiana to establish an Expeditionary Medical Support (EMEDS) facility.¹⁰³⁸

30 August 2005. An aircrew and C-17 from the 172 Airlift Wing, Mississippi, flew the Air Guard’s first Hurricane Katrina relief mission. It lasted three days.¹⁰³⁹

30 August 2005. The ANG deployed 23 more of its medical personnel to Joint Reserve Base, New Orleans, Louisiana, to help operate an Expeditionary Medical Support facility.¹⁰⁴⁰

30 August 2005. The National Guard Bureau reported that 840 Air Guard personnel were on state active duty for Hurricane Katrina.¹⁰⁴¹

30 August 2005. Air Guardsmen made 600 rescues one day after Katrina made landfall on the Gulf Coast, 100 by helicopter and 500 by pararescue specialists in ZODIAC boats.¹⁰⁴²

30 August 2005. An estimated 7,500 National Guardsmen were on duty along the Gulf Coast of the United States supporting civil authorities 24 hours after Hurricane Katrina battered that region.¹⁰⁴³

August 2005. ANG units participated in a Total Force effort to rescue seven Russian sailors after their mini-sub became tangled in a fishing net 625 feet below the surface. A C-17 Globemaster III assigned to the Mississippi Air Guard's 172nd Airlift Wing flew non-stop from New Orleans NAS to Russia carrying 95,000 pounds of equipment and personnel. Two KC-135s from the Alaska ANG also supported the operation. Ultimately, the Russian sailors were rescued by a British submarine on 8 August 2005.¹⁰⁴⁴

2 September 2005. The ANG Crisis Action Team at Andrews AFB, Maryland reported that Air Guard airlifters had flown 389 sorties, transporting 4,409 passengers and 1,605 tons of cargo in a single day supporting Hurricane Katrina relief efforts.¹⁰⁴⁵

3 September 2005. In a preliminary account, the Air Guard reported that it had flown 785 sorties that delivered 12,854 passengers and 39,013 tons of cargo during its first three days of Hurricane Katrina relief operations. During that same period, Air Guardsmen reported that they had saved 600 human lives using helicopters and small boats.¹⁰⁴⁶

4 September 2005. Air Guard pararescue specialists saved 538 human lives in one day. This was the highest single day total of saves by ANG rescue assets during the Hurricane Katrina relief operation.¹⁰⁴⁷

4 September 2005. During their first 3 days of Hurricane Katrina relief operations, Air Guard aircrews had flown 785 sorties, transporting 12,854 people and 39,013 tons of cargo.¹⁰⁴⁸

5 September 2005. LTG H Steven Blum, USA, Chief, NGB, requested that

the Secretary of Defense authorize National Guardsmen participating in Hurricane Katrina recovery efforts under Emergency Management Assistance Compacts between states be placed on Title 32, US Code orders for periods no longer than 179 days. He also asked that that authority have an effective date of 29 August 2005. If approved, that authorization would provide federal funding for those Guardsmen's' service.¹⁰⁴⁹

7 September 2005. The Air Directorate, NGB reported that ANG C-130s had flown their first Hurricane Katrina relief missions on 30 August 2005. It added that 351 ANG C-130 Katrina relief missions had been sourced from 30 August through 7 September 2005, an average of 39 per day.¹⁰⁵⁰

15 September 2005. President George W. Bush endorsed the Base Realignment and Closure Commission's plan to close 22 major military bases while reconfiguring 33 others and sent it to the Congress.¹⁰⁵¹

16 September 2005. Beginning on 30 August, the Air Guard had deployed seven RC-26B aircraft and nine crews from 8 states to assist in Hurricane Katrina relief operations in the Gulf Coast region. During 17 days of operations, they flew 297.9 hours in support of those relief operations.¹⁰⁵²

16 September 2005. The National Guard Bureau reported that Air Guard Expeditionary Medical Support (EMEDS) personnel had treated over 11,000 patients since they deployed to the Gulf Coast region to participate in Hurricane Katrina relief efforts. In some remote areas, they provided the only operational medical facilities available to civilians.¹⁰⁵³

19 September 2005. Air Guardsmen began flying disaster response air support missions in preparation for the expected landfall of Hurricane Rita on the Texas coast.¹⁰⁵⁴

21 September 2005. Hurricane Rita, packing 165-mph winds and destructive power equal to that of Hurricane Katrina that had devastated the Gulf Coast region earlier that summer, tracked through the Gulf of Mexico toward coastal areas of Texas and Louisiana.¹⁰⁵⁵

23 September 2005. Air Guard transports flew 27 sorties airlifting 257 passengers and 90 tons of cargo in Hurricane Rita relief operations.¹⁰⁵⁶

23 September 2005. The Deputy Secretary of Defense approved federal funding, retroactive to 20 September 2006, for using the National Guard in Title 32, US Code status to support Hurricane Rita disaster relief efforts.¹⁰⁵⁷

26 September 2005. President George W. Bush sought to federalize

hurricane-relief efforts, removing state governors from the decision-making process as a result of lessons learned from the federal government's widely criticized response to Hurricane Katrina. He suggested that the Defense Department should be placed in charge of responding to natural disasters, terrorist attacks, and outbreaks of disease.¹⁰⁵⁸

30 September 2005. The National Guard Bureau reported that 350 members of the Indiana Air Guard's 181st Fighter Wing and 12 of their F-16s had deployed to Kadena AFB, Okinawa in early September to fill in for an active duty Air Force F-15 squadron that had been sent elsewhere as part of the Bush administration's "global war on terrorism."¹⁰⁵⁹

29 November 2005. From 30 August 2005 through this date, the Air Guard had flown 4,132 airlift sorties in relief efforts after hurricanes Katrina and Rita devastated parts of the southeastern US. It had airlifted 34,639 passengers and carried 11,496 tons of cargo during those relief efforts. In addition, its transports had evacuated 2,046 patients from the region. ANG combat controllers in helicopters evacuated another 23,604 endangered people in Louisiana and Mississippi and moved them to local safe havens.¹⁰⁶⁰

24 January 2006. The Air Guard announced that over 400 members of Indiana's 122nd Fighter Wing had arrived at Ballad Air Base, Iraq. They had deployed 12 F-16s and some 35 pilots to that installation.¹⁰⁶¹

26 February 2006. Governors from both the Democratic and Republican political parties complained at the annual winter meeting of the National Governors Association that the Bush administration's policies were stripping the National Guard of equipment and personnel needed to deal with natural disasters and other emergencies at home.¹⁰⁶²

27 February 2006. The Air Force publicly unveiled its initial plan for Total Force Integration - Phase II, that provided for closer integration of Guard and Reserve assets with the active duty force.¹⁰⁶³

15 May 2006. In a prime-time televised speech from the Oval Office, President George W. Bush said that he would send 6,000 National Guardsmen to the porous U.S.- Mexican border beginning the next month to help staunch the flow of illegal immigrants into the nation from south of that international boundary. Guardsmen would provide intelligence, surveillance, and logistical assistance to the U.S. Border Patrol during the next two years but not law enforcement duties.¹⁰⁶⁴

20 May 2006. Maj. Gen. Craig R. McKinley, a Florida Air Guardsman, was promoted to lieutenant general and assumed the post of ANG Director on this

date.¹⁰⁶⁵

3 June 2006. 55 Utah National Guardsmen were sent to the Arizona-Mexico border on this date. They were expected to begin operations supporting the U.S. Border Patrol by June 5th. The entire National Guard mission to strengthen border security, directed by President George W. Bush, was known as Operation Jump Start.¹⁰⁶⁶

15 June 2006. The first Arizona Guardsmen working under President George W. Bush's plan for the National Guard to strengthen border security began arriving at that state's boundary with Mexico.¹⁰⁶⁷

8 July 2006. Lt. Col. Steve Hopkins, USAF, took command of the Air Force's new 30th Airlift Squadron in a ceremony within a Wyoming ANG hangar at Cheyenne. The Air Force unit would be under the operational control of the Wyoming Air Guard's 153rd Airlift Wing and share the latter's C-130 transports. The 30th would be attached administratively to Little Rock Air Force Base's 463rd Airlift Group in Arkansas. The 30th was the first unit of its kind associated with the ANG.¹⁰⁶⁸

4 August 2006. Following a Unit Compliance Inspection (UCI) by personnel from the Air Force Inspection Agency, the Air National Guard Readiness Center at Andrews AFB, Maryland received an overall "Excellent" rating. Five of its eight inspection areas were rated "Outstanding."¹⁰⁶⁹

16 August 2006. A ribbon-cutting ceremony at McConnell AFB, Kansas opened the ANG's newest and largest intelligence facility. The \$7.4 million center housed the Kansas Air Guard's 161st Intelligence Operations Group.¹⁰⁷⁰

25 August 2006. The Air National Guard Readiness Center at Andrews AFB, Maryland was renamed "Conaway Hall" after retired Lt. Gen. John B. Conaway, a former Chief of the National Guard Bureau and a former Director of the Air National Guard. He had been instrumental in having the center built in the early 1980s.¹⁰⁷¹

12 September 2006. The National Guard Association of the United States urged its 45,000 members to lobby against legislative proposals from the Bush administration that would permit the president to federalize National Guardsmen during serious disasters without first consulting state governors.¹⁰⁷²

28 November 2006. The Kentucky Air National Guard announced the creation of the 123rd Contingency Response Group in Louisville. It was the first rapid air base construction unit to be formed within the ANG. Its mission

was to open runways. Load and unload aircraft planes, provide security, and to create conditions that would enable follow-on forces to operate a successful airfield.¹⁰⁷³

28 November 2006. The Air Guard formally established its first unit-equipped MQ-1 Predator unit at March Air Reserve Base, California when the 163rd Air Refueling Wing was redesignated the 163rd Reconnaissance Wing.¹⁰⁷⁴

3-4 January 2007. A C-130 and Airmen from the Colorado Air National Guard began dropped hay to starving cattle near Lamar, Colorado. A blizzard had isolated the animals on ranches in that area. Augmenting the ongoing work of Colorado Army National Guard helicopters, the C-130 hay drops were conducted from the aircraft's rear cargo door normally at 500 feet above ground depending on the terrain.¹⁰⁷⁵

10 January 2007. The first of eight C-21 executive transports arrived at Hector Airport, North Dakota. They were intended to serve as a bridge mission for the North Dakota Air Guard's 119th Fighter Wing between the time it relinquished its F-16s due to the 2005 Base Realignment and Closure process and 2010 when the unit was expected to obtain the proposed new Joint Cargo Aircraft. The 119th was also slated to obtain Predator unmanned aerial vehicles as it lost its fighter aircraft.¹⁰⁷⁶

NOTES

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