

## **A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS, FEBRUARY**

**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.<sup>1</sup>

**10 February 1920.** The War Department granted authority for the National Guard to organize an air unit in each of its infantry divisions.<sup>2</sup>

**February 1922.** The 104<sup>th</sup> 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.<sup>3</sup>

**22 February 1926.** Members of the 113<sup>th</sup> Observation Squadron joined other Indiana National Guardsmen in performing riot duty. They were released from state service on 23 March 1926.<sup>4</sup>

**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.<sup>5</sup>

**22 February 1942.** While flying a tow target for gunners at Fort McArthur, Orv Shelton, a pilot in the California National Guard's mobilized 115<sup>th</sup> Observation Squadron, spotted a Japanese submarine in the channel between Catalina Island and the mainland.<sup>6</sup>

**23 February 1944.** The 107<sup>th</sup> Tactical Reconnaissance Squadron, formerly

the 107<sup>th</sup> Observation Squadron, Michigan National Guard, and other units of the 67<sup>th</sup> Tactical Reconnaissance were assigned the responsibility of photographing the French coastline in preparation for the Normandy invasion, Operation Overlord.<sup>7</sup>

**20 February 1945.** Flying a P-51 for the Army Air Forces 356<sup>th</sup> Fighter Group, Maj. Donald J. Strait, a pre war enlisted member of the New Jersey National Guard's 119<sup>th</sup> 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.<sup>8</sup>

**February 1945.** The 37<sup>th</sup> Photographic Reconnaissance Squadron, formerly Rhode Island's 152<sup>nd</sup> Observation Squadron, began flying missions from Italy in unarmed Lockheed F-5s.<sup>9</sup>

**February 1945.** From its base about 80 miles north of Calcutta, India, the 127<sup>th</sup> Liaison Squadron (Commando), formerly the Kansas National Guard's 127<sup>th</sup> 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 its Stinson L-5s and other light aircraft until late April 1945.<sup>10</sup>

**February 1946.** The National Guard Bureau officially announced the plan for the postwar Air National Guard to the states.<sup>11</sup>

**February 1949.** Two Curtiss C-46F transports assigned to the Hawaii ANG's 199<sup>th</sup> 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.<sup>12</sup>

**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.<sup>13</sup>

**1 February 1951.** ANG flying squadrons mobilized on this date because of the Korean War were the: 107<sup>th</sup> Fighter Squadron (FS) (Jet), Michigan; 113<sup>th</sup> FS, Indiana; 116<sup>th</sup> FS (Jet), Washington; 118<sup>th</sup> FS, Connecticut; 121<sup>st</sup> FS, District of Columbia; 123<sup>rd</sup> FS, Oregon; 126<sup>th</sup> FS (Jet), Wisconsin; 132<sup>nd</sup> FS, Maine; 133<sup>rd</sup> FS, New Hampshire; 134<sup>th</sup> FS, Vermont; 142<sup>nd</sup> FS (Jet), Delaware; 148<sup>th</sup> Fighter Bomber Squadron, Pennsylvania; 163<sup>rd</sup> FS, Indiana; 166<sup>th</sup> FS, Ohio; 171<sup>st</sup> FS, Michigan; 172<sup>nd</sup> FS, Michigan; 188<sup>th</sup> FS,

New Mexico; 176th FS, Wisconsin; and the 197th FS, Arizona. All of these units except the 107th FS (Jet), Michigan, and 171<sup>st</sup> FS, Michigan, and 197<sup>th</sup> FS, Arizona, were assigned to the Air Defense Command to strengthen its continental US fighter interceptor force.<sup>14</sup>

**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 107<sup>th</sup> FS (Jet) and the 171<sup>st</sup> FS, both of Michigan, joined the 197<sup>th</sup> in training pilots at Luke AFB as part of the 127<sup>th</sup> Wing.<sup>15</sup>

**1 February 1951.** Following its mobilization on this date because of the Korean War, the Delaware ANG's 142<sup>nd</sup> Fighter Squadron (Jet) was retained at its home station to provide air defense for the mid-Atlantic states with its F-84Cs.<sup>16</sup>

**1 February 1951.** Two weeks after its mobilization on this date because of the Korean War, the Pennsylvania Air Guard's 148<sup>th</sup> 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.<sup>17</sup>

**11 February 1951.** After being called to active duty on 1 February 1951 because of the Korean War, the Indiana ANG's 113<sup>th</sup> Fighter Squadron was redesignated the 113<sup>th</sup> Fighter Interceptor Squadron Flying P-51Ds, its operations were split between Ft. Wayne, Indiana and Sioux City, Iowa.<sup>18</sup>

**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.<sup>19</sup>

**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.<sup>20</sup>

**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.<sup>21</sup>

**February 1952.** The New Jersey ANG's 119<sup>th</sup> Fighter Squadron, which remained under state control during the Korean War, converted from F-47Ds to F-51Hs.<sup>22</sup>

**2 February 1954.** To launch a nationwide Air Guard recruiting drive, Col. Willard W. Millikan, commander of the District of Columbia's 113<sup>th</sup> 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.<sup>23</sup>

**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.<sup>24</sup>

**1 February 1956.** The 150<sup>th</sup> 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.<sup>25</sup>

**1 February 1957.** The 150<sup>th</sup> Air Transport Squadron (Medium), New Jersey ANG, was redesignated the 150<sup>th</sup> Aeromedical Transport Squadron (Light) effective this date marking the Air Guard's debut in that mission.<sup>26</sup>

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

**1-26 February 1960.** 47 members of the Arkansas Air National Guard's 154<sup>th</sup> 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.<sup>28</sup>

**16 February 1960.** South Carolina's 157<sup>th</sup> Fighter Interceptor Squadron began to phase in the Air National Guard's first F-104A&Bs.<sup>29</sup>

**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.<sup>30</sup>

**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.<sup>31</sup>

**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.<sup>32</sup>

**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."<sup>33</sup>

**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.<sup>34</sup>

**3 February 1969.** The mobilized 192<sup>nd</sup> Tactical Reconnaissance Squadron (TRS), Nevada ANG, returned to the U.S. from Itazuke Air Base, Japan. Its place was taken by the mobilized 165<sup>th</sup> TRS, Kentucky ANG and its RF-101G/Hs which continued to provide photo reconnaissance support to US forces in Japan, Korea, and Okinawa. Those and other Air Guard units had been mobilized following the Tet and Pueblo crisis in 1968.<sup>35</sup>

**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 Kutton from Illinois and Vicki Markotay from Missouri.<sup>36</sup>

**February 1970.** Illinois' 182<sup>nd</sup> Tactical Air Support Group became the first Air Guard unit to receive the Cessna 0-2A 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.<sup>37</sup>

**February 1971.** Alabama's 106<sup>th</sup> 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.<sup>38</sup>

**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 190<sup>th</sup> Bombardment Tactical Group received its first Martin-built EB-57B Canberra aircraft. On 6 April 1974, the unit was redesignated the 190<sup>th</sup> Defense Systems Evaluation Group (DSEG) and became an Air Defense Command gained organization.<sup>39</sup>

**7 February 1976.** Air Guardsmen from New York's 102<sup>nd</sup> Aerospace Rescue and Recovery Squadron flew their unit's first rescue mission.<sup>40</sup>

**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.<sup>41</sup>

**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.<sup>42</sup>

**February 1979.** Over 500 Air Guardsmen from the Montana Air Guard's 120<sup>th</sup> 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.<sup>43</sup>

**February 1981.** The 169<sup>th</sup> Tactical Fighter Group, South Carolina ANG, began converting to F-16As, the first air reserve components unit to do so.<sup>44</sup>

**February 1982.** *National Guard* magazine reported that a team from the Montana Air Guard's 120<sup>th</sup> 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.<sup>45</sup>

**1 February 1984.** The 195<sup>th</sup> 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.<sup>46</sup>

**1 February 1984.** The 177<sup>th</sup> Fighter Squadron, Kansas ANG, was activated at McConnell AFB as an F-4D pilot replacement training unit.<sup>47</sup>

**1 February 1984.** The 114<sup>th</sup> 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.<sup>48</sup>

**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.<sup>49</sup>

**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 139<sup>th</sup> 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.<sup>50</sup>

**February 1989.** The 113<sup>th</sup> 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.<sup>51</sup>

**28 February 1991.** Active combat operations under Operation Desert Storm ended.<sup>52</sup> 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.<sup>53</sup>

**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.<sup>54</sup>

**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.<sup>55</sup>

**February 1998.** ANG KC-135s Mississippi, Nebraska, Wisconsin, California and Alaska as well as those from two AFRES units established a tanker task force at Eielson AFB, Alaska that pumped more than 654,000 pounds of fuel into Air Force B-52 bombers flying from Louisiana to Diego Garcia in the Indian Ocean. The bombers were deployed to the latter location in Operation Desert Thunder, a threatened bombing campaign against Iraq if

that nation's dictator, Saddam Hussein, continued to block the work of UN weapons inspectors in his country. Fortunately, diplomatic pressures worked and UN-sponsored inspections for weapons of mass destruction were resumed in Iraq without resort to military force.<sup>56</sup>

**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.<sup>57</sup>

**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.<sup>58</sup>

**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 109<sup>th</sup> Airlift Wing in 1998.<sup>59</sup>

**1 February 2000.** The 187<sup>th</sup> 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.<sup>60</sup>

**February 2001.** Lt. Col. Mark Stephens, Vice Commander of the Ohio Air National Guard's 179<sup>th</sup> 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 179<sup>th</sup> returned all of its personnel to home station.<sup>61</sup>

**27 February 2004.** On this date, the 107<sup>th</sup> 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.<sup>62</sup>

## NOTES

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- <sup>2</sup> Article (U), "National Guard Air Units," *Washington Post*, 11 February 1920, p. 6.
- <sup>3</sup> Francillon, *Air Guard*, p. 17.
- <sup>4</sup> Rpt (U), Militia Bureau, Subj.: "Annual Report Of The Chief Of The Militia Bureau [FY] 1926," Washington, DC, Government Printing Office, 1926, p. 69.
- <sup>5</sup> Gross, *American Military Tradition*, pp 44-45; Lt Col John F. Shiner, *Foulois And The U.S. Army Air Corps, 1931-1935*, (Washington, DC: Office of Air Force History, United States Air Force, 1983), pp 125-149.
- <sup>6</sup> 146<sup>th</sup> Tactical Airlift Wing, *VANGUARD/50: The 146<sup>th</sup> Tactical Airlift Wing, Fiftieth Anniversary, 1924-1974*, (Van Nuys, CA: 146<sup>th</sup> Tactical Airlift Wing, 1974), p.54.
- <sup>7</sup> Francillon, *Air Guard*, p. 34.
- <sup>8</sup> Biography (U), Subj.: "Captain Donald J. Strait: 365<sup>th</sup> Fighter Group Ace," undated, [http://www.acepilots.com/usaaf\\_strait.html](http://www.acepilots.com/usaaf_strait.html); Article (U), "Air Force Magazine's Guide to Aces and Heroes," *Air Force Magazine*, May 2006, p.80.
- <sup>9</sup> Francillon, *Air Guard*, p. 34.
- <sup>10</sup> Brian Dexter Fowles, *A Guard In Peace And War: The History of the Kansas National Guard, 1854-1987*, (Manhattan, KS: Sunflower University Press, 1989), p. 128; Francillon, *United States Air National Guard*, p. 125.
- <sup>11</sup> Gross, *Prelude*, p. 19.
- <sup>12</sup> Francillon, *Air Guard*, p. 40.
- <sup>13</sup> Gross, *American Military Tradition*, pp. 68-69, note #52.
- <sup>14</sup> ANG Unit Data Cards, NGB-PAH, Air National Guard Archives; Francillon, *United States Air National Guard*, pp 211-212; Richard F. McMullen, "Air National Guard In Air Defense," ADC Historical Study No. 38, p. 19; Memo For Record (U), Col. Evans, "Mobilizing the ANG," 3 April 1951.
- <sup>15</sup> Francillon, *United States Air National Guard*, p 103; Memo For Record, Col. Evans, "Mobilizing The ANG," 3 April 1951.
- <sup>16</sup> Francillon, *United States Air National Guard*, p. 111.
- <sup>17</sup> Francillon, *United States Air National Guard*, p. 162.
- <sup>18</sup> Francillon, *United States Air National Guard*, p. 121.
- <sup>19</sup> Transcript (U), AGAUS Annual Meeting, 26-27 February 1951, Part II, p. 282, National Guard Association of the United States (NGAUS), Library.
- <sup>20</sup> Francillon, *United States Air National Guard*, p 46.
- <sup>21</sup> Orlan J. Svingen, Editor, *The History Of The Idaho National Guard*, (Boise, ID: The Idaho Military Division, 1995), p 112.
- <sup>22</sup> Francillon, *United States Air National Guard*, p 143.
- <sup>23</sup> Article (U), "Speed Flight Kicks-off ANG Recruiting Drive," *The National Guardsman*, February 1954, p. 2.

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- <sup>24</sup> Article (U), "Washington Report," *The National Guardsman*, January 1955, p. 9; Hist (U), 14th Air Force, 1 July 1954 - 30 June 1955, Supporting Document (not numbered).
- <sup>25</sup> Francillon, *United States Air National Guard*, p. 144.
- <sup>26</sup> Francillon, *United States Air National Guard*, p. 144.
- <sup>27</sup> Email (U), CMSgt David P. Anderson, NGB-PAI-H, to Charles Gross, NGB-PAI-H, Subj.: "FW: ANG P-51 Mustang," 9:19 AM, 4 October 2006, **DOC 2006-18, ANG Chronology**.
- <sup>28</sup> Article (U), "Operation Ice Box," *The National Guardsman*, May 1960, p.13.
- <sup>29</sup> Francillon, *United States Air National Guard*, p. 193; Photo Caption (U), Subj.: SC ANG F-104 Starfighters, *The National Guardsman*, April 1960, p. 23.
- <sup>30</sup> Gross, *Prelude*, p. 147.
- <sup>31</sup> News Item (U), "Aircraft Markings," *The Air Reservist*, February 1963, p. 10.
- <sup>32</sup> Article (U), "Guardlift I," *The National Guardsman*, October 1964, pp. 7-15.
- <sup>33</sup> Article (U), "Guardlift II," *The National Guardsman*, October 1965, pp. 15-20.
- <sup>34</sup> News Item (U), "Guard Back In 'Airlift Business' In Wake of Troop Deployment," *The National Guardsman*, March 1968, p. 12; News Item (U), "ANG Airlift Units Pinch-Hit Again For MAC," *The National Guardsman*, April 1968, pp. 29-30.
- <sup>35</sup> Gross, *Prelude*, pp. 164-165; Francillon, *United States Air National Guard*, pp. 66, 126-127.
- <sup>36</sup> News Item (U), "First Three Air Guard WAF Complete Basic Training," *The National Guardsman*, April 1969, p. 36.
- <sup>37</sup> News Item (U), "New Aircraft, Missions Keep Air Guard's Status," *The National Guardsman*, March 1970, p. 25; Francillon, *United States Air National Guard*, pp.120,159,178.
- <sup>38</sup> Francillon, *United States Air National Guard*, p. 196.
- <sup>39</sup> Memo (U), Subj.: "U.S. Air Force History (Your ltr, 16 Dec 74)," 23 December 1974, **DOC 2006-25, ANG Chronology**; Francillon, *United States Air National Guard*, pp. 124, 194.
- <sup>40</sup> Article (U), Richard Bocklet, "Air Rescue And Recovery: Air Guard Coastal Mission," *National Guard*, April 1987, p. 87.
- <sup>41</sup> Gross, *American Military Tradition*, p. 197.
- <sup>42</sup> Hist (FOUO), ANG, CY 1979, pp. 6-7, info used was (U).
- <sup>43</sup> Article (U), "The Long Harsh Winter of 1979," *National Guard*, March-April 1979, pp. 11-12.
- <sup>44</sup> *The Air Reservist*, July-August 1983, pp 18-19.
- <sup>45</sup> Article (U), "Air Guard Takes NORAD/TAC Contest; 117<sup>th</sup> TRW Wins Photo Finish," *National Guard*, February 1982, p. 7.
- <sup>46</sup> Francillon, *United States Air National Guard*, p. 103.
- <sup>47</sup> Francillon, *United States Air National Guard*, p. 126.

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<sup>48</sup> Francillon, *United States Air National Guard*, p. 157.

<sup>49</sup> Biographical Data (U), NASA, Subj.: "Vance Devoe Brand," June 2001.

<sup>50</sup> Web Site (U), 139<sup>th</sup> Airlift Wing [139<sup>th</sup> AW],

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<sup>51</sup> Article (U), Maj. Phyllis Phipps-Barnes, DC National Guard PAO, "FLEETEX '89," *National Guard*, June 1989, p. 45.

<sup>52</sup> Rpt (U), "Gulf War Air Power Survey: Summary Report," p ix.

<sup>53</sup> Gross, *Persian Gulf Crisis*, p. 9.

<sup>54</sup> Capt. Phil Blahut, "Sarajevo Shuttle," *The On Guard*, April 1994, pp. 6-7; Memo (U), Lt Col Gary W. Taylor, ANGRC/DOX to Col Sawyer, Subj: "MG Navas' Memo of 11 Apr 94," SD II-12, Hist (U), ANG, CY 1992-CY 1994; Rpt (U), Lt. Col. Gary W. Taylor, ANGRC/DOX, Subj: "PROVIDE PROMISE SCENARIO," undated, SD II-13, Hist (U), ANG, CY 1992-CY 1994; Rpt (U), Lt. Col. Gary W. Taylor, ANGRC/DOX, Subj: "PROVIDE PROMISE Fact Sheet," 16 March 1994, SD II-14, Hist (U), ANG, CY 1992-CY 1994.

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<sup>56</sup> Article (U), MSgt Bob Haskell, NGB, "Gulf build-up aided by Guard," *The On Guard*, March 1998, pp 1, 3.

<sup>57</sup> Article (U), Lt Col Jean Marie Beall, Maryland ANG, "Coronet Oak Mission Grounded," *The On Guard*, March 1999, p 3; Article (U), Lt Col Jean Marie Beall, 135<sup>th</sup> Airlift Squadron, Maryland ANG, "Adios Panama," *National Guard*, April 1999, pp 22-23; Paper (U), Brig Gen John Schnell, Maryland ANG, Subj: "Coronet Oak History, October 1, 1977 to 17 February 1999 [for approximately 5 minute talk]," undated, SD CHRON-65, Hist (FOUO), ANG, CY 1998 - CY 2000; MFR (U), Charles J. Gross, Ph.D., NGB-PAI-H, Subj: "Air National Guard (ANG) Director's Weekly Staff Meeting Notes," 17 February 1999, p 2, SSD-17, Hist (FOUO), ANG, CY 1998 - CY 2000.

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<sup>59</sup> Article (U), James Spielmann, Associated Press, "The Navy Wraps Up A Long Polar Stretch," *Washington Post*, 18 February 1999, p 19, SD CHRON-21, Hist (FOUO), ANG, CY 1998 - CY 2000.

<sup>60</sup> Article (U), Wyoming National Guard Public Affairs Office, "187th Assumes Medevac Role," *153rd Airlift Wing Newsletter*, March 2000, p1, **DOC 2000-3, ANG Chronology.**

<sup>61</sup> Nist (S/NOFORN), ANG, CY 2001-CY 2004, p. xii.

<sup>62</sup> Endnote 3, Chapter IV, CY 2001- CY 2004 ANG History.