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## **A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS OR THE MONTH OF APRIL 1908 - 2013**

Compiled By:  
ANG History Office (NGB/HO)

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

**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.<sup>2</sup>

**23 May 1917.** The First Aero Company, New York National Guard, was disbanded.<sup>3</sup>

**April 1922.** JN-6H aircraft from the Minnesota National Guard's 109<sup>th</sup> Observation Squadron (formerly the 109<sup>th</sup> Squadron) were called to state active duty to obtain samples near Pike, Minnesota of an airborne fungus disease damaging wheat.<sup>4</sup>

**18 April 1927.** 10 officers and 50 enlisted members of the 154<sup>th</sup> 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.<sup>5</sup>

**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.<sup>6</sup>

**10 April 1941.** The 121<sup>st</sup> Observation Squadron, District of Columbia National Guard, received federal recognition.<sup>7</sup>

**18 April 1941.** The 123<sup>rd</sup> Observation Squadron, Oregon National Guard,

received federal recognition.<sup>8</sup>

**April 1943.** Flying during the Algeria-Tunisia campaign, the 154<sup>th</sup> 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.<sup>9</sup>

**12 April 1944.** The 840<sup>th</sup> Bombardment Squadron (Heavy), formerly the 128<sup>th</sup> Observation Squadron, Georgia National Guard, commenced combat operations with its Boeing B-17s from a base in Italy.<sup>10</sup>

**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.”<sup>11</sup>

**25 April 1946.** General of the Army 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.<sup>12</sup>

**April 1949.** Nebraska ANG personnel were called to state duty for Operation Snowbound. They dropped food and hay from a C-47 to farm families and livestock which had been isolated by a severe blizzard in the western part of the state.<sup>13</sup>

**April 1949.** Following a blizzard in the northern part of the state, F-51s from the Montana Air Guard’s 186<sup>th</sup> Fighter Squadron flew missions to locate stalled vehicles and remote cabins. The fighters were followed by C-47 transports which dropped food and clothing near the vehicles and cabin. Hay was also dropped to starving livestock by the C-47s.<sup>14</sup>

**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 191<sup>st</sup> Fighter Squadron, flying F-51s, finished fourth in the conventional aircraft class. Florida’s 159<sup>th</sup> Fighter Squadron, operating F-80s, finished eighth in the jet aircraft class.<sup>15</sup>

**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.<sup>16</sup>

**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.<sup>17</sup>

**1 April 1951.** Mobilized on this date because of the Korean War, the Tennessee Air Guard's 155<sup>th</sup> 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.<sup>18</sup>

**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 it was returned to state control on 1 January 1953.<sup>19</sup>

**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.<sup>20</sup>

**20 April 1951.** The New Mexico ANG's 188<sup>th</sup> Fighter Squadron moved from Kirtland AFB, New Mexico to Long Beach Municipal Airport, California where it served with the Air Defense Command as the 188<sup>th</sup> Fighter Interceptor Squadron until returned to state control. It was equipped with P-51Ds.<sup>21</sup>

**26 April 1951.** The Washington state Air Guard's 116<sup>th</sup> 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.<sup>22</sup>

**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.<sup>23</sup>

**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."<sup>24</sup>

**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.<sup>25</sup>

**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.<sup>26</sup>

**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.<sup>27</sup>

**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.<sup>28</sup>

**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.<sup>29</sup>

**April 1959.** NASA selected former Minnesota Air Guardsman, Deke Slayton as one of the Mercury astronauts. He was the first former (or current) Air Guardsman to be named a NASA astronaut.<sup>30</sup>

**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.<sup>31</sup>

**24 April 1960.** The Alaska Air Guard's 144th Air Transport Squadron received its first ski-equipped Fairchild C-123J Provider.<sup>32</sup>

**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.<sup>33</sup>

**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.<sup>34</sup>

**April 1962.** Volunteer pilots and ground support personnel from the Michigan Air Guard's 172<sup>nd</sup> Tactical Reconnaissance Squadron began training at Kirtland AFB, New Mexico for Operation Blue Straw, nuclear tests conducted at Christmas Island in the middle of the Pacific Ocean. The 172<sup>nd</sup> was one of five ANG units that participated in Blue Straw that year. Flying specially equipped RB-57s, their pilots flew through clouds of nuclear dust gather samples for study.<sup>35</sup>

**April 1962.** At the request of Headquarters, U.S. Air Force, RB-57 aircraft from the Nevada Air Guard's 192<sup>nd</sup> Tactical Reconnaissance Squadron provided high altitude photo coverage of areas damaged by fire in Arizona and California.<sup>36</sup>

**April 1964.** New Jersey's 141<sup>st</sup> Tactical Fighter Squadron became the first ANG unit to convert to the Republic F-105 Thunderchief.<sup>37</sup> Maj. Gen. Donald Strait, NJANG, through his contacts in the Department of the Air Force, had learned that a number of F-105Bs at Seymour-Johnson AFB were grounded with over 300 Time Compliance Technical Orders (TCTO, urgent instructions for modifications to the aircraft) . He arranged to have the aircraft transferred to the 108<sup>th</sup> Tactical fighter group of the New Jersey ANG and convinced executive friends at the Republic Aviation Corporation to provide the necessary technical support to fix the aircraft free of charge. Republic deployed a team to help bring the aircraft to operable condition.<sup>38</sup>

**April 1964.** As part of an operation named "Carpet of Friendship," ANG transport aircraft from Minnesota, New Hampshire and Pennsylvania flew some 120,000 pounds of clothing to earthquake-torn San Jorge, a tiny island in the Azores off the coast of Portugal.<sup>39</sup>

**April 1965.** During Operation POWER PACK, the U.S. military intervention

in the Dominican Republic, 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.<sup>40</sup>

**1 April 1967.** For the first time, ANG C-124s made trans-Pacific flights to Vietnam. The Globemasters included one assigned to the 145<sup>th</sup> Military Airlift Group, North Carolina and another from the 116<sup>th</sup> Military Airlift Group, Georgia.<sup>41</sup>

**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.<sup>42</sup>

**April 1967.** *The National Guardsman* magazine reported that the Kansas Air Guard's 190<sup>th</sup> 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.<sup>43</sup>

**7 -14 April 1968.** The Maryland Air Guard's 175<sup>th</sup> Tactical Fighter Group and its 135<sup>th</sup> 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.<sup>44</sup>

**9 April 1968.** In its first large scale state activation, the Delaware ANG was called to state active duty to quell civil disturbances and violence in the city of Wilmington, Delaware. Although the unit was released from service after several weeks, many Air Guardsmen remained on state duty through 20 January 1969.<sup>45</sup>

**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.<sup>46</sup>

**April 1968.** Brig. Gen. Willard W. Millikan, the commander of the 113<sup>th</sup>

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.<sup>47</sup>

**24 April 1969.** The 165<sup>th</sup> 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.<sup>48</sup>

**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 185<sup>th</sup> Tactical Fighter Squadron (1957-1959) and Ohio's 164<sup>th</sup> Tactical Fighter Squadron (1959-1963). Capt. John L. "Jack" Swigert had been a member of Massachusetts' 131<sup>st</sup> Fighter Interceptor Squadron (1957-1960) and Connecticut's 118<sup>th</sup> Fighter Interceptor Squadron (1960-1965). Both fliers had been accepted into the astronaut program in 1966.<sup>49</sup>

**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.<sup>50</sup>

**25 April 1970.** Maryland's 104th Tactical Fighter Squadron became the first ANG unit to receive Cessna A-37B Dragonflies. On this date, it took delivery of its first, new-built, Dragonflies.<sup>51</sup>

**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.<sup>52</sup>

**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.<sup>53</sup>

**8 April 1971.** A C-121 aircraft and crew from the 167<sup>th</sup> Aeromedical Airlift Group, West Virginia ANG, flew its first Operation Creek Guardlift routine passenger and cargo mission in Europe for USAFE. An aircrew of seven and nine ground support personnel from the unit participated in the first Creek

Guardlift deployment.<sup>54</sup>

**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.<sup>55</sup>

**12 April 1971.** The first class at the ANG Officers Preparatory Academy began on this date at McGhee-Tyson Airport, Tennessee with 29 students.<sup>56</sup>

**3 April 1972.** Convair's F-106A/Bs first entered ANG service starting with Montana's 186<sup>th</sup> Fighter Interceptor Squadron. It was the last fighter aircraft specifically developed by the Air Force for the air defense mission.<sup>57</sup>

**21 April 1972.** Sergeant Stanford A. Green enlisted in the Montana Air Guard's 120<sup>th</sup> 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.<sup>58</sup>

**3 April 1974.** To help civil authorities assess damage, RF-101Cs from the 123<sup>rd</sup> Tactical Reconnaissance Wing, Kentucky ANG, photographed areas of the state devastated by a series of deadly tornadoes.<sup>59</sup>

**3-5 April 1974.** After a tornado devastated the city of Xenia, approximately 800 Air Guardsmen from Ohio's 178<sup>th</sup> 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.<sup>60</sup>

**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.<sup>61</sup>

**18 April 1975.** The ANG acquired its first jet-powered tanker, a KC-135A, at the 145<sup>th</sup> Air Refueling Squadron of the Ohio Air National Guard. That development was triggered by a 1974 decision by the SECDEF to save money by transferring 128 of those aircraft to the Air Reserve Components (ARC). It was done despite years of opposition by HQ USAF and the Strategic Air Command on the grounds that the ARC could not meet the response times and other operational requirements levied by the active force for those aircraft and their crews including the critical SIOP nuclear alert mission.<sup>62</sup>



**April 1975.** The 187<sup>th</sup> Tactical airlift squadron, Wyoming ANG, reported that the first three of its crews had been trained and checked out in the Modular Airborne Firefighting System (MAFFS) used for the unit's new airborne firefighting mission.<sup>63</sup>

**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.<sup>64</sup>

**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.<sup>65</sup>

**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.<sup>66</sup>

**30 April 1979.** On this date, the 103<sup>rd</sup> Fighter Wing, Connecticut ANG, became the first Air Guard unit to receive the A-10 (Tail No. 78-756).<sup>67</sup>

**1 April 1980.** Effective this date, Rickenbacker Air Force Base was transferred from the Strategic Air Command to the Air National Guard by the Department of the Air Force. Concurrently, it was redesignated Rickenbacker Air National Guard Base.<sup>68</sup>

**1 April 1981.** Maj. Gen. John B. Conaway, a Kentucky Air Guardsman, became the Director of the Air National Guard.<sup>69</sup>

**April 1981.** Personnel and six A-10As from the Maryland Air Guard's 175<sup>th</sup> 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 175<sup>th</sup> deployed to its Hahn three times during the

1980s.<sup>70</sup>

**1 April 1983.** The Headquarters, Virgin Islands Air National Guard, was activated on this date.<sup>71</sup>

**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.<sup>72</sup>

**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 86<sup>th</sup> 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.<sup>73</sup>

**April 1986.** *National Guard* magazine reported that Colonel A. Marlene Ausen had become the first Air National Guard officer to be promoted to the rank of full colonel. She was the Air Guard nurse advisor to the chief of the Air Force Nurse Corps. Colonel Ausen was a Nurse Practitioner assigned to the Virginia ANG. Earlier in her career, she had been a faculty member at the University of Wisconsin (1973-1976) and the University of Virginia (1976-1981) where she taught nursing.<sup>74</sup>

**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.<sup>75</sup>

**April 1986.** F-4Ds and 240 personnel from the District of Columbia Air Guard's 113<sup>th</sup> 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.<sup>76</sup>

**5 April 1987.** Detachment 1 of the Florida Air Guard's 125<sup>th</sup> 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 1<sup>st</sup>.<sup>77</sup>

**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 111<sup>th</sup> Tactical Air Support Group's clinic from 1965 to

1968, serving as a medical administrator trainee. He had assumed the Navy's top post on 5 February 1981.<sup>78</sup>

**25 April 1987.** While standing alert at Keflavik Air Base, Iceland, a crew and HC-130P from the California Air Guard's 129<sup>th</sup> Aerospace Rescue and Recovery Squadron (ARRS) assisted an Air Force HH-3E and crew rescue a Soviet sailor with a broken pelvis 200 nautical miles off Iceland's coast.<sup>79</sup>

**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.<sup>80</sup>

**4 April 1990.** The 210<sup>th</sup> Air Rescue Squadron, Alaska ANG, was extended federal recognition but did not accept its first Sikorsky MH-60G until 6 July 1990 and its first HC-130H(N) until 15 October 1990.<sup>81</sup>

**1 April 1991.** The 210<sup>th</sup> 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.<sup>82</sup>

**5 April 1991.** Operation Provide Comfort (I), the relief and protection of Kurds in northern Iraq, against the Iraqi government was launched by the U.S. led combined task force.<sup>83</sup>

**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.<sup>84</sup>

**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.<sup>85</sup>

**30 April 1992.** C-130 aircrews from the 146<sup>th</sup> Airlift Wing at Channel Islands Air Base, California were alerted at 1:15 AM and began flying cargo, soldiers, equipment, police officers, and vehicles to various locations in the state to deal with riots caused by the beating of motorist Rodney King by Los Angeles

police officers. The first C-130 departed its home station at 5:25 AM that day as part of an operation named "Sudden Response." On that day, the unit flew 57 flight hours, hauled 663 passengers, and carried more than 40 tons of cargo. On 1 May, 125 security police from 4 ANG flying units were activated and deployed to locations in southern California. Arizona and Wyoming ANG units also provided airlift for the operation.<sup>86</sup>

**7 April 1994.** Maj. Gen. Donald W. Shepperd, the Director of the Air National Guard, approved a concept developed by the 101<sup>st</sup> Air Refueling Wing, Maine ANG, and the 157<sup>th</sup> 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.<sup>87</sup>

**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.<sup>88</sup>

**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.<sup>89</sup>

**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 to 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.<sup>90</sup>

**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.<sup>91</sup>

**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.<sup>92</sup>

**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.<sup>93</sup>

**April 1997.** SSgt Gregg Tyler, a member of New York's 105<sup>th</sup> Airlift Wing and a New York state trooper, became the first Air Guardsman to complete "Phoenix Raven" training. "Phoenix Raven" was the official designation for members of an Air Force unit trained to provide security for U.S. military aircraft when they flew to 45 of the world's most remote nations.<sup>94</sup>

**1 April 1998.** Lt. Col. Bob Berkland of Louisiana commanded a team of 61 Air Guard medical professionals from 32 states, augmented by 7 Air Force and Air Force Reserve medical personnel that took charge of the active force's 25-bed air transportable hospital at remote Prince Sultan Air Base in Saudi Arabia and ran it until August. While deployed, they supported Operation Southern Watch, the UN-sanctioned no-fly zone over southern Iraq, and responded to the bombing of the US embassy in Nairobi, Kenya by terrorists. The deployment was the first known instance of Air Guardsmen running an Air Force hospital.<sup>95</sup>

**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.<sup>96</sup>

**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.<sup>97</sup>

**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.<sup>98</sup>

**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.<sup>99</sup>

**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.<sup>100</sup>

**21 April 1999.** The Office of the Assistant Secretary of Defense for 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.<sup>101</sup>

**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.<sup>102</sup>

**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.<sup>103</sup>

**28 April 1999.** Headquarters, United States Air Force issued a Presidential Selective Reserve Call-Up message for Operation, maintaining the no-fly zone over southern Iraq. Air Combat Command was authorized to mobilize elements of the ANG's 106<sup>th</sup> and 129<sup>th</sup> Rescue Wings and deploy them to the Persian Gulf region.<sup>104</sup>

**17 April 2000.** To help maintain order during a meeting of the world's finance ministers in the nation's capital, District of Columbia National Guardsmen were called into active duty to assist local and federal law enforcement officers deal with protestors who attempted to disrupt the event. Some 300 Guardsmen, including 24 Security Forces personnel from the 113<sup>th</sup> Wing, DC Air Guard were sworn in as special police officers during the call-up. Overall, the protest demonstrations remained peaceful.<sup>105</sup>

**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.<sup>106</sup>

**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.<sup>107</sup>

**14 April 2002.** The *Los Angeles Times* reported that the California Air Guard's 146<sup>th</sup> Airlift Wing at Channel Islands ANG Station was scheduled to acquire eight brand new C-130J Hercules aircraft.<sup>108</sup>

**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.<sup>109</sup>

**18 April 2002.** An F-16 pilot assigned to the 183<sup>rd</sup> 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.<sup>110</sup>

**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.<sup>111</sup>

**11 April 2005.** An aircrew from the 175<sup>th</sup> Wing, Maryland ANG made the first short-field, dirt airstrip landing with a C-130J in the U.S. Central Command's area of operational responsibility when their wheels touched down at Forward Operating Base Salerno in Afghanistan. The crew had to load an oversized cargo, a 25,000 pound fire truck and deliver it to an undisclosed location. They took off from a 4,000-foot strip from a high elevation weighing 137,000 pounds.<sup>112</sup>

**April 2005.** Leaders of the Virginia ANG's 192<sup>nd</sup> Fighter Wing (FW) and the Air Force's 1<sup>st</sup> FW signed a memorandum of understanding that laid out the scope of the Air Guard's new associate wing that will help the Air Force operate and maintain F/A-22 Raptors at Langley AFB, Virginia. It represented a key milestone in the service's Future Total Force initiatives that sought to better integrate the active, Guard, and Reserve components of the Air Force.<sup>113</sup>

**26 April 2006.** Senator Christopher Bond (R- Missouri), co-chair of the Senate's National Guard caucus, introduced bipartisan legislation (S.2658) to strengthen the National Guard Bureau's role in the Pentagon's decision-making processes. In the House, Representative Tom Davis (R-Virginia) introduced legislation that same day (H.R. 5200) designed to achieve that same basic objective.<sup>114</sup>

**24 April 2007.** The Ohio Air Guard's 178<sup>th</sup> Fighter Wing hosted a ceremony officially welcoming the Royal Netherlands Air Force to its Springfield-Beckley home station and celebrating the new joint US-Dutch F-16 pilot training program at that installation.<sup>115</sup>

**8 April 2008.** In accordance with the 2005 BRAC law, the last A-10 Thunderbolt II aircraft assigned to the 118th Fighter Squadron, 103d Fighter Wing, Connecticut ANG, departed Bradley ANGB.<sup>116</sup>

**4 April 2009.** The West Virginia ANG's 167<sup>th</sup> Airlift Wing was formally dedicated as a fully operational C-5 unit in a ceremony at Martinsburg, West Virginia.<sup>117</sup>

**24 April 2009.** Two ASA F-16s from the 121<sup>st</sup> Fighter Squadron, 113th Wing, DC ANG based at Andrews AFB, Maryland, were scrambled to intercept a small single-engine airplane that strayed into restricted airspace near the U.S. Capitol. In addition, two US Coast Guard helicopters assisted in the intercept and escorted the plane to Indian Head Airport in Charles County, Maryland. The White House said President Obama had briefly relocated and the occupants of the Capitol had evacuated during the incident.<sup>118</sup>

**27 April 2009.** The Mississippi ANG's 186<sup>th</sup> Air Refueling Wing took possession of the MC-12W, the Air Force's newest ISR platform. A temporary MC-12 mission qualification training detachment will be established at the unit's home station, Key Field, in part because of its long experience (12 years) flying another manned ISR aircraft, the RC-26.<sup>119</sup>

**27 April 2010.** The first of 20 Block 50 F-16s landed at the home station of the 148<sup>th</sup> Fighter Wing of the Minnesota ANG at Duluth to replace the unit's current Block 25 Vipers.<sup>120</sup>

**27 April 2010.** The South Dakota Air Guard's 114<sup>th</sup> Fighter Wing received the first of its 22 new Block 40 F-16s that will replace its Block 30 models.<sup>121</sup>

**28 April 2010.** Senior Air Force officials told members of the House of Representatives during congressional hearings that the service would temporarily delay a plan to retire the C-130s Puerto Rico Air Guard's 156<sup>th</sup> Airlift Wing next year until a follow-on mission could be found for the unit. The cuts had been included in the USAF's proposed FY 2011 budget.<sup>122</sup>

**7 April 2011.** On this date, 10,484 Air Guardsmen (2,320 mobilized and 8,164 volunteers) were on federal active duty.<sup>123</sup>

**23 April 2011.** Members of the 212<sup>th</sup> Rescue Squadron, Alaska ANG participated alongside members of the 33d Rescue Squadron in a daring mountainside rescue attempt of crashed coalition helicopter in the Kapisa province, Afghanistan.<sup>124</sup>

**Apr – 22 Aug 2012.** The 157th FS, 169<sup>th</sup> FW, South Carolina ANG, deployed 12 F-16CM Block 52 aircraft to Afghanistan.

**Apr – Oct 2012.** For the first time in nearly 12 years, ANG F-15s went to war. Two ANG F-15 squadrons, the 131<sup>st</sup> Fighter Squadron (104<sup>th</sup> Fighter Wing), Massachusetts



ANG and the 122d Fighter Squadron (159<sup>th</sup> Fighter Wing), Louisiana ANG deployed 12 F-15C Eagles and over 300 personnel to Southwest Asia. The last time ANG Eagles went to war was in September 2000 to help enforce the “no-fly” zone of southern Iraq in Operation Southern Watch.<sup>125</sup>

**7 Apr 2012.** The 176th WG, Alaska ANG, to provide assistance for an injured snowmachiner near Paxson, Alaska, approximately 120 miles northeast of Anchorage, reported to possibly have a broken collar bone. The 176th WG launched one HC-130N and one HH-60G to the scene. The mission recovered the snowmachiner and transported him to Providence Hospital, Anchorage.<sup>126</sup>

**11 Apr 2012.** The 176th WG, Alaska ANG, assisted with an aero-medical evacuation of a civilian female with acute appendicitis from Fairbanks to Providence Hospital in Anchorage. Civilian aircraft were incapable of carrying out the mission due to patient's weight, so the 176th WG provided one HC-130N. Emergency personnel met the aircraft at the Fairbanks IAP to transport the patient back to Providence Hospital.<sup>127</sup>

**14 – 15 Apr 2012.** The AFRCC requested the 129th Rescue Wing (RQW), California ANG based at Moffett Federal Airfield, assist in the rescue of eight individuals involved in the collision of two vessels, approximately one nautical mile west of the Farallon Islands, California. The individuals were believed to be stranded on the island rocks. The United States Coast Guard (USCG) launched one helicopter and the 129th RQW launched two HH-60G helicopters. The USCG helicopter recovered two survivors, and one of the HH-60Gs recovered one survivor. A Coast Guard cutter searched for the remaining five unaccounted for in the water. On 15 April, the other HH-60G recovered an unresponsive individual from the water, but the patient remained unresponsive. Both individuals recovered by the 129th RQW were transported to San Francisco IAP, to awaiting ambulance personnel. The HH-60Gs then returned to home station, and the Search and Rescue (SAR) mission was postponed due to crew rest requirements. The mission then resumed, with two more helicopters departing home station to the scene, augmented by a 129<sup>th</sup> MC-130P diverted from a training mission to provide air refueling support. No additional individuals were recovered, but the HH-60Gs remained until loss of daylight visibility. No additional individuals were found or rescued by either the USCG or the 129th.<sup>128</sup>

**19 Apr 2012.** At 1255Z, two F-15C aircraft assigned to the 159th FW, Louisiana ANG, scrambled to intercept an aircraft flying off course and No Radio (NORDO) over the eastern Gulf of Mexico. The aircraft was a Cessna 421, N48DL, piloted by a 65 year old male with a flight plan for a trip from Slidell, Louisiana, to Sarasota, Florida. Upon intercept, the aircraft appeared to have fogged or iced over windows, and the pilot was slumped over. At 1354Z, the F-15 pilots launched six flares each with no response from N48DL. At 1608Z, N48DL crashed into the Gulf of Mexico, approximately 145 miles south of Tyndall AFB, Florida. The US Coast Guard cutter *Coho* steamed to the crash location. At 1701Z the F-15 flight returned to home station.<sup>129</sup>

**21 Apr 2012.** At 1126Z, the 11AF RCC requested the 176th WG, Alaska ANG, to provide assistance for a climber with a head trauma and possible spinal injury after falling 50 meters at a site approximately 106 miles north northwest of Joint Base Elmendorf-Richardson. At 1255Z, the 176th WG launched a HH-60G, followed by an HC-130N an hour later. The helicopter transported the climber to the Providence Hospital in Anchorage, Alaska, where he was treated for head trauma, hypothermia, and possible spinal injuries.<sup>130</sup>

**25 Apr 2013.** The Air National Guard Readiness Center (ANGRC) at Joint Base Andrews, Maryland held its first “Wingman Day” to discuss important issues impacting Airmen and their families.<sup>131</sup>

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