

# A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS, 1908 – 2014: February Events

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NGB/HO

**February 1911.** The California National Guard established an Aeronautical Detachment of its 7<sup>th</sup> Company, Coast Artillery Corps.<sup>1</sup>

**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>2</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>3</sup>

**February 1922.** The 104<sup>th</sup> Observation Squadron, Minnesota National Guard, received its first official military aircraft, nine Curtiss JN-6H biplanes, after it moved into permanent facilities at Speedway Field. Until that time, the unit had trained on rented civilian aircraft.<sup>4</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>5</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 Roosevelt administration, which suspected collusion and fraud in the granting of routes. The National Guard contributed 53 of its newest planes to the effort, in addition to aircraft mechanics and airfields. The National Guard offered to furnish some of its own pilots to the emergency effort -- many of whom were more experienced than the AAC pilots and, unlike the latter, were used to flying sophisticated commercial airliners at night and in poor weather – but the Army rejected the offer. Poorly trained and ill-equipped Army flyers suffered an alarming number of fatal crashes before the airlines resumed the service on 1 June 1934.<sup>6</sup>

**February 1937.** The National Guard Bureau established a separate Aviation Division for the first time. An indication of the growing importance attached to aviation in the Guard, it was the only National Guard combat or support arm to be

represented by a its own distinct office within the Bureau. Col. Clarence L. Tinker, Army Air Corps, was its first Chief.<sup>7</sup>

**10 February 1941.** The 125<sup>th</sup> Observation Squadron, Oklahoma National Guard, received federal recognition.<sup>8</sup>

**25 February 1941.** The 124<sup>th</sup> Observation Squadron, Iowa National Guard, received federal recognition.<sup>9</sup>

**22 February 1942.** While towing a 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>10</sup>

**21 February 1944.** SSGts Jim Nichols and Gene Salitrinik, enlisted pilots and former members of the California National Guard's 115<sup>th</sup> Observation Squadron, were reported missing in action after they landed their light aircraft behind enemy lines to rescue the pilot of a downed P-40. After 28 days of dodging the Japanese while struggling through dense jungles infested with leeches and mosquitoes, an American patrol rescued the two sergeants, together with the fighter pilot and an Australian jungle specialist who had been parachuted in to help them escape.<sup>11</sup>

**22-23 February 1944.** Pilots of the 111<sup>th</sup> Tactical Reconnaissance Squadron (formerly the 111<sup>th</sup> Observation Squadron, Texas National Guard), shot down 14 German *Luftwaffe* fighters while flying 30 missions in P-51 Mustangs.<sup>12</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 Group received the mission of photographing the French coastline in preparation for the Normandy invasion, Operation Overlord.<sup>13</sup>

**20 February 1945.** Flying a P-51 for the Army Air Forces 356<sup>th</sup> Fighter Group, Maj. Donald J. Strait, a prewar 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 prewar 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>14</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>15</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>16</sup>

**February 1946.** The National Guard Bureau officially announced the plan for the postwar Air National Guard to the states.<sup>17</sup>

**3 February – 4 March 1949.** Responding to one of the worst blizzards in the state's history, Governor Fred A. Aandahl of North Dakota ordered the 178<sup>th</sup> Fighter Squadron to begin a haylift out of Minot. Utilizing two C-47 support aircraft, the unit flew 156 missions dropping over 8,000 bales of hay weighing approximately 400 tons. On February 19<sup>th</sup>, Maj. Donald C. Jones, the squadron's commander and director of the haylift operation died when his F-51 crashed.<sup>18</sup>

**17 February 1949.** F-51 Mustangs from the 127<sup>th</sup> Fighter Squadron, Kansas ANG, dropped five bombs on an ice jam in the Big Arkansas River six miles southeast of Nickerson, Kansas in an effort to relieve threatened flood conditions. The results of the bombing were not reported.<sup>19</sup>

**February 1949.** Congress rejected a Truman administration initiative to merge the Air National Guard into the Air Force Reserve.<sup>20</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>21</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>22</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; 176<sup>th</sup> FS, Wisconsin; and the 197<sup>th</sup> FS, Arizona. All of these units except for the 107<sup>th</sup> 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>23</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 and C jets to serve in the 127th Pilot Training Wing. It later converted from F-84Bs to F-84E and F-84G fighters. 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>24</sup>

**1 February 1951.** After being mobilized on this date because of the Korean War, the Connecticut ANG's 118<sup>th</sup> Fighter Squadron was moved to Suffolk County AFB, New York where its obsolete F-47Ns provided air defense for the New York-New England area until it was returned to state control on 1 December 1952.<sup>25</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) remained at its home station to provide air defense for the U.S. Mid-Atlantic region with its F-84Cs.<sup>26</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 its return 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>27</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>28</sup>

**12 February 1951.** The Washington state ANG's 116th Fighter Squadron was redesignated the 116th Fighter Interceptor Squadron (Jet).<sup>29</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>30</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>31</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>32</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>33</sup>

**1 February 1953.** Air National Guard units released from active duty and returned to state control included: 130<sup>th</sup> Aircraft Control and Warning Squadron (ACW&S), Utah; 132<sup>d</sup> AC&WS, Minnesota; 138<sup>th</sup> AC&WS, Colorado; 139<sup>th</sup> AC&WS, Colorado; 142<sup>d</sup> AC&WS, Oregon; 143<sup>d</sup> AC&WS, Washington; 147<sup>th</sup> AC&WS, California; 148<sup>th</sup> AC&WS, California; 149<sup>th</sup> AC&WS, California; and the 160<sup>th</sup> Aircraft Control and Warning Group, Washington.<sup>34</sup>

**February 1953.** The Department of the Army modified Special Regulation 10-230-1 to allow either an Air or Army Guardsman to serve as Deputy Chief of the NGB when the Chief was a member of the other reserve component. Previously, the Deputy Chief could only be an ANG officer.<sup>35</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, five seconds in an F-86 borrowed from the Air Force.<sup>36</sup>

**10 February 1954.** The 199<sup>th</sup> Fighter Squadron, Hawaii ANG, received its first F-86 Sabre via a U.S. Navy aircraft carrier.<sup>37</sup>

**1 February 1955.** Maj. Gen. George G. Finch, a Georgia Air National Guardsman, assumed command of 14<sup>th</sup> Air Force. He was the first Air Guardsman to head an active duty Air Force organization above the wing level.<sup>38</sup>

**1 February 1956.** The 150<sup>th</sup> Air Transport Squadron (Medium), New Jersey ANG, received federal recognition effective this date. The first pure airlift unit in the Air Guard, the squadron was equipped with Curtiss C-46D Commandos.<sup>39</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>40</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 for transfer to the Air Force Museum.<sup>41</sup>

**26 February 1958.** The 108<sup>th</sup> Fighter Interceptor Wing, New Jersey ANG, was redesignated the 108<sup>th</sup> Fighter Interceptor Wing (Day) (Special Delivery) reflecting its new nuclear mission and its mobilization assignment to the Tactical Air Command (TAC). The unit was redesignated the 108<sup>th</sup> Tactical Fighter Wing (Daylight) (Special

Delivery) on 10 November 1958. The 108<sup>th</sup> had converted from F-86Es to F-84Fs that spring.<sup>42</sup>

**1-26 February 1960.** Forty-seven 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>43</sup>

**2 February 1960.** The Secretary of the Air Force, Dudley C. Sharp, approved the gaining command concept of reserve forces management which had long been championed by senior Air Guard leaders but opposed by the Air Force.<sup>44</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 and B Starfighters.<sup>45</sup>

**13 February 1963.** Responding to the lessons of the Berlin call-up, 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. However, adequate resources were not available to accomplish that goal on an across-the-board basis until President Ronald W. Reagan's military build-up during the 1980s.<sup>46</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>47</sup>

**February 1964.** Secretary of the Air Force Eugene Zuckert approved "in principle" a proposal for an "eventual" merger of the Air National Guard and the Air Force Reserve. The proposal was sent to the Air Staff for study but never implemented.<sup>48</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>49</sup>

**February 1965.** Beginning this month and extending to mid-September, approximately 30,000 citizen-soldiers and -airmen went to their annual field training periods on ANG transports as part of “Operation Guardlift II.”<sup>50</sup>

**February 1968.** *The National Guardsman* magazine reported that Air Guard officers were assigned to the “Policy & Plans, Surgeon General, Comptroller, Personnel Plans & Operations, and Programs & Resources” staffs of Headquarters, U.S. Air Force under the provisions of Section 8033, Title 10, U.S. Code.<sup>51</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>52</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.<sup>53</sup>

**17-24 February 1969.** The 263<sup>rd</sup> Mobile Communications Squadron, North Carolina ANG was ordered to State Active Duty (SAD) to provide disaster relief to the residents of Anson County, N.C. A severe ice storm had caused major power outages there. Unit personnel provided and operated power generators to assist local farmers, homes, schools and other public facilities, and well pumps.<sup>54</sup>

**February 1969.** Graduating from the Lackland Military Training Center at San Antonio, Texas, the first Air National Guard women in history completed Air Force basic training. The graduates were Airmen Kathy Kovacs and Michele Kuttan from Illinois and Vicki Markotay from Missouri.<sup>55</sup>

**February 1970.** Illinois’ 182<sup>nd</sup> Tactical Air Support Group became the first Air Guard unit to receive the Cessna O-2A Super Skymaster with the delivery of nine of the brand-new propeller-driven aircraft from the factory. That aircraft equipped seven ANG units before it was phased out in 1985.<sup>56</sup>

**23 February – 2 March 1971.** C-124s from the 137<sup>th</sup> Military Airlift Wing, Oklahoma ANG, dropped 150 tons of hay to stranded herds of cattle in 16 counties in the western portion of the state after an immense storm dropped 30 inches of snow. Winds of up to 50mph piled snow in 15-foot drifts, blocking highways and stranding thousands of cattle. Local cattlemen rode aboard the planes to guide the aircrews.<sup>57</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>58</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> Tactical Bombardment Group received its first Martin-built EB-57B Canberra aircraft. On 6 April 1974, the unit became the 190<sup>th</sup> Defense Systems Evaluation Group (DSEG) as an Air Defense Command-gained organization.<sup>59</sup>

**February 1974.** The Air Force announced plans to deactivate the California ANG's 129<sup>th</sup> Special Operations Squadron in mid-1975; the service later withdrew the plans.<sup>60</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>61</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>62</sup>

**1 February 1977.** The Air National Guard Support Center was activated at Andrews AFB, Maryland as a named activity under the control of the Director, ANG. The establishment of the center served to separate operational activities from NGB staff functions<sup>63</sup>

**6-8 February 1978.** After the worst blizzard in 90 years struck Massachusetts, personnel of the 104<sup>th</sup> Tactical Fighter Group cleared snow from major arteries in assistance to local towns.<sup>64</sup>

**February 1979.** Montana activated over 500 Air Guardsmen from the state Air Guard's 120<sup>th</sup> Fighter Group to assist state authorities and Army Guardsmen in manning a prison, a treatment center for alcoholics, and a school for the mentally handicapped when state employees went on strike.<sup>65</sup>

**February 1981.** The 169<sup>th</sup> Tactical Fighter Group, South Carolina ANG, began converting to F-16As, the first air reserve component unit to do so.<sup>66</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>67</sup>

**1 February 1984.** The 195<sup>th</sup> Tactical Fighter Training Squadron, Arizona ANG,



based at Tucson International Airport, received federal recognition. The mission of the 195<sup>th</sup> was to train Air Guard pilots to fly A-7Ds.<sup>68</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>69</sup>

**1 February 1984.** The 114<sup>th</sup> Tactical Fighter Training Squadron, Oregon ANG, was extended federal recognition at Kingsley Field, Klamath Falls. The unit's mission was F-4C replacement training for weapons systems officers and pilots assigned to Air Guard fighter interceptor squadrons.<sup>70</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>71</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 was a Missouri ANG concept that was approved and funded by the NGB. Its 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>72</sup>

**February 1989.** The District of Columbia ANG's 113<sup>th</sup> Tactical Fighter Wing, 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>73</sup>

**14 February 1990.** Operation Just Cause, the U.S. military intervention in Panama, ended.<sup>74</sup>

**28 February 1991.** Active combat operations under Operation Desert Storm ended.<sup>75</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>76</sup>

**26 February 1993.** C-130 aircraft and aircrews from the 123d Airlift Wing, Kentucky ANG, began carrying relief supplies into a besieged Sarajevo in Operation Provide Promise.<sup>77</sup>

**12 February 1993.** The 203<sup>rd</sup> ARS, Hawaii ANG, was activated, equipped with KC-135R Stratotankers.<sup>78</sup>

**28 February 1993.** Operation Provide Relief, supplying food and other humanitarian

aid to Somalia, ended. Operate Restore Hope had absorbed Provide Relief administratively by mid-December 1992.<sup>79</sup>

**19 February 1996.** The *Air Force Times* reported that the 109th Airlift Wing, New York ANG, would assume the responsibility for airlift support of National Science Foundation activities in Antarctic during 1999-2000 from the U.S. Navy.<sup>80</sup>

**22 February 1998.** Secretary of Defense William S. Cohen announced that he had requested a Presidential Selective Reserve Call-Up to support operations against Iraq in Southwest Asia.<sup>81</sup>

**24 February 1998.** President Bill Clinton signed an executive order authorizing the call-up of 500 Guardsmen and Reservists for up to 270 days to support military operations in Southwest Asia.<sup>82</sup>

**February 1998.** ANG KC-135s from Mississippi, Nebraska, Wisconsin, California, and Alaska, together with those from two Air Force Reserve units, established a tanker task force at Eielson AFB, Alaska. The tankers 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 missions were part of Operation Desert Thunder, air campaign planned to commence if President Saddam Hussein continued to block UN weapons inspections in Iraq. Fortunately, diplomatic pressure worked and UN-sponsored inspections for weapons of mass destruction resumed in Iraq without resort to military force.<sup>83</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 shutting down at Howard AB and moving to Puerto Rico with the expiration of US treaty rights in the Canal Zone. The ANG and the Air Force Reserve had conducted Coronet Oak (originally Operation Volant Oak) in Panama since October 1977.<sup>84</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>85</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 109th Airlift Wing in 1998.<sup>86</sup>

**1 February 2000.** The 187th Aeromedical Evacuation Squadron, Wyoming ANG, flew its first regularly scheduled peacetime medical evacuation mission from Cheyenne, Wyoming to Colorado Springs, Colorado. It assumed this mission from the Air Force.<sup>87</sup>

**20-23 February 2001.** Elements of Ohio's 179<sup>th</sup> Airlift Wing and Kentucky's 123<sup>rd</sup> Airlift Wing were given an Expeditionary Operational Readiness Inspection while deployed at Ramstein AB, Germany to participate in Operation Joint Forge in the Balkans.<sup>88</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 Guardsman 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>89</sup>

**1 February 2002.** Brig. Gen. David A. Brubaker, an Indiana Air Guardsman, became the Acting Director of the Air National Guard pending Senate confirmation of Maj. Gen. Daniel James, III, the Adjutant General of Texas, as the president's nominee to be the Director of the Air National Guard.<sup>90</sup>

**26 February 2003.** Thomas F. Hall, Assistant Secretary of Defense for Reserve Affairs, announced that there would be a "rebalancing" of missions between the active duty and reserve components of the U.S. armed forces because of the high demands being placed on the latter.<sup>91</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. The 107<sup>th</sup> was 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>92</sup>

**8 February 2006.** Flown by active duty Air Force and Air Guard members, the first C-17 Globemaster III joined the Hawaiian ANG airlift force.<sup>93</sup>

**26 February 2006.** Governors from both the Democratic and Republican political parties complained at the annual winter meeting of the National Governors' Association that the Bush administration's policies were stripping the National Guard of equipment and personnel needed to deal with natural disasters and other emergencies at home.<sup>94</sup>

**27 February 2006.** The Air Force publicly unveiled its initial plan for Total Force Integration - Phase II, which provided for closer integration of Guard and Reserve assets with the active duty force.<sup>95</sup>

**4 February – 21 April 2007.** The 148 FW, Minnesota ANG, based at Duluth IAP,

Duluth, Minnesota, deployed 400 personnel to Balad Air Base, Iraq for AEF 5/6. Due to the delay of the 147 FW's deployment, the 148 FW's deployment was extended 12 days.<sup>96</sup>

**5 February 2007.** The 178 FS, 119 FW, North Dakota ANG, based at Hector Field, ended F-16 operations after nearly 17 years as their last F-16 departed Hector Field in Fargo, North Dakota.<sup>97</sup>

**8 February 2007.** North Dakota Governor John Hooven announced that the Air Force's 91<sup>st</sup> Space Squadron and his state's adjutant general had agreed to create a new Air National Guard squadron at Minot AFB, North Dakota. The unit would support Intercontinental Ballistic Missile (ICBM) operations and consist mostly of ANG security forces. The Air Guard unit would bring full-time and 80 traditional ANG positions to Minot.<sup>98</sup>

**1 February 2008.** The 147<sup>th</sup> Fighter Wing, Texas ANG, handed off its Air Sovereignty Alert (ASA) responsibilities to the 138<sup>th</sup> Fighter Wing, Oklahoma ANG. The 138<sup>th</sup> performed its alert mission at the 147<sup>th</sup>'s ASA site [on Ellington Field] in the Houston, Texas area.<sup>99</sup>

**1 February 2009.** Secretary of Defense Robert M. Gates appointed Air Force Lieutenant General Harry M. Wyatt III as Director of the Air National Guard.<sup>100</sup>

**28 February 2009.** Fort Wayne's TV News Channel 15 reported that the Indiana ANG's 122<sup>nd</sup> Fighter wing would be converting from F-16 Block 30 aircraft to A-10s.<sup>101</sup>

**2 February 2010.** California Governor Arnold Schwarzenegger appointed ANG Brig. Gen. Mary J. Knight to be his state's adjutant general. She became the first woman to hold that post in California and the nation's first black female adjutant general.<sup>102</sup>

**15 February 2010.** The 104<sup>th</sup> Fighter Wing, Massachusetts ANG, assumed its new Air Sovereignty Alert (ASA) mission around-the-clock with the unit's 18 F-15s. BRAC 2005 had led to the 104<sup>th</sup>'s conversion from A-10s to F-15s. The 104<sup>th</sup> replaced Vermont's 158<sup>th</sup> Fighter Wing which had performed the ASA mission for the Northeastern United States since late 2007.<sup>103</sup>

**9 February 2011.** The 187<sup>th</sup> Fighter Wing and the 117<sup>th</sup> Air Refueling Wing, both based in Montgomery, Alabama, were selected to support civilians in mass casualty events as part of Alabama's Chemical, Biological, Radiological, Nuclear, high-yield Explosive (CBRNE) Enhanced Response Force Package (CERF-P). Alabama joined 16 other states in establishing these specialized emergency-response groups. The Alabama team comprised approximately 200 Air and Army Guard members

available to assist anywhere in the United States or its territories.<sup>104</sup>

**4 February 2012.** Members of the California Air Guard's 129<sup>th</sup> Rescue Wing evacuated a man suffering stroke-like symptoms from a cargo ship located 200 miles off the coast. The 129<sup>th</sup> flew the stricken man to a hospital in San Jose, California.<sup>105</sup>

**13 February 2012.** Air Force plans in the Fiscal Year 2013 President's Budget released this day proposed significant cuts to the ANG, causing an outcry on Capitol Hill and in the States. Presented after weeks of failed negotiations in the Pentagon, the plan called for cutting 5,100 Air Guard personnel (5 percent of the force), compared to 3,900 active duty airmen and 900 Air Force Reservists. The cuts would also eliminate over 200 aircraft in the total Air Force, most of them from the ANG. This approach to USAF budget cuts represented a complete reversal of the approach taken by General Merrill A. McPeak, Air Force Chief of Staff in the early 1990s. With the end of the Cold War, McPeak and ANG leaders agreed to enlarge and modernize Air Guard aircraft inventories as well as maintaining ANG flying units and personnel end strength in order to preserve total Air Force combat capabilities despite while the steep mandated cuts for the active duty force.<sup>106</sup>

**February 2012.** Gen. Craig R. McKinley, USAF, Chief, NGB, reported that " ... more than 18,350 Air Guard members deployed to 62 countries and every continent last year."<sup>107</sup>

**February 2012.** Gen. Craig R. McKinley, USAF, Chief, NGB, reported that during CY 2011, ANG C-130s equipped with modular aerial fire-fighting systems dropped more than 320,000 gallons of fire-retardant.<sup>108</sup>

**February 2012.** Lt. Gen. Harry Wyatt III, USAF, ANG Director, reported that during FY 2011 Air Guard members filled more than 52,000 Air Force manpower requests, 89 percent of them voluntarily.<sup>109</sup>

**February 2013.** The first C-17 Globemaster III was delivered to the Tennessee Air National Guard's 164<sup>th</sup> Airlift Wing at the Memphis International Airport on this date. The unit was slated to receive a total of eight C-17s to replace its C-5 Galaxy airlifters.<sup>110</sup>

**2 February 2013.** CMSgt. James W. Hotaling assumed his post as the new Command Chief Master Sergeant of the Air National Guard.<sup>111</sup>

**2 February 2013.** A contingent of eight F-22s, 101 Air Guardsmen from the Hawaii ANG's 199<sup>th</sup> Fighter Squadron, and 40 active duty airmen from the 19<sup>th</sup> Fighter Squadron (associate unit of the 199<sup>th</sup>), plus 11 contractors returned to Joint Base Pearl Harbor-Hickam, Hawaii. This force had deployed for two weeks to Nellis AFB,

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