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A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS, 1908 – 2012, AUGUST

Compiled By:
ANG History Office (NGB/HO)

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 1923.¹

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.²

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.³

8 August 1918. 1st Lt. Reed G. Landis, a former Illinois National Guardsman, scored three aerial kills bringing his wartime total to six. He ended the First World War with 10 victories.⁴

1 August 1921. The 137th Squadron, Indiana National Guard, received federal recognition as a Corps Aviation unit. It was redesignated the 113th Squadron and assigned to the 38th Division on 3 January 1923 and then redesignated the 113th Observation Squadron on 25 January 1923.⁵

17 August 1922. Personnel and five aircraft from the 109th Observation Squadron, Minnesota National Guard, were called to active duty by the governor of that state, Jacob Aall Ottesen Preus, to help locate forest fires in the northern portion of the state before they reached major proportions. They remained on duty for 61 days and reported their findings by radio while accumulating 300 flight hours over Minnesota's forests.⁶

6 August 1924. The 116th Observation Squadron, Washington National Guard, received federal recognition.⁷

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.⁸

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.⁹

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.¹⁰

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.¹¹

15 August 1943. Beginning on this date, the first of eight Guard air units that had been were 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).¹²

3 August 1946. The Hawaii ANG was established by executive order of Ingram M. Stainback. It included the 199th Fighter Squadron whose first commander was Lt. Col. Walter H. Dillingham. The first duty station was the Honolulu Armory.¹³

24 August 1946. The Army Air Forces (AAF) announced that all 48 states, the District of Columbia, and Puerto Rico had agreed to their respective allotments of Air Guard units. As outlined by the AAF, the ANG would include 72 fighter and 12 light bomber squadrons, 2,664 aircraft, 3,000 pilots and 4,900 non rated officers, and some 50,000 enlisted men.¹⁴

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.¹⁵

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.¹⁶

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.¹⁷

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.¹⁸

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.¹⁹

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 1952.²⁰

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.²¹

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.²²

19 August 1952. The Georgia Air Guard's 129th Aircraft Control and Warning Squadron was released from active duty and returned to state control.²³

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.²⁴

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.²⁵

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 eight ANG fighter squadrons began standing alert from dawn to dusk on this date.²⁶

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 1957.²⁷

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.²⁸

1 August 1956. Capt. Norma Parsons Erb became the first female member of the militia and National Guard in its entire history. She joined the New York Air Guard's after President Dwight D. Eisenhower signed legislation authorizing female nurses to join the Guard.²⁹

8 August 1961. The first Boeing KC-97F Stratofreighter was delivered to an Air Guard unit, the 108th Air Refueling Squadron in Illinois.³⁰

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.³¹

6 August 1962. Maj. Gen. I.G. Brown, an Arkansas Air Guardsman, became

the Assistant Chief, National Guard Bureau, Air.³²

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.³³

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 proposed and planned by Air Guardsmen at the unit level 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.³⁴

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.³⁵

August 1964. C-121s and crews from the 167th Aeromedical Transport Squadron (Heavy), West Virginia ANG, hauled cargo to Rota Naval Air Station in Spain on two flights. Those missions freed Air Force crews to haul cargo to Southeast Asia.³⁶

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.³⁷

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 1965.³⁸

August 1965. The 167th Aeromedical Transport Squadron (Heavy), West Virginia ANG, made its first aeromedical evacuation feeder flight which included stops at six air force bases in Ohio and Michigan as well as at Scott AFB, Illinois, the mission's origination point.³⁹

14-31 August 1967. In response to heavy rains which caused the Chena River to flood the city of Fairbanks, the Idaho ANG's 124th Fighter Group flew a C-54 to deliver three tons of food and supplies to Alaska from Boise. A C-97 from the California ANG's 146th Air Transport Wing flew two tons of fresh fruit to the disaster area.⁴⁰

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.⁴¹

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."⁴²

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.⁴³

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 they 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.⁴⁴

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.⁴⁵

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.⁴⁶

17 August – 16 September 1969. Hurricane Camille, the strongest storm to hit the United States up to that time, devastated the Mississippi coast during the evening of August 19th, killing over 100 people while inflicting \$1 billion in property damage or destruction. During the ensuing relief operations, the New Jersey ANG's 170th Military Airlift Group sent a C-121 with 10 tons of clothing and medical supplies to Jackson, Mississippi for delivery to storm victims. A number of other ANG military airlift groups also participated in relief operations including the: 116th, Georgia; 118th, Tennessee; 137th, Oklahoma; 146th, California; and 172nd Jackson, Mississippi. All of those units except California's flew C-124s. The Golden State's unit flew C-97s. Overall, ANG units from 18 states flew 108 relief missions in the wake of Camille. They evacuated over 2,000 refugees and 250 litter patients from the disaster area.⁴⁷

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.⁴⁸

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."⁴⁹ 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.⁵⁰

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.⁵¹

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.⁵²

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.⁵³

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.⁵⁴

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. The concept and proposal for the TTF had been initiated by the 101st ARW to take advantage of the unit's geographic location, extensive facilities at the former Dow AFB, and reinforce its utility as a relatively new (1976) tanker unit.⁵⁵

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."⁵⁶

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.⁵⁷

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 1985.⁵⁸

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.⁵⁹

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.⁶⁰

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.⁶¹

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.⁶²

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.⁶³

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.⁶⁴

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.⁶⁵

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.⁶⁶

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.⁶⁷

11 August 1990. The 210th Rescue Squadron was activated adding MH-60G Pave Hawk Helicopters and HC-130H aircraft to the Alaska ANG. The new unit was formed after the Air Force announced that it was pulling out of the rescue mission in that state.⁶⁸

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.⁶⁹

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.⁷⁰

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.⁷¹

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.⁷²

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.⁷³

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.⁷⁴

August 1990- February 1991. Although the Air Guard's performance during operations Desert Storm and Desert Shield was widely considered an outstanding success and a vindication of the Air Force's approach to the Total Force Policy, there were some significant issues between the two organizations during that episode. There was a considerable tussle between them over war reserve material (WRM) kits pushed forward into the theater of operations. Many ANG units which deployed had no or anemic WRM kits forcing active duty Air Force units to share their kits. Some ANG units also reported critical shortages of life support, computers, medical supplies, etc. Met with initial reluctance or outright denial from Air Force senior leaders at the start of the Persian Gulf crisis in August 1990, ANG senior leaders had "leaned forward" to

get as many of their units as possible into the fight. This caused some spirited discussions with the active force about the ANG having irrelevant weapons platforms due to the lack of equivalent capabilities with the active force (e.g., ANG A-7 fighter units were not deployed). After some negotiations with the Air Force by senior ANG leaders and pressure from their allies in the Congress, the Air Force agreed to allow two ANG F-16 units deploy to the Persian Gulf region even though the active force had enough units of its own to handle those operational requirements. The ANG also deployed several RF-4 units as well as numerous C-130 and KC-135 units plus non-flying mission support units such as firefighters and civil engineers.⁷⁵

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.⁷⁶

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 Mombasa, Kenya. They flew daily missions to Somalia as part of Operation Provide Relief.⁷⁷

26 August 1992. The U.S. launched Operation Southern Watch, a no-fly zone over Southern Iraq designed to enforce U.N. sanctions against Iraq, protect Shiite Muslims living in that area and discourage any renewed Iraqi military activity against Kuwait or Saudi Arabia.⁷⁸

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 successfully 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. 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. Storm recovery operations in the affected states directly involved 250 Florida Air Guardsmen (5,500 man days) and 80 Louisiana Air Guardsmen (1,900 man days). ANG airlift units flew 2,359 passengers and 1,925 tons of cargo to those ravaged areas. A total of 110 ANG

aircraft (C-5s, C-141s, and C-130s) accumulated over 500 sorties and exceeded 1,200 flying hours in that relief effort. ⁷⁹

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.⁸⁰

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.⁸¹

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.⁸²

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 1995.⁸³

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.⁸⁴

7 August 1997. Col. Walter "Buster" Burns, USAF, formally began his tour as commander of the Connecticut ANG's 103rd Fighter Wing. He was the first active duty Air Force officer known to have commanded an ANG unit in state service.⁸⁵

4 August 1998. Lt. Gen. Russell C. Davis, USAF, succeeded LTG. Edward Baca, USA, as 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.⁸⁶

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.⁸⁷

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.⁸⁸

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.⁸⁹

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 2000.⁹⁰

August 2000. From Montana to California, Guardsmen and civilian firefighters battled the nation's worst wildfires in over a decade. By the second week of the month, nearly 1,000 Army Guardsmen and over 200 Air Guardsmen as well as 6 chemical dispensing C-130s were involved in that massive effort in 10 states. On August 7th, 65 major fires were burning and had scorched 3.9 million acres, an area larger than Connecticut.⁹¹

31 August 2001. All ANG 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.⁹²

1 August 2002. Maj. Gen. Craig R. McKinley, assumed command of the Continental 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.⁹³

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 1947.⁹⁴

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 2002.⁹⁵

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.⁹⁶

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.⁹⁷

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.⁹⁸

28 August 2005. The ANG Crisis Action Team (CAT), 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.⁹⁹

29 August 2005. The ANG CAT located in the ANGRC at Andrews AFB, Maryland expanded to around-the-clock operations to manage the deployment of ANG personnel and equipment for Hurricane Katrina rescue and relief operations.¹⁰⁰

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.¹⁰¹

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.¹⁰²

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.¹⁰³

30 August 2005. The National Guard Bureau reported that 840 Air Guard personnel were on state active duty for Hurricane Katrina.¹⁰⁴

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.¹⁰⁵

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.¹⁰⁶

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 2005.¹⁰⁷

August 2005. Elements of the 147th Fighter Wing, Texas ANG, deployed to Balad Air Base, Iraq to participate in Operation Iraqi Freedom (OIF). During their two-month deployment, their F-16 pilots flew 462 combat sorties accumulating nearly 1,900 hours of flight time.¹⁰⁸

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."¹⁰⁹

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.¹¹⁰

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.¹¹¹

August 2006. The California Air Guard assumed the responsibility (entirely) for a Predator combat orbit as a "unit" during this month.¹¹²

29 August 2007. The Arizona ANG activated the 214th Reconnaissance Group at Davis-Monthan AFB with Predator killer scout unmanned aircraft. Members of the unit had been flying the unmanned aircraft over Afghanistan and Iraq since July 2007.¹¹³

August 2007. In a ceremony at Air Combat Command (ACC) headquarters

at Langley AFB, Virginia, Gen. Ronald E. Keys, USAF, ACC Commander, announced that the first unit equipped with the upgraded A-10C, the 104th Fighter Squadron, Maryland ANG, was operational and ready to go to war. Major technological upgrades enabled the aircraft to employ precision weapons including laser guided bombs and Joint Direct Attack Munitions.¹¹⁴

August 2007. A Maryland ANG C-130J, flying out of Soto Cano AB, Honduras, flew about 30 airmen and soldiers to the site of a massive earthquake near Lima, Peru where they provided medical assistance to about 1,300 victims of that natural disaster.¹¹⁵

August 2007. Members of the California ANG's 163rd Air Refueling Wing (ARW) began training as MQ-1 operators by using active duty Air Force Predators supporting operations in Southwest Asia. The unit was slated to officially become a reconnaissance wing flying those unmanned aerial vehicles (UAVs) later that year. The last KC-135 had left the unit in April 2007.¹¹⁶

1 August 2008. Detachment 1, 119th Fighter Wing, North Dakota ANG located at Langley AFB, Virginia went into inactive status.¹¹⁷

1 August 2008. Detachment 2, 119th Fighter Wing, North Dakota ANG located at Minot AFB, ND went into inactive status.¹¹⁸

31 August 2008. Effective 0600 hours local, the ANG Crisis Action Team (CAT) located at Andrews AFB, Maryland commenced 24/7 operations to serve as the focal point for all Air Guard Hurricane Gustav relief operations.¹¹⁹

1 August 2010. A C-130H flown by Illinois Air Guardsmen from an element of the 182nd Airlift Wing deployed to Bagram Airfield, Afghanistan delivered the first U.S. humanitarian assistance to flood-ravaged Pakistan.¹²⁰

6 August 2010. The Hawaii Air Guard's 154th Wing, located at Hickam AFB, transferred responsibility for its air sovereignty alert mission to members of the Montana's 120th Fighter Wing while the former transitioned from F-15s to the F-22s. The 120th flew F-15s.¹²¹

11 August 2010. The National Guard Bureau announced that over 33 percent of the 1,200 National Guardsmen being sent to the Southwest border were either at the border or in training to go there soon.¹²²

21 August – 3 September 2010. The Wisconsin ANG hosted "Ramstein Rover 2010," the first international training exercise in the United States for NATO forward air controllers (FACs). The exercise was held at Volk Field's

ANGB's Combat Readiness Training Center in Wisconsin. It was designed to help NATO FACs prepare for deployments to Afghanistan.¹²³

4 August 2011. The C-27J Spartan, from the 179th Airlift Wing, Ohio ANG, made its combat debut in Afghanistan in a mission flown from Kandahar airfield.¹²⁴

4 August 2011. The Air Force announced that the 174th Fighter Wing of the New York ANG had been selected as the location for the Air Guard's MQ-9 *Reaper* formal training unit mission. The wing currently provided MQ-9 maintenance training to Air Force, Air Guard and Air Force Reserve personnel.¹²⁵

9-12 August 2011. The ANGRC received an "excellent" rating on an Air Force unit compliance inspection completed during these dates.

10-12 August 2011. The 145th Airlift Wing, North Carolina ANG, participated in Operation Pacific Angel Cambodia 11-1, a combined partnership between U.S. and Cambodian military and civilian personnel providing medical, dental, optometry and engineer programs to local Cambodians including airfield operations subject-matter expert exchanges. It performed an aerial demonstration followed by a walkthrough of the aircraft, which provided the Royal Cambodian Air Force an opportunity to examine how the aircraft works along with receiving cargo, airdrops, managing the airfield and setting up an aerial port.¹²⁶

13 August 2011. In a ceremony at its Baltimore home station, Martin State Airport, the Maryland ANG's officially welcomed its first C-27J Spartan airlifter. It was the first of four C-27Js slated to be assigned to the 135th Airlift Group. It replaced the C-130J stripped from the unit by BRAC 2005. That unit and other ANG outfits equipped with the C-27J were subsequently slated to lose the aircraft by the President's FY 2013 Budget submission to the Congress.¹²⁷

August 2011. The Ohio Air Guard's 179th Airlift Wing made the first C-27J deployment overseas providing direct support to Army ground units.¹²⁸

3 August 2012. Major Jay Spohn of the Florida ANG completed the last of his six qualification flights certifying him to be the Air Guard's first F-35A instructor pilot. He was flying with the 33rd Fighter Wing at Eglin AFB, Florida.¹²⁹

27 August 2012. Governor Bobby Jindal announced that he had mobilized 4,126 Louisiana National Guardsmen in anticipation of the arrival of

Tropical Storm Issac.¹³⁰

August 2012. *National Guard* magazine reported that the 188th Fighter Wing of the Arkansas ANG had deployed 375 airmen to Bagram Air Base, Afghanistan on a three-month AEF rotation that it shared with the Maryland ANG's 175th Wing. Both units flew the A-10 which provided close air support for ground troops.¹³¹

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